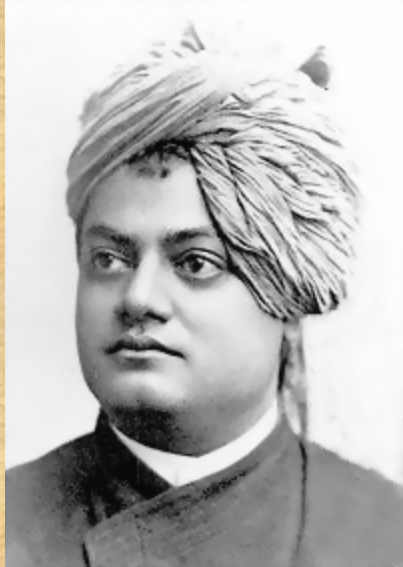


# BHOPAL BRTS-



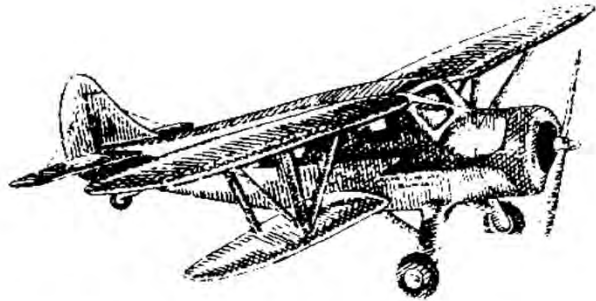
**Let us go forward  
and do yet greater things.**

*Swami Vivekananda*

Devendra Tiwari  
Add.C.E.O. Bhopal City Link Ltd.



# Great Past-Bright Future



Tata Air Lines began a Bombay-Indore-Bhopal-Gwalior-Delhi service with the Waco YQC-6 aircraft in 1937



- Bhopal is a city known for Gas Tragedy
- It is an unfortunate chapter in the history of a city like Bhopal which was otherwise a pioneer in planning Public Transport since pre Independence era.
- First Bhopal- Hoshangabad Railway line launched before independence in 1938.
- Bhopal shared 80% of the cost with British Government in construction.

J.R.D.Tata himself flew the **first** Bombay-Indore-BHOPAL-Gwalior-Delhi flight way back in 1937



# Bhopal the Public Transport loving City

- Bhopal is a Public Transport Loving City where names of Major Public Places is defined by the name of Bus Stops.



10 No Bus  
Stop

10 No  
Market

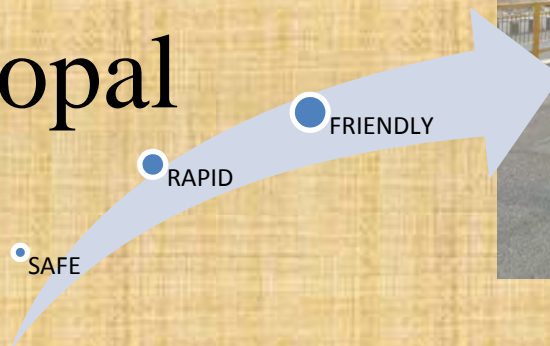
07 No Bus  
Stop

07 No  
Market

06 No Bus  
Stop

06 No  
Market

# JOURNEY OF PUBLIC TRANSPORT in Bhopal

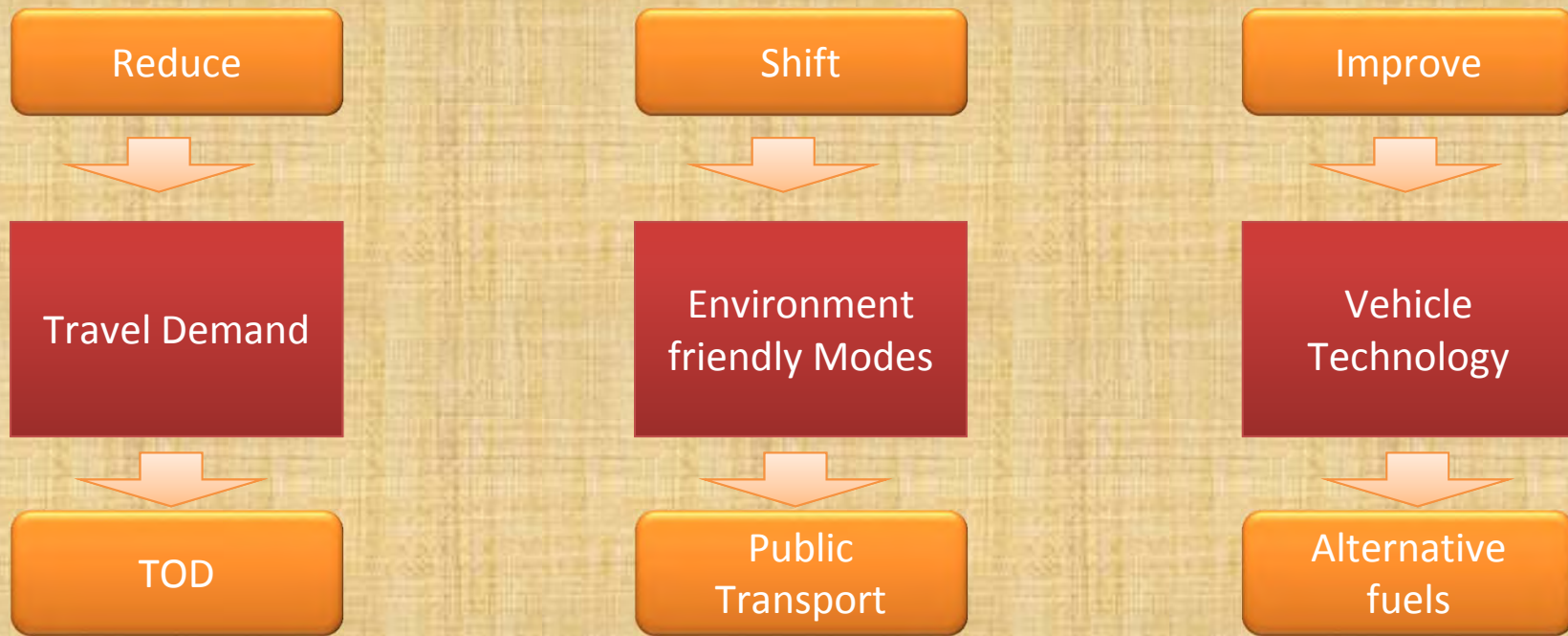


# The problem





# Planning frame work



**BRTS is an effort towards this possible shift**

# Why BRTS ? Why not flyovers , more roads , Metro

- ◆ Design cities for people rather than cars.
- ◆ We must invest innovatively & wisely in our public transportation system.
- ◆ BRTS is one such solution and its as good as Metro.





**Time factor – Its time taking 30years.....  
just in planning**

**DELHI METRO .....time line**

| S.No | Year    | Work   |
|------|---------|--|
| 1.   | 1969-70 | CRRI made study and recommended MRTS   |
| 2.   | 1971-84 | Various official committees of different departments were commissioned to resolve the issues related to route, technology and jurisdiction |
| 3.   | 1984    | DDA recommended MMTS, 200 km of LRT, Metro and Tram  |
| 4.   | 1987    | Task Force to decide construction Technology. Also suggested MGLEV   |
| 5.   | 1993    | RITES prepared feasibility report on IMMRTS and recommended 198.5 kms of Metro, Rail and Dedicated bus corridors                           |
| 6.   | 1995    | DMRC was incorporated  |
| 7.   | 1998    | Construction of Phase 1 began  |
| 8.   | 2002    | Red line inaugurated   |

**Delhi Metro Phase 1 – Rs 14430 Cr.  
at 2004 prices  
@230 Cr/Km**



# BRT Around the World



Guangzhou, China



Jakarta, Indonesia



Brisbane, Australia



Nagoya , Japan



Bangkok



Ottawa, Canada



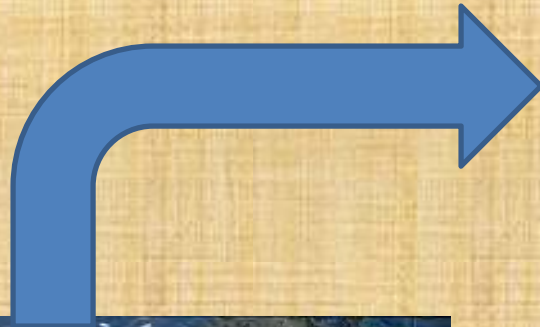
Istanbul



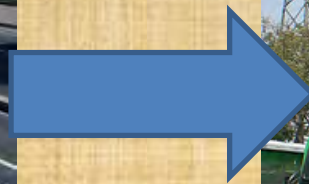
Curitiba, Brazil



# Way of BRT in India



Bogota, Colombia





## Two City-One Succeeds & One Fails

| BRT in India                        | Ahmadabad BRT       | Delhi BRT                  |
|-------------------------------------|---------------------|----------------------------|
| Support Institution                 | CEPT-Ahmadabad      | IIT-Delhi                  |
| Planning & Design                   | As per need of city | Opposite to city character |
| Construction                        | Within time         | Delayed                    |
| Marketing & Branding                | Excellent           | Average                    |
| Ownership                           | Yes                 | Not applicable             |
| Continues stake holder consultation | Done                | Not Done                   |
| Expansion of Corridor               | Yes                 | No                         |

in the news **magazine** 11  
MAY 1995, 2003

## Delhi & Ahmedabad BRTS: Study in Contrast

Delhi CM Sheila Dikshit has admitted that her city's much-touted bus network is a flop. She could pick up cues from the spectacular success of the Ahmedabad BRTS



**B**ig Visional Data sets like Delhi and Ahmedabad, which are important because they hold a treasure trove of road, location and traffic data, have been made available through the Traffic Systems (TSS) portal. The Ahmedabad TSS is made up of the Delhi Information that is available in the TSS, plus the additional information that is not in the TSS and is not available in the TSS. The TSS is a data platform for Delhi and Ahmedabad, which is used to store and manage the data. The TSS is a data platform for Delhi and Ahmedabad, which is used to store and manage the data. The TSS is a data platform for Delhi and Ahmedabad, which is used to store and manage the data.

