



4th Annual Conference on

INTRA-CITY TRANSPORTATION SYSTEMS

Rail and Bus: Plans, Projects, Technologies

February 13-14, 2012, The Imperial, New Delhi

Organiser:

**Indian
Infrastructure**

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INTRA-CITY TRANSPORTATION SYSTEMS

Mission

- Steady economic growth and rapid urbanisation are fuelling the demand for urban mobility and driving up investments in the intra-city transportation sector. The sector has witnessed significant activity over the past few years as a number of large and small projects have been initiated and are at various stages of implementation.
- The needs and benefits of rail-based mass rapid transit (MRT) systems for passenger traffic in densely populated areas are now established. DMRC's strong track record and the recent commissioning of the Bangalore metro have provided a fillip to the sector. Investments of about Rs 3,600 billion are required for rail-based MRT projects during 2012-31. The private sector, encouraged by the recent progress on the Hyderabad and Gurgaon projects, is also looking to explore the business opportunity. With the High Powered Expert Committee's report recommending the implementation of metro projects in every city with a population of over 1 million, the demand for MRT systems is expected to increase further.
- Bus-based mass transit systems, a cost-effective alternative to metro projects, are also being promoted under the JNNURM. Currently, bus rapid transit system (BRTS) projects are operational in Pune, Delhi, Ahmedabad and Jaipur, and over 450 km of such projects are being implemented across 14 cities. An estimated investment of Rs 900 billion will be required for BRTS projects during 2012-31. The successful operation of the Ahmedabad project has promoted the BRT concept in other Indian cities.
- That said, a wide gap exists in intra-city public service. Only 20 of the 85 Indian cities with a population of over 500,000 have some kind of a city bus service. Moreover, the sector has a fragmented institutional structure. Progress on the establishment of the unified metropolitan transport authority as envisaged under the NUTP has been slow and erratic. Only a few states including Andhra Pradesh, Karnataka, Maharashtra, Tamil Nadu and Uttar Pradesh have established UMTAs. Given the significance of efficient urban transport systems in supporting economic growth, it is important to build on the current initiatives and upgrade the cities' public transport systems.
- **The mission of the conference is to provide an update on the key trends in intra-city transportation, highlight the challenges and opportunities, focus on private sector participation and financing of intra-city projects, and discuss strategies and solutions. The conference will also showcase noteworthy projects and technology solutions.**

Target Audience

- The conference is targeted at officials and managers from:
 - Urban local bodies and relevant government bodies
 - Railways-related organisations
 - Bus-related organisations
 - Policymakers and regulators
 - Infrastructure development organisations
 - International and national development agencies
 - Urban transport operators
 - Road developers
 - Construction firms and contractors
 - IT solution providers
 - Technology providers
 - Financial institutions
 - Investment agencies
 - Etc.

Delegate Fee

- The delegate fee is Rs 25,000 for one, Rs 42,500 for two, Rs 60,000 for three and Rs 77,500 for four. There is a special low fee of Rs. 10,000 per participant for urban local bodies, state road transport corporations, academic & research institutions and metro rail corporations.

Organisers

The conference is being organised by **India Infrastructure Publishing**, a company dedicated to providing information on the infrastructure sectors through magazines, newsletters, reports and conferences. The company publishes **Indian Infrastructure** (a magazine devoted to infrastructure policy and finance) and over a dozen reports and newsletters on the infrastructure sectors including the **Urban Rail Transport in India**, **Urban Bus Transport in India** and **Transport Infrastructure in India** reports.

AGENDA/STRUCTURE

KEY TRENDS AND OUTLOOK

- ❖ What is the current state of the intra-city transportation sector in India? What have been the key trends over the past couple of years?
- ❖ What are some of the major issues and concerns?
- ❖ What is the future outlook for the sector?

GOVERNMENT PERSPECTIVE

- ❖ What is the update on the National Transport Development Policy Committee?
- ❖ How have states and cities responded to the service-level benchmarks specified by the Ministry of Urban Development?
- ❖ What is the progress on transport-related reforms mandated under the JNNURM?
- ❖ What is the update on the National Common Mobility Card?

FOCUS ON OPERATIONAL MRTS PROJECTS

- ❖ What are the key characteristics of some of the operational metro rail projects?
- ❖ What has been their operational and commercial performance?
- ❖ What has been the operator experience so far and what can be expected in future?

