

EPCA report no. 21 (May 2006)

The imperative of public transport: Implementing the High Capacity Bus System, a progress report

In response to the Hon'ble court's order dated November 30, 2005

In the matter of W.P.(C) No.13029 of 1985; M.C. Mehta v/s UOI & others

1. The report contains the progress made on the implementation of the HCBS since Hon'ble court's order dated March 6, 2006. This report is in continuation of report no 19, March 2006.
2. The report gives the current status of the tendering process for the first corridor of the HCBS, and the progress made on the Special Purpose Vehicle (SPV).
3. The report discusses the concerns regarding the implementation of the HCBS and the outcomes of the discussions held to resolve issues.
4. Based on the above report EPCA provides the assessment of the current status and the schedule of the project.

**Environment Pollution (Prevention & Control) Authority
for the National Capital Region**

1. Background to the high capacity bus system

The Hon'ble court in its hearing of November 29, 2005 stated the need for a fixed time bound implementation schedule for the high capacity bus system (HCBS) from the Delhi government. Accordingly in its hearing of November 30, 2005 the Hon'ble court passed directions on the implementation of the HCBS in the NCT of Delhi with fixed time-bound implementation schedule and the relevant deadlines.

The deadline for the first corridor from the Dr Ambedkar Nagar to Delhi gate was stated as follows:

Feasibility/design:	already completed
Expenditure Finance Committee approval:	by December 31, 2005
Tendering Process:	by February 28, 2006
Construction Period:	18 months (by August 2007)

For the implementation of the HCBS the court in the same order also pointed out, "In case of any difficulty to the implementation of the aforesaid time schedule, which has been provided after discussion with Mr Madan, the matter shall be brought to the notice of EPCA by the transport department and the EPCA shall forthwith file a report in this court and seek further directions."

EPCA based on the status of implementation of the HCBS in the first corridor from Dr Ambedkar Nagar to Delhi Gate, filed its report no. 19 of March 2006, *Status report on implementation of the High capacity bus system in the NCT of Delhi*. The report contained the progress made on the implementation of the HCBS since Hon'ble court's order dated November 30, 2005. The report listed the issues that were resolved and issues that were yet to be resolved before the implementation of the first corridor. Over and above, the report discussed the progress made on the reports on integration of different modes of transportation systems and various other modes of transportation. Given the then overall status of the project EPCA recommended to the Hon'ble court:

1. The Delhi government should complete the tendering process within 8 weeks so that the first deadline (of February 28, 2006) is postponed to April 30, 2006. During this period, efforts have to be made to resolve pending technical issues between the different agencies
2. EPCA will report back to the Hon'ble court before the court closes in May 2006 regarding the progress made to meet this now postponed deadline. It will be the endeavor of all concerned that this new deadline is not shifted any further

Thus EPCA asked for an extension of the first deadline for the corridor from February 28, 2006 to April 30, 2006.

The Hon'ble court while hearing the matter on March 6, 2006 passed the following order:

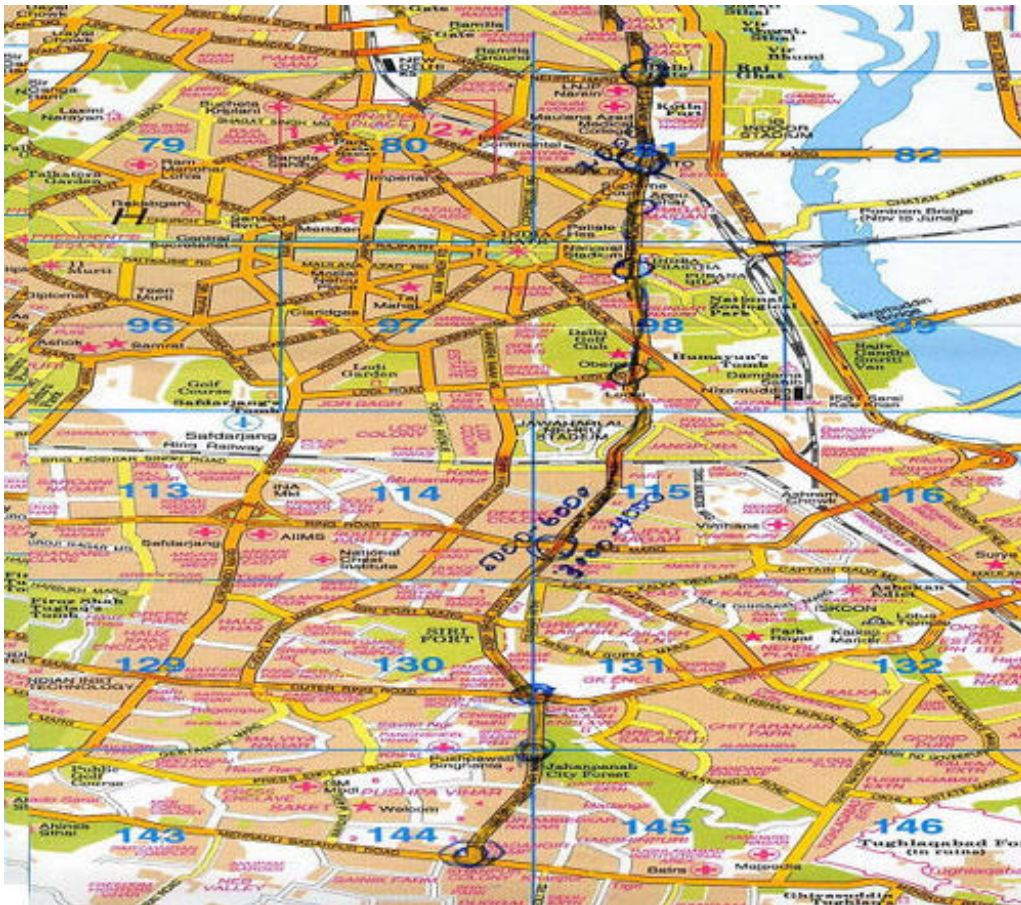
Learned counsel states that the recommendations made by the EPCA in its report No.19 (March, 2006) are acceptable to the Delhi Government and the report is in the process of its implementation

2. The current status of the project: Phase 1 (Dr Ambedkar Nagar to Delhi Gate)

According to the order of the Hon'ble SC of March 6, 2006 EPCA is required to inform the Hon'ble court the current status of the implementation of the first bus corridor from Dr Ambedkar Nagar to Delhi gate by first week of May. To facilitate the process of implementation and to ensure that the Delhi government meets the new deadline of April 30, 2006 for the tendering process the EPCA has held various meetings with the concerned target groups to assess progress on three immediate milestones:

1. The tendering process for the first corridor
2. The current status of the Special Purpose Vehicle (SPV)
3. Resolving the key technical concerns raised regarding the design and implementation of the corridor

EPCA is monitoring the progress of the first corridor from Dr. Ambedkar Nagar to Delhi gate – a length of around 16.3 km as indicated in the map below.



The detail of the existing junctions, pedestrian subways and bus shelters on the corridor are indicated below:

Section	Length in Km	4 way junction	T-junction	Pedestrian subway	Flyover	Bus shelter on both the direction
Ambedkar Nagar to Chiragh Delhi	2.9	1	3	-	-	12
Chiragh Delhi-Sirifort	1.5	1	-	1	1	3
Sirifort-Moolchand	1.4	1	1	1	1	6
Moolchand-Lodhi Road	3.2	1	-	1	1	9
Lodhi Road-Tilak Bridge	3.7	1	5	2	2	14
Tilak Bridge-Delhi gate	1.6	3	-	-	-	6

Source: Overview of Geometric details of Ambedkar Nagar to Delhi Gate Corridor, IIT Delhi

Since the March 6, 2006 order of the Hon'ble court, granting an extension of about 8 weeks time for the first deadline of the HCBS, EPCA has held meetings with the key agencies involved in the implementation of the HCBS:

1. RITES Ltd, the consultant of the transport department for the project
2. Indian Institute of technology, Delhi (IIT Delhi), that has provided the design of the corridor
3. Delhi Traffic Police responsible for traffic management on the corridor
4. Delhi Metro Rail Corporation that has set up a metro station close to the corridor
5. Public Works Department, Govt of NCT of Delhi
6. India Trade Promotion Organisation
7. Central Road Research Institute
8. Craphts Consultants Ltd
9. Kapre and Mathur Consultants

Based on these consultations and the various submissions made, EPCA has reviewed and monitored the progress in the implementation of the HCBS corridor.