[illegible]

**Shaking Gears**  
The Atlanta-based 1975's success has caught the nation's other Indian tribes. Nations such as Cherokee, Chickasaw, Choctaw, Creek and Seminole are studying the tribe and their close study on its history, dance and folklore, and are looking to see if they, too, can do as the People Cherokees and Indians are doing. The Cherokee and Seminole are the first implementing a new logo design instead of their traditional ones. The Cherokee Nation has already done this in applying their logo to many strategic areas, such as the Cherokee Nation's new sports association with the Atlanta-based project. Creating an open space on the Cherokee Nation's website, the Cherokee Nation has also done this in applying their logo to many strategic areas, such as the Cherokee Nation's new sports association with the Atlanta-based project. Creating an open space on the Cherokee Nation's website, the Cherokee Nation has also done this in applying their logo to many strategic areas, such as the Cherokee Nation's new sports association with the Atlanta-based project.

# RESULTANT PUBLIC OPINION IN INDIA

- Delhi BRTS fails-Will it be successful model for India.
- Do we have expert technical support available in India?
- Passenger can not Board easily & Alight from a BRT Bus.
- Design issues of BRTS.
- Lack of Political will?
- Case Hon. Delhi high Court Decision - Other vehicle in BRT lane. Issues?
- Municipal corporation is not qualified for operation of Project like BRTS.
- BRTS increases congestion, what happens to other vehicles.

**❖ CEPT was successful in implementing BRTS & hence defended the system all over India.**



# BRT Cities in India

- MOUD sanctioned BRT corridors for cities under JnNURM.
- Ahmadabad, Delhi, Jaipur, Pune, Indore, Bhopal, Hubli-dharwad, Surat , Rajkot, Raipur, Amritsar, Ludhiana etc.
- Majority of the cities initiated BRTS construction work inspired by Delhi.
- After failure of Delhi BRTS, Maximum cities shifted to Ahmadabad Model.
- Not a case of “**One size fit for all**”. Hence the need for adaptation.
- In M.P. Indore shifted to Ahmedabad Model from Delhi.
- Learning from many BRT systems & experiences Bhopal makes its own Model.
- Ahmedabad BRT was a source of inspiration for Bhopal BRT, but Bhopal BRT evolved uniquely.
- Since 2006-2012, BRT was mostly discussed about its design, but less about **sustainability & operational aspects**.
- Hence , Because of these experience Bhopal could invest in the thought processes of operational sustainability at the time of planning.

# Successful Journey-BRT BHOPAL

- **Planning Stage:**
  - Corridor identification- Mostly single corridor sanctioned by MoUD for all JnNURM cities in India.
  - Need for a networked corridor approach in million/ Billion plus cities.
- Proper planning & Route Rationalization carried out by BMC.
- Selected corridor passes through the core city having length of 24 K.M.
- Start point – Misrod.  
End point – Bairagarh, which are suburban cities of Bhopal.
- Connects two Rly. Station & two Bus stands.
- As a modern model of transport - An attraction for commuters.



# Successful Journey-BRT BHOPAL

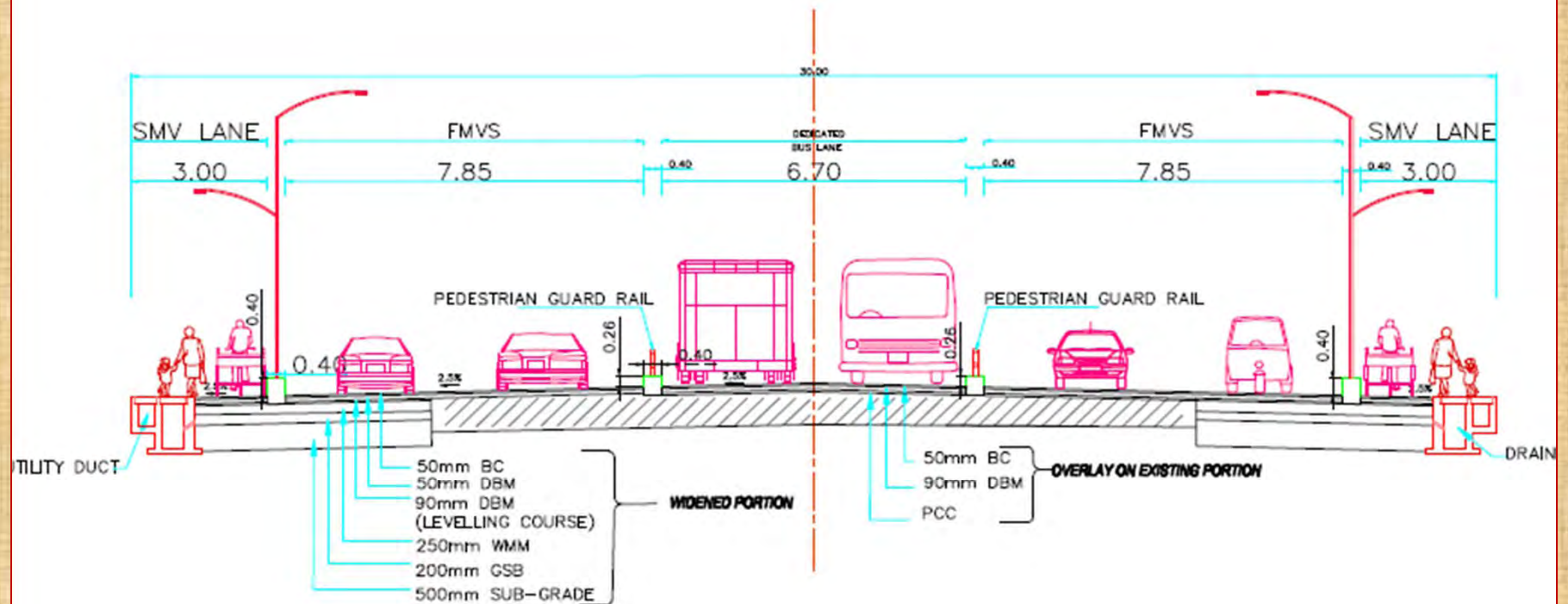
- **Construction & Design issue:**
  - Due to sensitivity of design aspect of BRT, Many stake holder consultation were done.
  - Design has been worked out as per suggestions received from stake holders, experts and as per the character & need of city.
  - After all exercise design of BRT corridor was finalized and it evolved uniquely.
  - Due to flexible design, BRTS corridor is able to integrate all Buses with BRT.
  - Buses are able to ply inside & outside of BRT corridor.
  - Different floor height of Buses can be accommodated in BRTS corridor.
  - Bus stops are located at centrally staggered kerb side and Buses can overtake all over the corridor.