UPCOMING RAIL-BASED PROJECTS

- ❖ What are some of the upcoming metro rail projects and their status?
- ❖ Which are some of the other rail-based transit systems being developed in India?
- ❖ What is the future outlook for the segment?

UPDATE ON BUS-BASED SERVICES

- ❖ What is the update on BRTS projects in India?
- ❖ What has been the stakeholders' response to the operational systems in terms of footfall, fare- and advertisement-based revenues, and accessibility?
- ❖ What have been the developments with regard to city-bus service operations in some of the key cities?

PRIVATE SECTOR PARTICIPATION (PSP) IN BUS TRANSPORT SYSTEMS

- ❖ What is the experience of the private sector in bus transport?
- ❖ What are some of the noteworthy PSP projects in bus transport? What lessons can be learnt from them?
- ❖ What are the future prospects for PSP in bus transport?

FINANCING NEW RAIL-BASED SYSTEMS

- ❖ Which are some of the financing routes being explored by upcoming metro projects?
- ❖ What are some of the risks faced by rail projects and what can be done to mitigate them? What are the new financing models that can be explored in the future?

ROLE OF TECHNOLOGY FOR BUS TRANSPORT

- ❖ What are the new technologies for buses that can improve efficiency and rider comfort?
- ❖ What are the major technology solutions for improved operations and business processes?
- ❖ What has been the experience in India and abroad?
- ❖ What are the upcoming opportunities for technology providers?

FOCUS ON TECHNOLOGY FOR RAIL-BASED SYSTEMS

- ❖ What are the major technology solutions being deployed in rail-based systems?
- ❖ What has been the impact of such technologies in terms of operational efficiency, profitability, safety, etc.?
- ❖ What are the upcoming opportunities for technology providers?

ENABLING A SHIFT TO PUBLIC TRANSPORT

- ❖ What are some of the steps needed to promote urban transport systems in India (communication strategies, smart cards, common mobility cards, the customer information system, etc.)?
- ❖ What can transport service providers do to attract and retain quality professionals?
- ❖ What are some of the noteworthy examples of managing a successful shift to public transport and what lessons can be learnt from the experience?

FOCUS ON SUPPORTING TRANSPORT INFRASTRUCTURE

- ❖ What supporting transport infrastructure is being developed to ensure sustainable intra-city transportation systems (pedestrian and cycle tracks; zebra crossings; subways; foot overbridges, etc.)?
- ❖ Why has the segment not been able to generate significant interest among the stakeholders?
- ❖ What are some of the recent initiatives? What lessons can be learnt from them?

The conference will feature the points of view of all the key stakeholders – policymakers, existing players and potential entrants, investors, technology providers and system operators, city planners and citizen bodies, etc.

Each session will be split into two parts. The first part will feature presentations from speakers. The second part will be devoted to Q&A and floor discussions.

Previous Participants

The participating organisations at our previous conferences include AECOM, Actia, AITS, Adhaar Securities, Afcons, Ahmedabad Municipal Corporation, Alcoa India, Allison Transmission, Ansaldo, APSRTC, Ashok Leyland, Atkins Global, Autometers Alliance, Axis Bank, BARSYL, Bengal Integrated Automotive Park, Bharat Forge, B Sreeniah, BMTC, Bombardier, CES, CEC, CEPT, Chennai Metro Rail, CIDCO, Contitech India, CRISIL, Centre for Transportation Systems, Daimler Chrysler, DIMTS, DMRC, DTC, Eicher Egis India, EMBARQ, IIT, Intrans Engineering, KEC, Gammon, GIDB, Hansuittam Finance, HCC, Hero Honda, HMDA, ICT, IDFC, Idom, IL&FS, Indore City Transport, Greater Hyderabad Municipal Corporation, TCE, Hyderabad Urban Development Authority, Lahmeyer, Lanco Infratech, Kolkata Metro Rail, Konkan Railways, KSRTC, Louis Berger, Mahindra International, Ministry of Urban Development, Mitsubishi, Mitsubishi Heavy Industries, Mitsui, MMRDA, Oriental Consultants, Parsons Brinckerhoff, PMC Projects, PWC, RITES, Rolta, SBI Caps, Scomi, Soma Enterprises, Spanco Telesystems, SREI, Siemens, RITES, Robbins India, Tata Motors, Tata Projects, Technology and Management Associates, UE Development, TICB, VE Commercial Vehicles, Veolia Transport, Volvo, Wilbur Smith, etc.

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Registration Fee

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INR	25,000	42,500	60,000	77,500
USD	550	940	1,330	1,720

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