Introduction

- Commuter - overall end to end experience
- Metro solution is point to point
- Last mile connectivity vital for Passengers (and Metros)
- Last Mile Connectivity is value for money but requires
  - Co-ordination between agencies
  - Comprehensive planning
Alternative Modes of Transport
KMRL’s Current Metro Alignment & Expansion Plans

<table>
<thead>
<tr>
<th>Phase</th>
<th>Description</th>
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<tbody>
<tr>
<td>Phase-I</td>
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Phase Description

- **Phase-I**: Aluva to Petta with 25.6 kms, Project Cost INR 5181.79 Crores
- **Phase-II**: JLN stadium to Info Park 2, 11.2Kms,
- **Phase-III**: Aluva to Angamaly, 18 Kms
- **Phase-IV**: JLN to Fort Kochi, 18Kms, Project Cost INR 5218 Crores, DPR prepared
Alternative Solutions: Kochi Inland Water Transport

KEY FEATURES OF NEW PROJECT: -

- Modern boats with 100 Pax (26 Nos) & 50 Pax (52 Nos), 16 routes covering 76 route km
- Energy Efficient, AC boats with 15-22 kmph speed
- 38 Passenger modern friendly Jetties with public amenities
- Development of ‘100 kms of approach / island road’
- Project launched July 2016
KMRL is repositioning itself as “An Urban Transport Solution Provider”, instead of a “A Metro Rail Operator”.

From “A Metro Rail Operator”

- Started out with the idea of setting up a modern Metro for Kochi. However,
  - Metro alone is not a solution for Kochi’s transportation problems
  - For Metro to be sustainable, we need to make public transportation the default option for all classes

To “An Urban Transport Solution Provider”
KMRL is focusing upon a four-pronged approach comprising integration of Institutional & Policy, Physical Infra, Operations & Technology.

1. Institutional & Policy Integration
   - Single agency for planning and implementation of transport services
   - Seamless connectivity for all

2. Physical Integration
   - Interconnected multi-modal transit points and NMT for last mile connectivity

3. Operational Integration
   - Common schedules, tickets and fare systems across different modes
   - Kochi in its present state

4. Technological Integration
   - Multi-modal Journey planner with mTicketing
Implementing Smart Card based integrated ticketing system

- Open loop smart card: First time in India, EMV enabled, can be used as store value card
- Implementation by consortium: Axis bank, ASIS (Turkey), AGS to bear Capital and maintenance cost of ~INR 270 crore
- KMRL will get: Financial Gain of more than INR 235 crore over 10 Years
- Additional Revenue: 0.2% of transaction value on non-transit transaction
Studies Undertaken

- Comprehensive Mobility Plan & Master Parking Plan for Greater Kochi (Including Parking Policy)
- Integrated Public Transport Solution for Greater Kochi Region
  - Bus Route Rationalisation Plan
  - Feeder Network Plan
MoUD guidelines state that MRTS projects shall facilitate last mile connectivity in the influence zone of the stations. Accordingly, KMRL has prepared a NMT Master Plan consisting of multiple projects for NMT infrastructure improvement.

**Total Value of Phase I** - 91.88 Cr.

**Total Value of Phase II** - 69.12 Cr.

**Total for NMT & Place Making Project** - 161.00 Cr.

**Salient Features of Phase - I**

<table>
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<th>Aluva to Maharajas College</th>
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<td>Total Value of Phase-I</td>
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<tr>
<td>Value of Civil Work</td>
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<tr>
<td>Value of Electrical Work</td>
<td>13.00 Cr.</td>
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<tr>
<td>Major Juncions improvements</td>
<td>Aluva &amp; Edapally Junctions</td>
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STATION ORIENTED DEVELOPMENT

- Improving the first and last mile connectivity to MRTS
  - Revamping the walkways and drains,
  - Designated bus bays, parking areas,
  - Pedestrian crossings and improvement of existing junctions

- Making pedestrian friendly facility
  - Greenery of viaduct median and station premises
  - Western Ghats themed station design.
PANAMPILLY NAGAR URBAN PLACE MAKING PROJECT

Urban Place making and beautification project
**ALUVA JUNCTION IMPROVEMENT**

**Key initiatives:**

- **Dedicated space for NMT and prioritize NMT along main roads**

- **Create NMT bridges at 2 places**

- **Plan for multi modal integration around Aluva Metro Station and Railway Station.**
INTEGRATED BUS TIMETABLE (IBTT)

Challenges in the Present MV Act:
- Route, Origin-Destination & Schedule are proposed by Pvt. Bus owners
- RTO is obliged to issue bus permits accordingly, subjected to state rules
- Clash of interests of Pvt. Bus Ops hindering implementation of IBTT