# Successful Journey-BRT BHOPAL



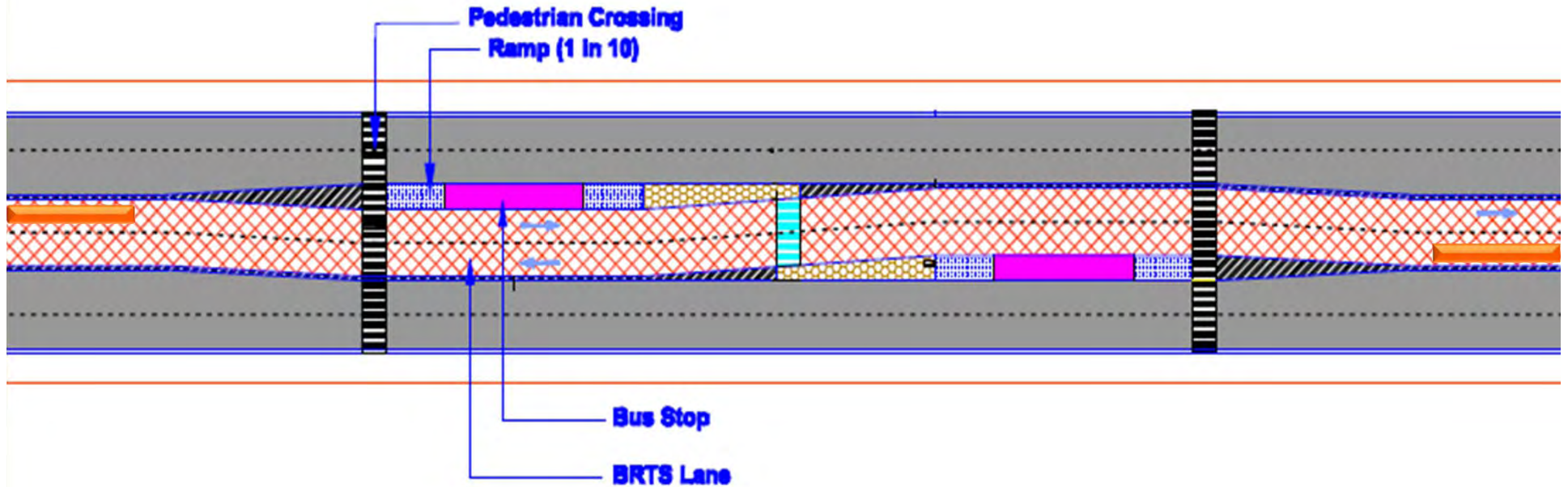


# Successful Journey-BRT BHOPAL



# Successful Journey-BRT BHOPAL

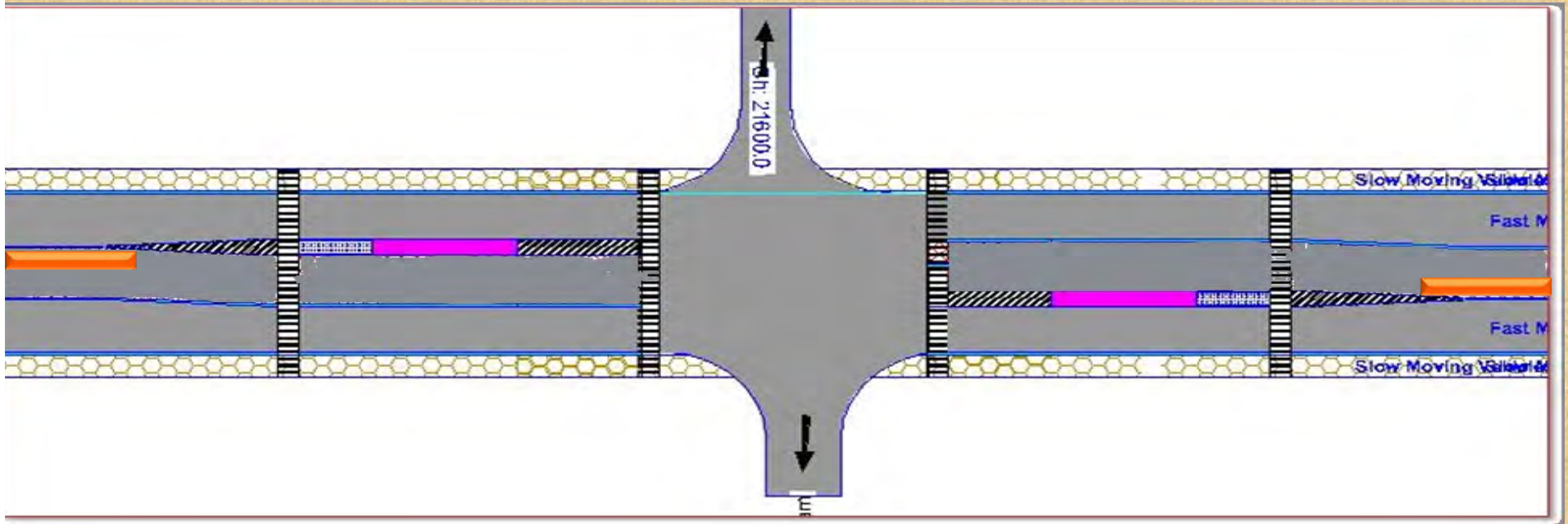
At Mid-level Bus Stop:





# Successful Journey-BRT BHOPAL

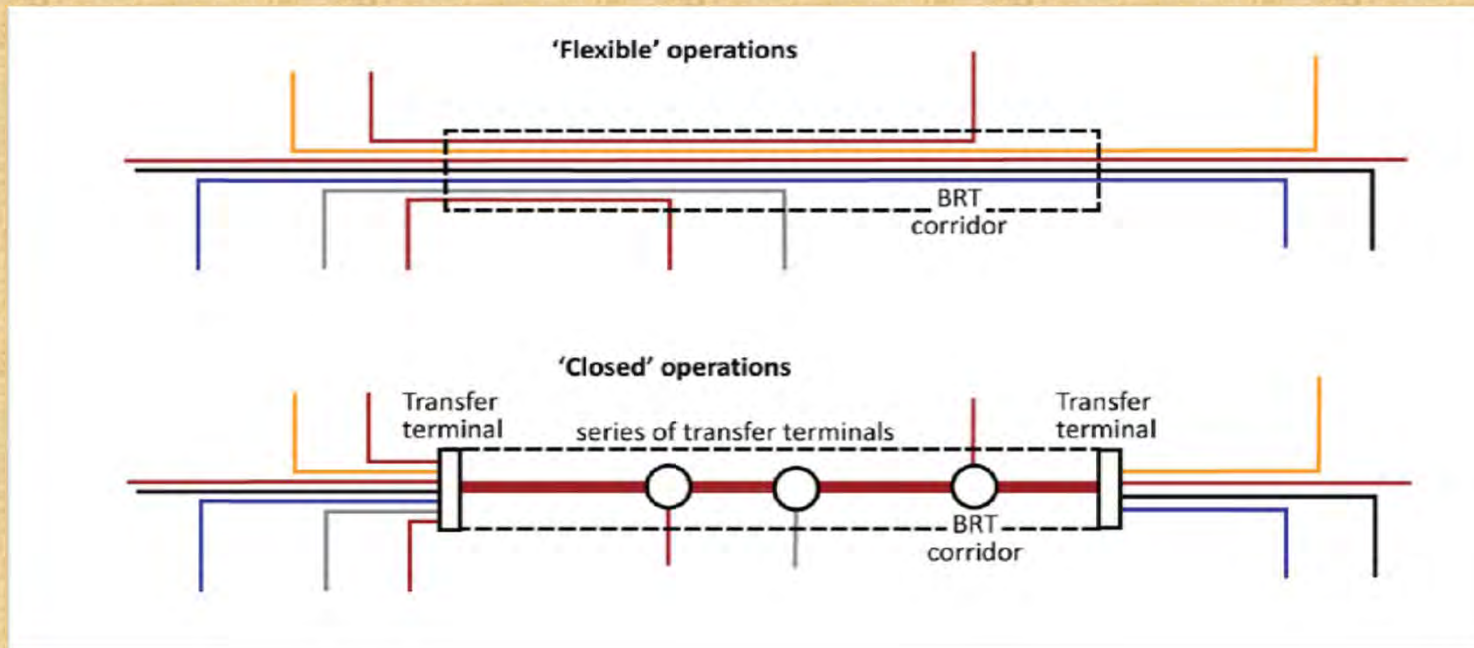
At Intersection Bus Stop:



# Successful Journey-BRT BHOPAL

## “A Flexible integrated Operation”

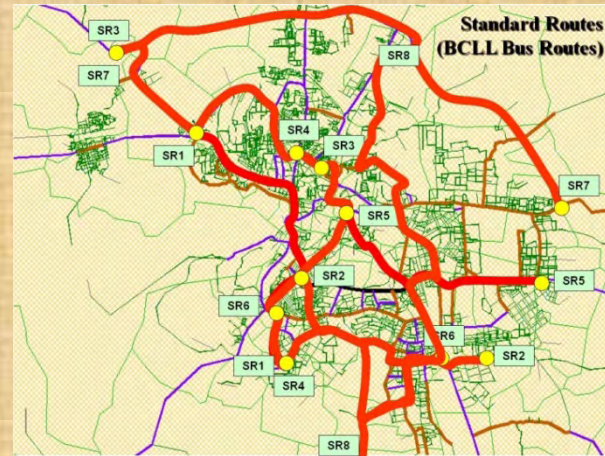
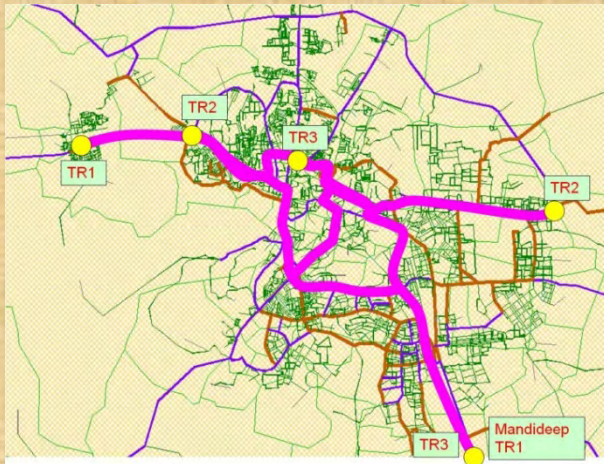
- BRT Routes can operate both inside & Outside the BRT Corridor.
- Removing the needs of interchange, transfer terminals and exclusive feeder buses.
- Greatly reducing the number of passenger transfers in the system.
- Enabling the use of both existing buses and Special BRT buses.
- Lowering construction and operation cost.