2.1 The tendering process

The immediate concern is the completion of the tendering process so that the actual implementation in terms of physical construction of the corridor can begin soon. According to the information provided by the RITES, the consultant to the transport department, government of NCT of Delhi for the HCBS project, the technical tender was opened on March 28, 2006 after much delay as concerns were raised by the agencies involved in the implementation of the first corridor of the HCBS.

When the next step in tendering, that is financial bids were not opened even after one month of opening of the technical bid, EPCA directed RITES on April 29, 2006 to open the financial bids. Following this direction from the EPCA, and after the necessary processing of the technical bid, the RITES opened the financial bid for the said corridor on May 2, 2006. Thus the next step in the tendering process, that is the opening of the financial bid, has also been completed. EPCA has now been given to understand that the concerned agencies are working towards finalising the tender at the earliest, and once it is finalised, the tender will accordingly be awarded.

EPCA in the meantime will work with the concerned agencies to ensure that no further delay occurs in the finalisation of the tender process and the physical construction of the first corridor begins as soon as possible.

2.2 The Special Purpose Vehicle (SPV)

As part of the implementation of all multi-modal public transportation system in the city (except metro) a Special Purpose Vehicle was planned.

EPCA would like to inform that the Delhi cabinet has approved the formation of the special purpose vehicle called Delhi Integrated Multi-modal Transit System (DIMTS) on February 10, 2006. The DIMTS will be responsible for implementation of various multi-modal transport projects (except Metro) in the NCT of Delhi. After the Hon'ble SC order of March 6, 2006 considerable progress has been made on the issues pertaining to the DIMTS. The DIMTS was granted the certificate of incorporation on April 19, 2006. Similarly, the first board meeting of the DIMTS was held on April 24, 2006. Currently the DIMTS is working towards obtaining the certificate for commencement of business. Once this certificate is obtained, the DIMTS will start its operation and assume responsibility of implementing the various multi-modal transport projects including HCBS.

2.3 Issues raised regarding the implementation of the project

As HCBS represents a radical departure from the conventional road engineering and traffic management approaches, it is but natural that concerns will be raised with regard to the operational aspects of the exclusive bus ways. EPCA has therefore addressed the key concerns through its consultation process.

It is important to reiterate the fact here that the HCBS works along the principles in which dedicated and segregated bus lanes are created to enable smooth and unhampered movement of buses. In this approach the available right of the way that is currently available on the stated corridor will be reorganized in such a manner that separate lanes are created for buses, non-motorised transport (bicycles), motorised transport and pedestrians.

This will help to overcome the constraints posed by the mixed traffic and their friction that impede the speed and movement of the entire traffic and particularly slows down the buses. Dedicated bus corridors will enable swift movement of buses and will enhance the carrying capacity of the bus fleet manifold. A large number of passengers – estimated to be as high as 20,000 peak hour peak direction trips are possible on a dedicated corridor. This system can achieve efficiency comparable to that of a metro system but at a much smaller costs. The transportation plan of the Delhi government

indicates that capital cost per route km for a HCBS is around 90 to 450 million Rs as opposed to 1,800 to 3,600 million Rs for metro. Moreover, the exclusive bus corridors will include among others, improved boarding and alighting facilities, efficient fare collection system, comfortable shelters and stations, clean bus technologies, -- that will enhance the attraction for bus travel in the city. This will help to leverage reduction in the use of personal transport. Additionally, due to segregation of the lanes, availability of road space for other motorised transport will also improve while pedestrian and bicycle movement will become more efficient and safe.