KMRL’s Solutions:
- Kerala MTA Draft Bill envisages powers to formulate fresh scheme for buses and recommending it to Govt. for notification
- Upon notification of scheme by Govt., Implementation responsibility lies with MTA. All 7 companies have been aligned to follow scheme
- IBTT prepared
- A Journey Planner App is also under consideration, along with GPS based Bus Tracking System
City Private BUS Integration
1400 Buses – 1000 private and 400 State run

- Kochi Wheelz United LLP
- Muziris Bus LLP
- My Metro Bus Services LLP
- Pratheeksha Transport Operators Organisation Pvt. Ltd
- Greater Kochi Bus Transport Association LLP
- Perfect Bus Metro Services LLP
- Kochi Metropolitan Transport Co-operative Society Ltd.

Societies may put brakes on blood-spilling on city roads

To pool collection from operation of buses and share equally among members

1. Kochi Wheelz United LLP
2. Muziris Bus LLP
3. My Metro Bus Services LLP
4. Pratheeksha Transport Operators Organisation Pvt. Ltd
5. Greater Kochi Bus Transport Association LLP
6. Perfect Bus Metro Services LLP
7. Kochi Metropolitan Transport Co-operative Society Ltd.

In fact, a few of the societies have already expressed reluctance to go ahead with the proposal. A meeting of the societies in Kochi will decide the fate of the proposal.

The proposal aims to avoid duplication and competition among the various bus operators in Kochi.

The societies are likely to seek a share of the revenues generated from the operation of the buses.

The proposal has received support from the local government.

The proposal is expected to be implemented in the near future.

Wednesday collection from 1400 buses will be co-ordinated with the government body for serving cancer patients.

This money that was collected on Wednesday would normally be handed over to the government fund for cancer patients as a special occasion, said Mr. Nair.
Empowering Autos in to Integrated PT Network

Formation of Auto Society

- 7 Auto drivers unions to form a Co-operative Society for integrated Auto operations
- PT feeder services, Auto Hire & Auto Rental
- Hand Book being prepared for Auto Society, assisted by Cochin University of Science & Technology
- Auto Pilots as members & employees of society
- Better Social status, EPF, ESI, Insurance Benefits
- Reduction in Operating Costs

KMRL can fix fares for Feeder Services

GOVERNMENT OF KERALA

No.C2/107/2017-TRANS

From: The Secretary to Government

To: The Managing Director

Kochi Metro Rail Limited.

Sir,

Transport Department - Kochi Metro Rail Limited – Permission to collect separate fares from passengers using auto rickshaws and motor cabs in GCDA and ODA area – reg.

Ref: Letter No.KMRL/SYS/56/2017 dated 07.06.2017 from the Director (Systems), KMRL.

Invoking your attention to the reference cited, I am to inform you that Government have no objection to fixing special rates as suggested by KMRL as an informal consentual arrangement for the smooth travel of those utilizing feeder services. But it is to be ensured that such special rates do not exceed the rate fixed by Government for that particular category.

Yours Faithfully,

NAZIM M

DEPUTY SECRETARY

For Secretary to Government.

Approved for Issue,

Section Officer.
Empowering Autos in to Integrated PT Network

**KMRL idea to boost public transport**

Now, auto unions to form company

DC CORRESPONDENT

Kochi, April 28

After the private buses, the auto-rickshaw unions in the city have decided to form a company or society on the direction of the Kochi Metro Rail Ltd (KMRL), thereby bringing nearly 15,000 autos under one roof.

“The unions will hold a meeting with the KMRL and the technical partners on May 2 to finalise the system,” the official said.

The auto-rickshaw co-ordination committee in the city will now follow the lead taken by the city’s private buses to bring under the umbrella of the Kochi Metro Rail Ltd (KMRL) nearly 15,000 autos so that the process can be started soon.

The committee, which has so far been given a green signal to proceed with the scheme by the government, has decided to bring the autos under the umbrella of the Kochi Metro Rail Ltd (KMRL) so that the process of finalising the scheme can be started soon.

The process will be carried out in a phased manner, with the first phase being the registration of the unions and the signing of a memorandum of understanding with the Kochi Metro Rail Ltd (KMRL).

The process will be followed by the formation of a company or society and the submission of a proposal to the government for the registration of the company.

The company will then be registered and the process of finalising the scheme can be started.

The process will continue in a phased manner, with the next phase being the finalisation of the scheme and the submission of a proposal for the registration of the company.

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Metro Feeder Services (Van & Auto)