# Successful Journey-BRT BHOPAL

## Notified Public Transport Routes



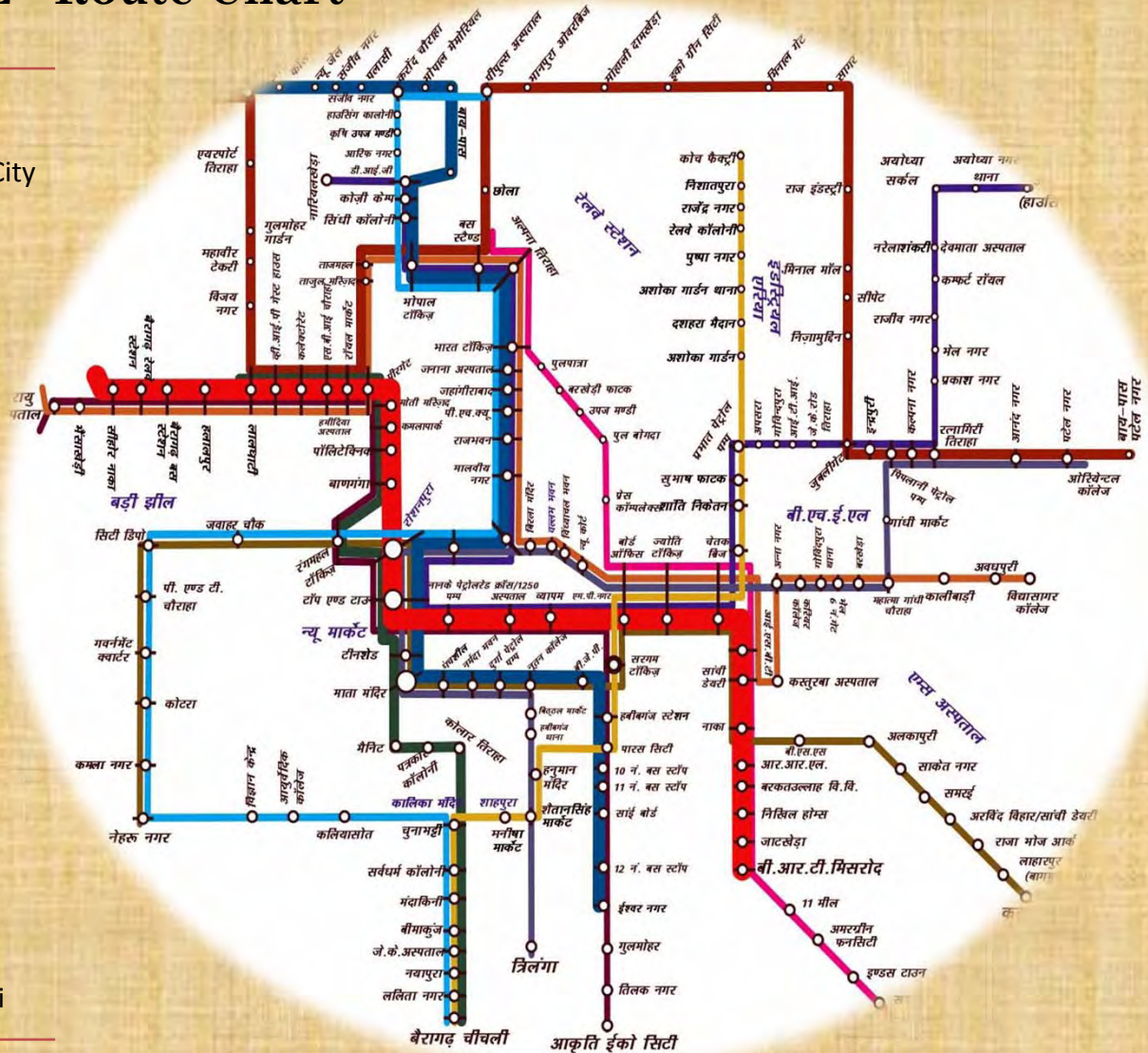
| S No | Routes                    | Description   | Number of Routes | Route length (in KM) |
|------|---------------------------|---|------------------|----------------------|
| 1    | Trunk Routes (TR)         | Connecting major activity centers of city by Bus Rapid Transit System.    | 4                | 67.64                |
| 2    | Standard Routes           | Connecting major origin & destination points of the city.                 | 8                | 123.60               |
| 3    | Complimentary /IPT Routes | Complementary to Trunk and standard routes. IPT/CR works as feeder routes | 20               | 250.24               |



# Successful Journey-BRT BHOPAL

## BCLL - Route Chart

| Route | Details                               |
|-------|---------------------------------------|
| TR1   | Chirayu Bairagarh to Aakruti Eco City |
| TR2   | Bus Stand to Mandideep                |
| TR3   | Ayodhya Nagar to Nariyal Kheda        |
| TR4   | Sehore Naka to Misrod                 |
| SR1   | Lalghati to Bairagarh Chichli         |
| SR2   | Nehru Nagar to Katara Hills           |
| SR3   | Gandhi Nagar to Ishwar Nagar          |
| SR4   | People Hosp to Bairagarh Chichli      |
| SR5   | Chirayu Bairagarh to Awadhपुरी        |
| SR6   | Trilanga to Anand Nagar               |
| SR7   | Gandhi Nagar to Patel Nagar           |
| SR8   | Coach Factory to Bairagarh Chichli    |





# Successful Journey-BRT BHOPAL

# Integration of City Bus With BRT

[illegible]

# Successful Journey-BRT BHOPAL

## Advantages Flexible /Integrated operations:

| Advantages                      | BRTS without integration                | BRTS with integration  |
|---------------------------------|---|--|
| Connectivity of Suburban        | Misrod and Bairagarh                    | Misrod , Bairagarh, BHEL, Kolar,                                 |
| Connectivity of Industrial area | No                                      | Madideep, Govindpura   |
| Connectivity of Railway Station | Bhopal Main & Habibganj Railway Station | Bhopal Main,Habibganj , Misrod, Bairagarh and Mandideep Rly. St. |
| Connectivity of Bus Stand       | HalalpurBus Stand                       | Nadira, Halalpur, ISBT, Putlighar, Jawahar chowk.                |
| Connectivity of CBD             | New Market, M.P. Nagar                  | New Market, M.P. Nagar, 10 no.                                   |



# Successful Journey-BRT BHOPAL

## Sustainability

- During the construction of BRT, Bhopal started planning the revenue model of Bus operation.
- Two type of models were prevalent at that time-Gross cost & Net-cost.
- Ahmadabad BRT was operational on Gross cost model at that time and it is very popular.
- Financial limitations led Bhopal to drop Gross cost model. Hence Bhopal shifted to Net-cost model.
- It was a difficult task to look for an operator on Net-cost mode exclusively for BRTS.
- A unique Tender document had to be drafted and floated for City bus along with BRT bus operation integrating all the routes.

# Successful Journey-BRT BHOPAL

## Roles & Responsibility of SPV

- All civil infrastructure like depots, bus stops are given by Employer
- All maintenance infrastructure like washing pits, inspection pits given by the Employer.
- Office, administrative and store building etc. are provided by the Employer.
- Covered and safe parking space are provided by the Employer.
- Live tracking facilities for & control room are given by the employer.



# Successful Journey-BRT BHOPAL

## Roles & Responsibility of Operator

- City Buses and BRT Buses operated by Private Bus Operators on Net-Cost Basis.
- 38% cost of the buses – Shared by operator as upfront fees before taking over of Bus for operation
- Rs 4,444/- Fix average monthly royalty per bus paid by operator to BCLL.
- All taxes, insurances and other fees related to operation borne by operator.
- All wages related to staff recruited & borne by the operator.
- Maintenance of Buses is responsibility of operator.
- All revenue for ticketing shall be collected by operator.
- Advertisement Revenue of Rs 3000/ bus / month shared bus operator and BCLL @ 50-50% basis.
- Revenue from Pass shared bus operator and BCLL @ 80-20% basis.

# Successful Journey-BRT BHOPAL

## Support to Bus Operator

- Administrative Support
- Infrastructure Support
- Route Planning
- ITS Support
- Quality of Service
- Monitoring Squad
- Traffic Marshals
- **Police Van in Corridor**
- Routine Conductors & Driver Training
- Regular Maintenance Camps
- Marketing & Branding





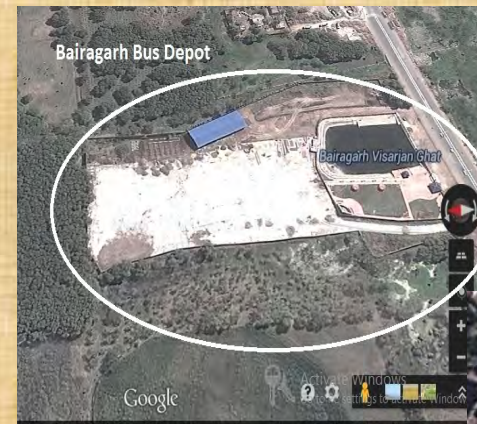
# Successful Journey-BRT BHOPAL

| Description         | Area (Acres) | Inspection Pits | Capacity Bus / Cabs | Washing Plant               | Operator         |
|---------------------|--------------|-----------------|---------------------|-----------------------------|------------------|
| City Depot          | 1.75 Acres   | 05              | 60                  | Automatic                   | Prasanna Purple  |
| ISBT                | 14.75 Acres  | 03              | 90                  | Washing Shed                | Prasanna Purple  |
| Bairagarh           | 7.50 Acres   | 10              | 75                  | Washing Shed                | Capital Roadways |
| Jawahar Ck (My Cab) | 0.91 Acres   | -               | 100                 | Automatic (To be installed) | Cabzonrent       |

City Depot



ISBT



Bairagarh

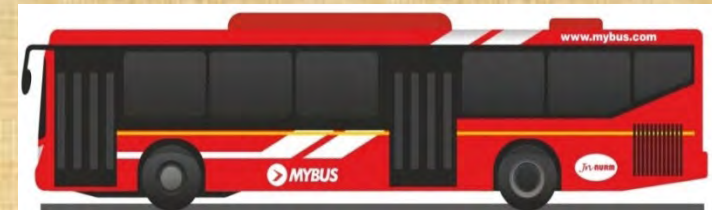
Jawahar Ck (My Cab)



# Successful Journey-BRT BHOPAL

## Branding & Outreach

- Open Competition for System name.
- Social Media Marketing
- Media sensitization
- Outdoor media and outreach
- AV and TV spots
- Strategically Dry & Trial Runs
- Brochures, route map booklet etc
- My Bus Jingle
- My Bus Video
- Radio Publicity
- System branding
- Face book Page
- **[www.mybusbhopal.in](http://www.mybusbhopal.in)**





# Successful Journey-BRT BHOPAL



## जोड़ने का सुनहरा अवसर

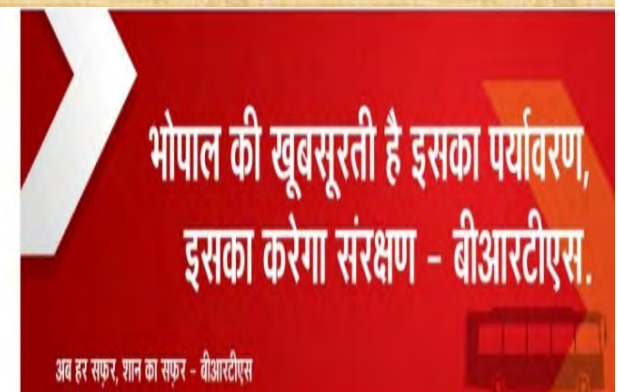
बी.आर.टी.एस. कॉरिडोर का नाम सुझाइए,  
रु. 11,000 का इनाम पाइए

तेजी से निर्मित हो रहा बी.आर.टी.एस. ना सिर्फ शहर के यातायात को सुव्यवस्थित बनाएगा बल्कि भोपाल को विश्व के उन चुनिंदा शहरों में शामिल कर देगा जहां इस प्रकार का अत्याधुनिक सिस्टम कार्यरत है। भोपाल के विकास के प्रतीक, बी.आर.टी.एस. के लिए बी.सी.एल.एल. को तलाश है एक उपयुक्त नाम की। सुझाइए हमें एक आकर्षक नाम और आप पा सकते हैं रु. 11,000 का इनाम. इतना ही नहीं, यदि आपका दिया नाम चुना जाता है तो बी.आर.टी.एस. के उद्घाटन पर आपको सम्मानित भी किया जाएगा, तो आज ही अपने नाम हम तक पहुंचाइए।

अंतिम तिथि : 27 मई 2013

नाम भेजने का पता : प्रबंधक संचालक, भोपाल सिटी लिंक लिमिटेड  
हर्षवर्धन काम्प्लेक्स, माता मंदिर चौराहा, भोपाल

# Successful Journey-BRT BHOPAL





# Successful Journey-BRT BHOPAL

## Dry Run





# Successful Journey-BRT BHOPAL

## Trial Runs





# Successful Journey-BRT BHOPAL

## My Bus – News Letter



### तेज, सुरक्षित, सुकून भरे सफर का आगाज

हमारा शहर, हमारा मेधावर कलकत्ता बस स्टेशन है... जोने के इस शहर को अब एक नई पहचान मिलने लगी है। धर्ममाता की संस्कृति, सुरक्षित कॉरिडोर, इनमें जोड़ती एसी-सीन एसी बसें, तेज सफर सुकून भरे यात्रा के आरम्भ के लिए। एसी-सीन एसी बसें, तेज सफर सुकून भरे यात्रा के आरम्भ के लिए। एसी-सीन एसी बसें, तेज सफर सुकून भरे यात्रा के आरम्भ के लिए।



**बीआरटीएस** शहरी परिवहन की नई पहचान है। तेज, सुरक्षित, सुकून भरे यात्रा के आरम्भ के लिए। एसी-सीन एसी बसें, तेज सफर सुकून भरे यात्रा के आरम्भ के लिए। एसी-सीन एसी बसें, तेज सफर सुकून भरे यात्रा के आरम्भ के लिए।

**बदलेगी सूरत, आकार लेगा आधुनिक शहर**  
विश्व की नई नई शहरी परिवहन की नई पहचान है। तेज, सुरक्षित, सुकून भरे यात्रा के आरम्भ के लिए। एसी-सीन एसी बसें, तेज सफर सुकून भरे यात्रा के आरम्भ के लिए। एसी-सीन एसी बसें, तेज सफर सुकून भरे यात्रा के आरम्भ के लिए।

**बढ़ते ट्रैफिक ने बढ़ाई जरूरत**  
हमारे शहर में बढ़ते ट्रैफिक ने बढ़ाई जरूरत। तेज, सुरक्षित, सुकून भरे यात्रा के आरम्भ के लिए। एसी-सीन एसी बसें, तेज सफर सुकून भरे यात्रा के आरम्भ के लिए। एसी-सीन एसी बसें, तेज सफर सुकून भरे यात्रा के आरम्भ के लिए।

### जानिए, ऐसा है हमारा बीआरटीएस

24 घंटे की सेवा, 150 बसें, 64 बस स्टॉप, हर बस स्टॉप पर एक बस स्टॉप का नाम होगा... जोने के इस शहर को अब एक नई पहचान मिलने लगी है। धर्ममाता की संस्कृति, सुरक्षित कॉरिडोर, इनमें जोड़ती एसी-सीन एसी बसें, तेज सफर सुकून भरे यात्रा के आरम्भ के लिए। एसी-सीन एसी बसें, तेज सफर सुकून भरे यात्रा के आरम्भ के लिए।



#### आंतर-अलगाव लेन

बीआरटीएस में अलगाव लेन के फायदे...

#### आइए समझें, कॉरिडोर में स्टॉप तक पहुंचने और मायबस में साफर की पूरी प्रक्रिया

1. टिकट क्लिप करने के लिए...
2. बस में बैठने के लिए...
3. बस में बैठने के लिए...
4. बस में बैठने के लिए...

#### आंतर-अलगाव लेन पर आधुनिक तकनीक पर आधारित सिस्टम

हमारे शहर में आधुनिक तकनीक पर आधारित सिस्टम...

#### सुविधाएं ये भी हैं...

हमारे शहर में सुविधाएं ये भी हैं...

#### टैकिंग और टैक स्टाफ के साथ संचालन का जिम्मा

हमारे शहर में टैकिंग और टैक स्टाफ के साथ संचालन का जिम्मा...

#### सफलता मिलती गई... और कारवां बढ़ता गया

हमारे शहर में सफलता मिलती गई... और कारवां बढ़ता गया...

#### यह है स्ट और फेयर चार्ट: बैराबद से मिसरोद तक एसी बस में साफर 24 रुपए में

हमारे शहर में यह है स्ट और फेयर चार्ट: बैराबद से मिसरोद तक एसी बस में साफर 24 रुपए में...

#### पुराने और हर तरह के जोड़ने मायबस

हमारे शहर में पुराने और हर तरह के जोड़ने मायबस...



# Successful Journey-BRT BHOPAL

## Pocket Booklets- For Mass Distribution

## Front Side

## Back Side

**www.fortunebuildershopal.net**

Contact: 0755-4049500, 4203239, 2573285

157, Zone-I, M.P Nagar, Bhopal-462011 (M.P.)

## **Fortune BUILDERS**

- \* Campus Approved by all Government Agencies
- \* Modern Sewage Disposal System
- \* Beautiful Developed Gardens
- \* Ample Water Supply
- \* Kids Play Area
- \* Lift with Power Back-up
- \* Entry Gate with Security Guard room
- \* Temple
- \* Underground Electrification
- \* Wide Roads with Stylish Street Lights
- \* Secured Campus
- \* Meditation Centers, (Indoor games, Jacuzzi)
- \* Club House, A.C Gymnasium, Steam Bath,

### **WORLD CLASS SPECIFICATION**

**Fortune Signature**

LIMITED EDITION

**POSSESSION VERY SOON**

Mr. Orion School, On 80 Ft.  
Wide Road, Opposite  
Kalin, Bhopal

**Kasturi**

**POSSESSION VERY SOON**

On Proposed 80 Ft. Wide Road  
At Jiairchandi, Hoshangabad  
Road, Bhopal

---

## OUR UPCOMING PROJECTS

**BLUERIDGE**

Kolar Road (Duplex)

**EXECUTIVE**

E-8 Ext. Bawadiya (Flats)

**GREENSHIRE**

Kolar Road (Plots)

**GOLDEN PANORAMA**

Chiklod Road (Plots)

**LANDMARK**

Misrod (Flats & Duplex)

**GLORY EXTENSION II**

E-8 Ext. Bawadiya (Duplex)

**INVEST FOR A FORTUNATE LIFE**

**SAMPLE PLATS READY**

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> **मायबस**

**भोपाल की प्रगति को देता गति.**

**Fortune BUILDERS**

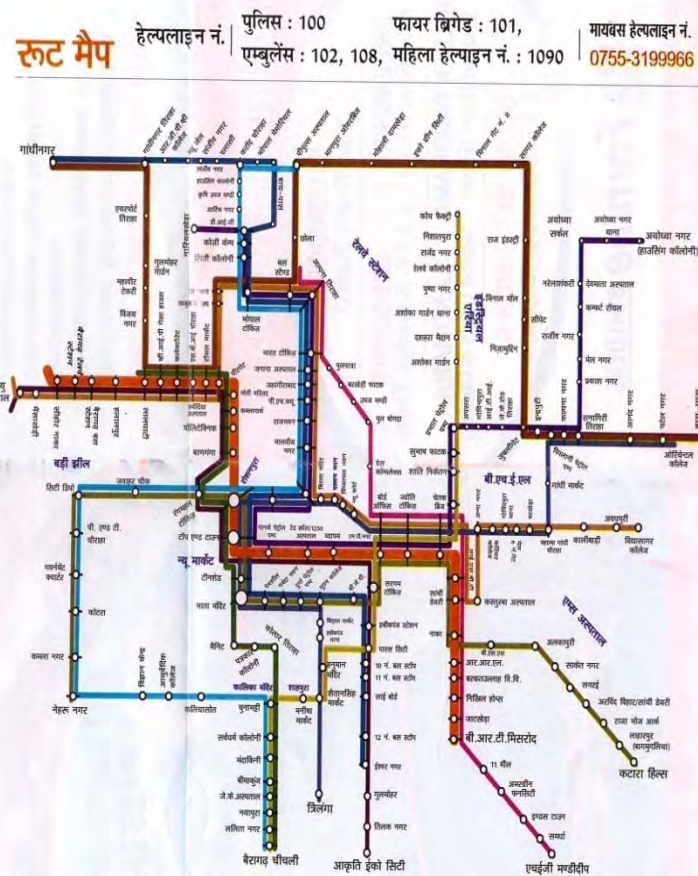
**भोपाल सिटी लिंक लिमिटेड**

लॉन्जिन कॉम्प्लेक्स, माक रोड, खैरपुरा, भोपाल - मध्य प्रदेश

REGD. OFFICE - 0755-4074843, www.mybusbhupal.in

**नगर पालिक निगम, भोपाल**

| किराया सूची   |                          |                      |
|---------------|--------------------------|----------------------|
| कि.मी.        | लो-फ्लोर<br>बॉन ए.सी. बस | लो-फ्लोर<br>ए.सी. बस |
|               | ₹                        | ₹                    |
| 0 से 03 किमी. | 07                       | 09                   |
| 0 से 07 किमी. | 10                       | 12                   |
| 0 से 10 किमी. | 12                       | 14                   |
| 0 से 13 किमी. | 15                       | 17                   |
| 0 से 16 किमी. | 17                       | 19                   |
| 0 से 19 किमी. | 20                       | 22                   |
| 0 से 22 किमी. | 22                       | 24                   |
| 0 से 25 किमी. | 24                       | 26                   |
| 0 से 28 किमी. | 26                       | 28                   |



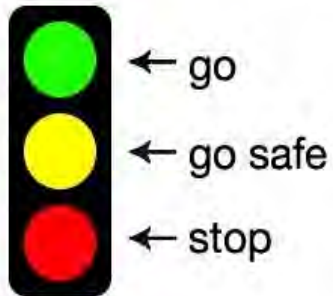
○ संबंधित मार्ग का बस स्टॉप। ○ दो से अधिक मार्गों हेतु बस स्टॉप, दूसरे रूट में जाने हेतु बस बदलें। ○ बीआरटीएम मार्ग तथा उसका अन्य मार्गों से सम्बन्ध।



# Successful Journey-BRT BHOPAL

## Training and Awareness

Rest of  
the world



My country



# Successful Journey-BRT BHOPAL

## Training and Awareness

- Conferences
- Presentation in Various Colleges & Schools
- Awareness campaign
- Continue training for crew





# Successful Journey-BRT BHOPAL

BRTS Launched on 27/Sept/2013





# Successful Journey-BRT BHOPAL

BRTS Launched on 27/Sept/2013







# Successful Journey-BRT BHOPAL





# Improved Urbanscape





**BRTS is Bridge to Old & New city**





Easy access to commuters





# Luminous





# Improved road width



Before  
BRT increase the width of road and  
its tranforming the city



After



# Transformation



Bhopal before BRTS



Bhopal after BRTS



# 60 Mts wide BRTS





# 60 Mts wide BRTS

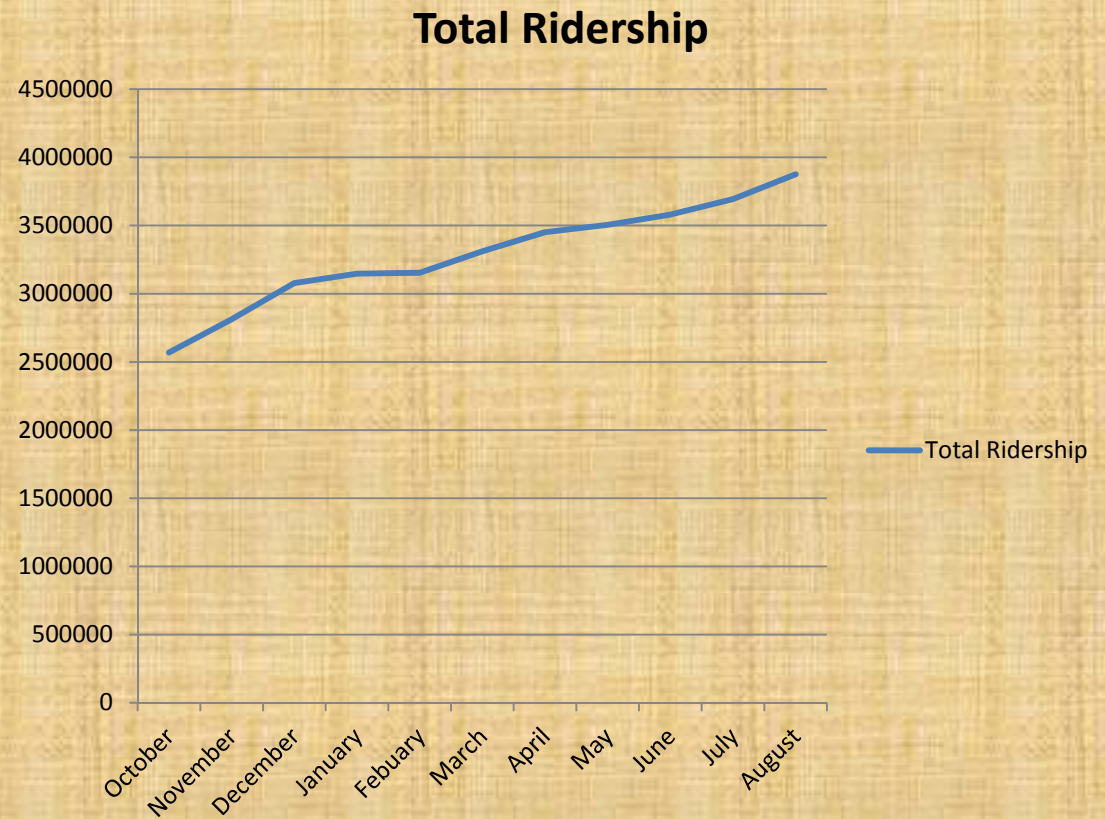




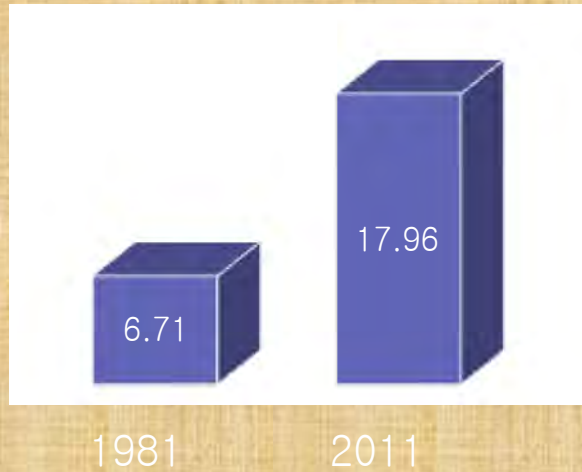
# Ridership

Average Ridership = 1.06 Lac passengers per day

| Monthly Report |                 |                   |
|----------------|-----------------|-------------------|
| Month          | Total Ridership | Average Ridership |
| October        | 2569138         | 82875             |
| November       | 2812692         | 93756             |
| December       | 3078592         | 99309             |
| January        | 3147015         | 101517            |
| February       | 3152820         | 112601            |
| March          | 3310313         | 106784            |
| April          | 3450750         | 115025            |
| May            | 3504738         | 113056            |
| June           | 3580400         | 119347            |
| July           | 3693824         | 119156            |
| August         | 3876515         | 125049            |

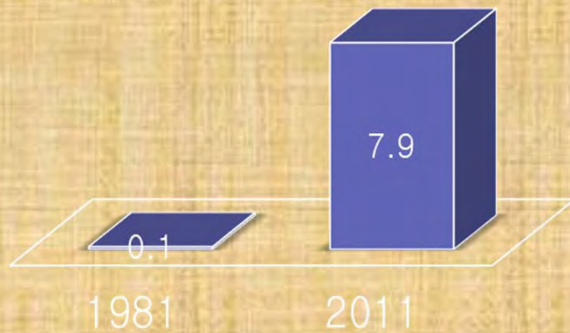


# Successful Journey-BRT BHOPAL

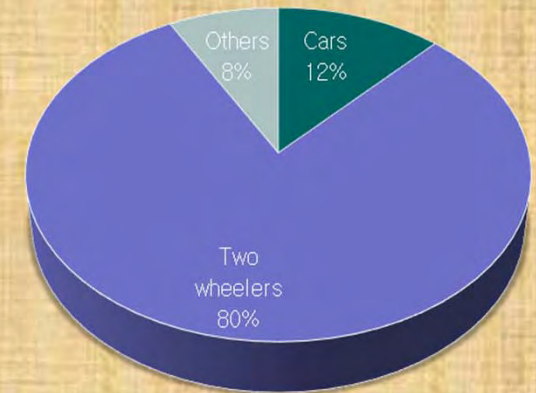
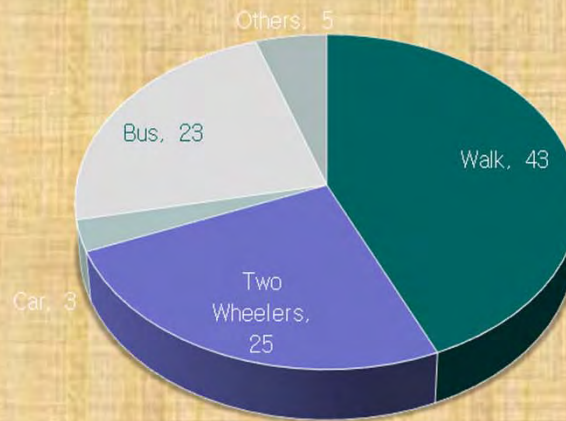


Population growth

Since 1981, the population of Bhopal has multiplied about 2.5 times and number of registered vehicles has increased 85 times. Of the 7.9 lakh registered vehicles in 2011, 92% are cars and two wheelers which accounts for only 28% of modal share.



Vehicular growth





# Successful Journey-BRT BHOPAL

सारिणी क्रमांक 03

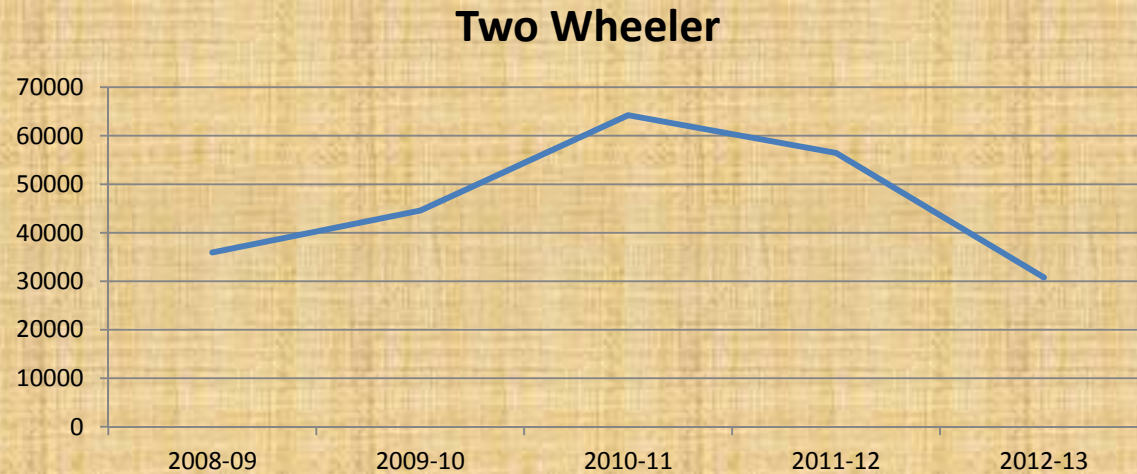
नवीन पंजीकृत वाहनों की संख्या जिला भोपाल

| क्र. | वर्ष    | मल्टी<br>एक्शल | मिडिय<br>म<br>एण्ड<br>हेवी | एल.जी.<br>व्ही. 4<br>पहिया | हल्के<br>तिपहिया | परिवहन<br>निगम<br>बस | डीलक<br>स | बस  | बस<br>डीलक्स | अप टू<br>12+1 | 12+1<br>टू<br>30+1 | टैक्सी | टेम्पो<br>3+1 | टेम्पो<br>6+1 | आटो  | मोटर<br>साइकिल | मोपेड | कार   | जीप | ट्रेक्टर | ट्रेलर | अन्य | योग   |
|------|---------|----------------|----------------------------|----------------------------|------------------|----------------------|-----------|-----|--------------|---------------|--------------------|--------|---------------|---------------|------|----------------|-------|-------|-----|----------|--------|------|-------|
| 1    | 2       | 3              | 4                          | 5                          | 6                | 7                    | 8         | 9   | 10           | 11            | 12                 | 13     | 14            | 15            | 16   | 17             | 18    | 19    | 20  | 21       | 22     | 23   | 24    |
| 1    | 1999-00 |                | 118                        | 87                         | 194              | 27                   |           | 48  | 8            | 580           | 142                | 83     | 2             |               | 805  | 19118          | 2724  | 2991  | 57  | 403      | 9      | 32   | 27428 |
| 2    | 2000-01 | 1              | 91                         | 70                         | 272              | 12                   | 2         | 14  | 1            | 402           | 38                 | 88     |               |               | 536  | 19538          | 3422  | 2583  | 41  | 461      | 189    | 30   | 27791 |
| 3    | 2001-02 | 0              | 103                        | 64                         | 237              | 0                    | 0         | 26  | 2            | 372           | 46                 | 245    |               |               | 405  | 19093          | 2761  | 2466  | 29  | 337      | 238    | 18   | 26442 |
| 4    | 2002-03 | 0              | 203                        | 89                         | 290              | 2                    |           | 34  |              | 424           | 31                 | 316    |               |               | 444  | 22688          | 2880  | 2694  | 34  | 271      | 151    | 15   | 30566 |
| 5    | 2003-04 | 0              | 325                        | 170                        | 363              | 6                    |           | 21  | 2            | 660           | 63                 | 461    |               |               | 399  | 23950          | 2773  | 3968  | 36  | 329      | 209    | 12   | 33747 |
| 6    | 2004-05 | 1              | 275                        | 226                        | 504              |                      |           | 26  | 1            | 679           | 92                 | 350    |               |               | 295  | 28250          | 2432  | 4630  | 87  | 338      | 207    | 17   | 38410 |
| 7    | 2005-06 | 69             | 275                        | 304                        | 666              |                      |           | 62  | 9            | 561           | 111                | 255    |               |               | 875  | 37589          | 2140  | 5428  | 137 | 278      | 150    | 16   | 48925 |
| 8    | 2006-07 | 226            | 205                        | 424                        | 560              |                      |           | 92  | 4            | 689           | 51                 | 246    |               |               | 490  | 39684          | 209   | 7149  | 8   | 421      | 153    | 61   | 50672 |
| 10   | 2007-08 | 210            | 263                        | 493                        | 494              |                      |           | 60  | 6            | 1064          | 98                 | 663    |               |               | 191  | 37464          | 218   | 8440  | 8   | 452      | 132    | 102  | 50358 |
| 11   | 2008-09 | 246            | 270                        | 507                        | 380              |                      |           | 68  | 8            | 1177          | 105                | 529    |               |               | 209  | 35949          | 306   | 8246  | 2   | 582      | 98     | 71   | 48753 |
| 12   | 2009-10 | 169            | 338                        | 540                        | 467              |                      |           | 85  | 4            | 1483          | 89                 | 692    |               |               | 423  | 44562          |       | 11339 |     | 614      | 43     | 121  | 60969 |
| 13   | 2010-11 | 445            | 451                        | 677                        | 693              |                      |           | 244 | 6            | 1500          | 97                 | 655    |               |               | 856  | 64225          |       | 14503 |     | 1061     | 14     | 174  | 85601 |
| 14   | 2011-12 | 725            | 354                        | 861                        | 731              |                      |           | 137 | 1            | 1418          | 95                 | 750    |               |               | 1054 | 56458          |       | 14043 |     | 831      | 4      | 238  | 77701 |
| 15   | 2012-13 | 660            | 278                        | 1068                       | 706              |                      |           | 244 | 8            | 1767          | 135                | 782    |               |               | 992  | 30800          |       | 15658 |     | 792      | 3      | 159  | 54052 |
| 16   | 2013-14 | 417            | 273                        | 1156                       | 691              |                      |           | 246 | 27           | 1344          | 104                | 900    |               |               | 944  | 39232          | 12    | 15123 |     | 887      |        | 217  | 61573 |

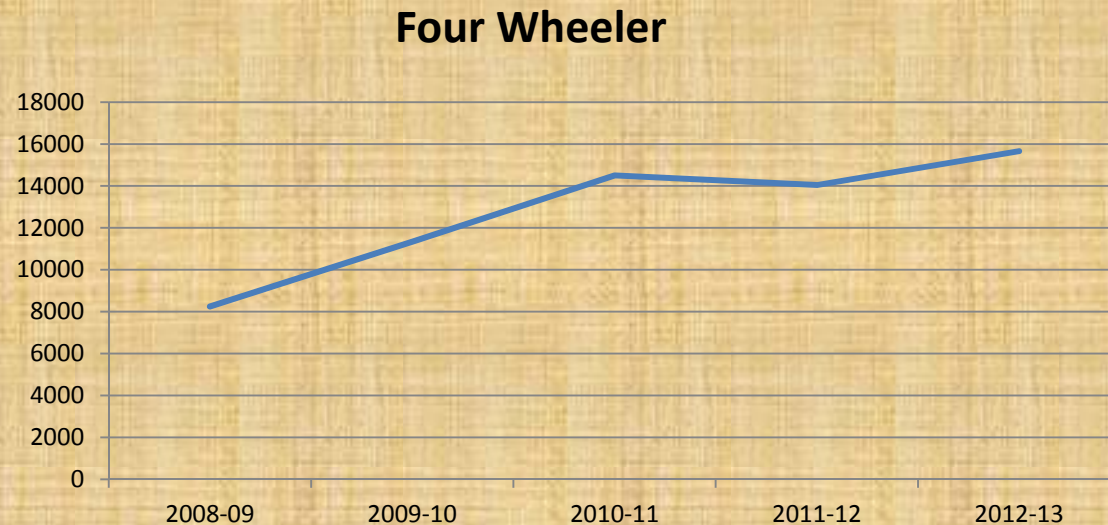
क्षेत्रीय परिवहन अधिकारी  
भोपाल

# Successful Journey-BRT BHOPAL

| Year    | Two Wheeler |
|---------|-------------|
| 2008-09 | 35949       |
| 2009-10 | 44562       |
| 2010-11 | 64225       |
| 2011-12 | 56458       |
| 2012-13 | 30800       |



| Year    | Four Wheeler |
|---------|--------------|
| 2008-09 | 8246         |
| 2009-10 | 11339        |
| 2010-11 | 14503        |
| 2011-12 | 14043        |
| 2012-13 | 15658        |



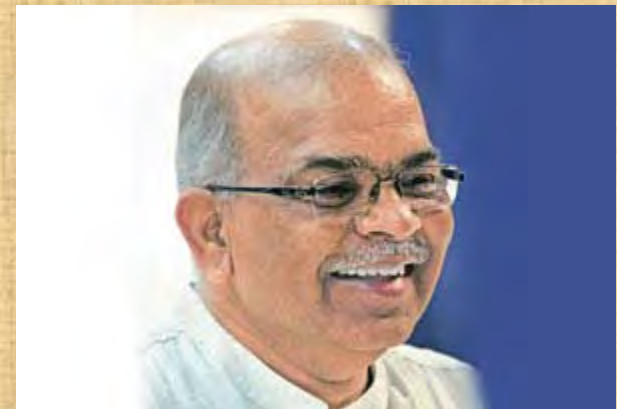


# Visit of Experts

BRT in India is such an idea and  
BRTS of Bhopal & Indore is the tipping point



MYBUS has the making of world class BRT  
System- Dr. Dario Hidalgo



MYBUS is The Bus-  
Prof. Swamy

# Achievement

## UMI Award 2011

*"The best practices in PPP initiatives."*



## HUDCO Award 2013-14

*"Best practices to improve the Living Environment"*



## Skoch Golden Award 2014-15

*"Integration of BRTS with City Bus operation"*



# Successful Journey-BRT BHOPAL

Running project for modernization of system

## Bus Stop

- Automated Ticketing Vending Machine.
- Fare Gates.
- Tripods.

## At POS

- Smart Card Issue Machine (ETVM)

## Bus

- Validators
- Electronic Ticketing Vending Machine
- Surveillance system
- Passenger Information
- Passenger Announcement System

**Bus priority & pedestrian priority Signal system**

**5 mts wide NMT corridor**





# Successful Journey-BRT BHOPAL





# Happier Commuters





# Comparisons – Other BRT Operations

| Description       | Bhopal                  | Ahmadabad           | Indore              | Pune                | Surat               |
|-------------------|-------------------------|---------------------|---------------------|---------------------|---------------------|
| Type of Operation | Flexible                | Closed              | Closed              | Hybrid              | Closed              |
| Revenue Model     | Net Cost                | Gross Cost          | Gross Cost          | Gross Cost          | Gross Cost          |
| Profit / Subsidy  | Profit                  | VGf                 | VGf                 | VGf                 | VGf                 |
| Bus Stop Design   | Kerb Side Staggered     | Median Side Central | Median Side Central | Median Side Central | Median Side Central |
| Sustainability    | Self Sustainable System | No                  | No                  | No                  | No                  |



# Conclusion

◆ Bhopal BRT is the only BRT -

- Operated in Net Cost basis.
- Running without any operational subsidy.
- Integrates / allows dedicated BRT Buses and city buses to ply inside and outside of the corridor.
- Operating on **PPP mode** without any Viability Gap Funding.
- Self sustainable.
- **Need of BRTS/CBS which is self sustainable –**
- **IT IS POSSIBLE**
- **Making profit**

# Suggestions

- Design the system as per city need.
- Involve Public and all stake holder.
- Marketing and Branding of system.
- Bus model selection.
- Media sensitization.
- More focus to operator. Operator sensitization.
- Tendering processes.
- Support to operator.
- Coordination between other department.
- Policy Changes for fare, passenger fault,TOD etc
- Act like a team, work like a mission.
- Plan B is always in ready condition.





**CHANGING  
THE FACE OF  
BHOPAL**



*Jn* **NURM**



नगर पालिक निगम, भोपाल

**Bhopal BRT**  
**“Celebrating one  
year of Success”**

***Thanks***