Essentially in recognition of these merits of the exclusive bus ways, the Hon'ble Supreme Court has endorsed the proposal of the Delhi government to implement the project. EPCA is focusing on disciplined and time bound implementation of the project according to the stated milestones that the Delhi government has submitted to the Hon'ble court.

As this concept is very new some concerns have been raised with regard to the design and operation of the programme. These are as follow:

1. The project may constrain the availability of space for different modes of transport and impede traffic management

Some of these key concerns are as follow:

- Buses that are 3 per cent of the vehicle fleet are being given nearly one third of the right of the way while the rest of the traffic – much larger in number are being squeezed into less than two lanes
- How pedestrian movement from bus lanes and bus stops will be managed if bus lanes are in the centre of the road?
- How the traffic movement at intersections will be affected especially after the blockage of free-left turns at the crossings

2. Concerns over the conflicting designs of the multiple projects like flyovers, elevated roads planned by other agencies on the HCBS corridor

3. Issues regarding the management of the bus corridor, both operational and legal aspects: The infrastructure for HCBS will require its own dedicated management framework for day-to-day operations and maintenance.

These concerns, as EPCA has found from its consultation are easily solvable and addressing them in the beginning of the programme will help to gain larger support and enable smooth implementation.

EPCA also understands that Delhi is taking the lead in implementing such a project in India. A few other cities such as Ahmedabad, Pune, and Hyderabad that are also under the surveillance of the Hon'ble Supreme Court are preparing similar plans. In view of this Delhi's model can chart the roadmap for such projects in other cities as well.

3. Resolving the concerns

EPCA since the Hon'ble court's order dated March 6, 2006 has organised series of meetings with the concerned implementing agencies and experts to discuss the matter and resolve the concerns raised by various agencies. EPCA has closely examined the

available information and the various issues with all the agencies concerned in implementing the HCBS. The deliberations have revealed the following:

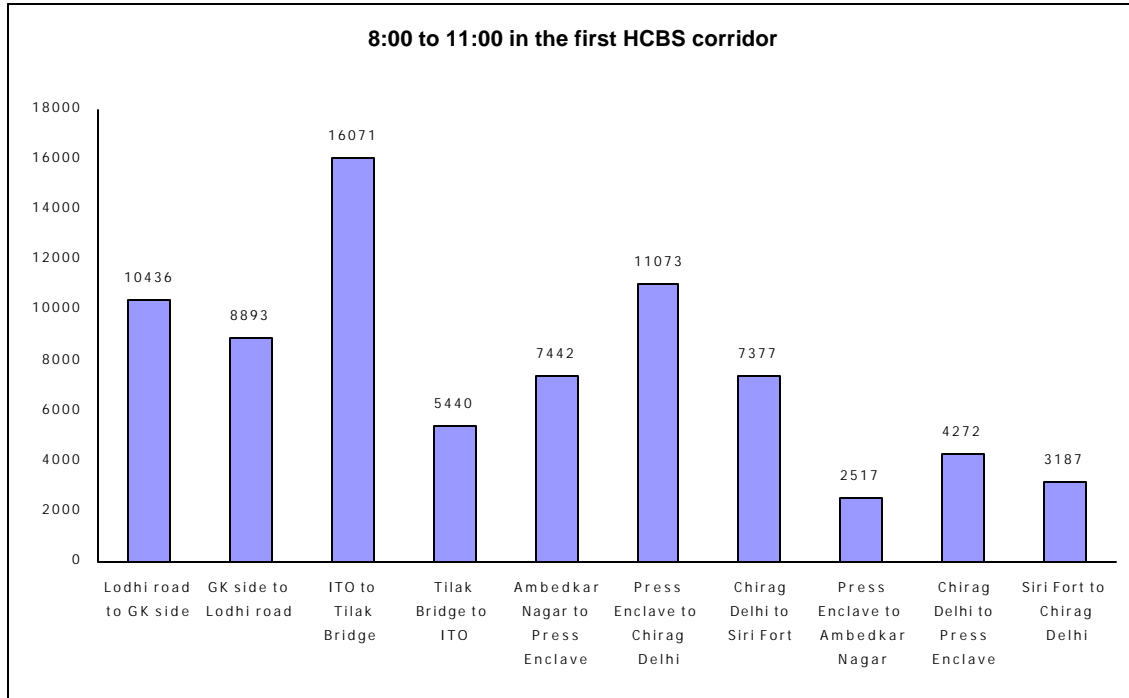
3.1 Concerns over availability of space and traffic management:

3.1.1 Will the corridor as planned lead to restricted space for private vehicles and cause more congestion or will segregation of traffic improve throughput?

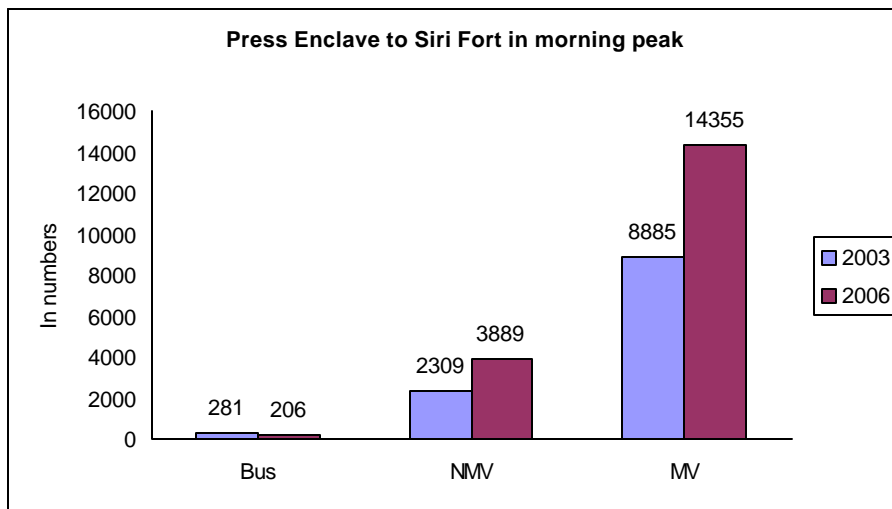
The Delhi traffic police have expressed concern with regard to the large traffic volumes in the key intersections of the corridor. The Delhi traffic police in its submission to the EPCA of December 31, 2005, expressed reservation with regard to the space allotted to the private mode of transport. The submission states "one third of the present right of way (ROW) will be given to buses, which comprise only about 2.5 per cent of the modal share, whereas the remaining motorised traffic will be squeezed into an ROW of approximately 6.5 metres (less than two lanes) which is bound to increase the congestion and other related problems on the roads."

The immediate step recommended by EPCA was to assess the actual traffic volume on this corridor and see if the proposed design could deal with it. The earlier traffic survey was carried out by IIT, Delhi in 2003. To provide scientific clarity and data, EPCA recommended to RITES and IIT Delhi in its meeting of April 8, 2006 to once again study the traffic flow volume and also video shoot the same at key intersections on the corridor running from Dr Ambedkar Nagar to Moolchand. Accordingly, the joint traffic volume survey was undertaken in the morning peak hour from 8:30 AM to 11:30 AM from the Dr Ambedkar Nagar to Moolchand traffic intersection on April 12, 2006. RITES, IIT Delhi and the Centre for Science and Environment (CSE) jointly undertook a traffic volume survey. The data of the traffic volume survey was presented by the RITES to the EPCA in its meeting of the April 15, 2006.

Traffic volumes: For a holistic view EPCA analysed traffic volume data available from the said survey and also those available from studies done at various intersections on this corridor by other agencies, namely the RITES, IIT Delhi, Wilbur Smith Associates, Craphts Consultants Ltd, among others. The graph below shows the estimated traffic volume at various major intersections along the first corridor from Dr Ambedkar Nagar to Delhi Gate. This shows that in some traffic intersections traffic volume can be very high -- as high as 11073 in press enclave intersection, and, more than 16,000 in ITO intersection.



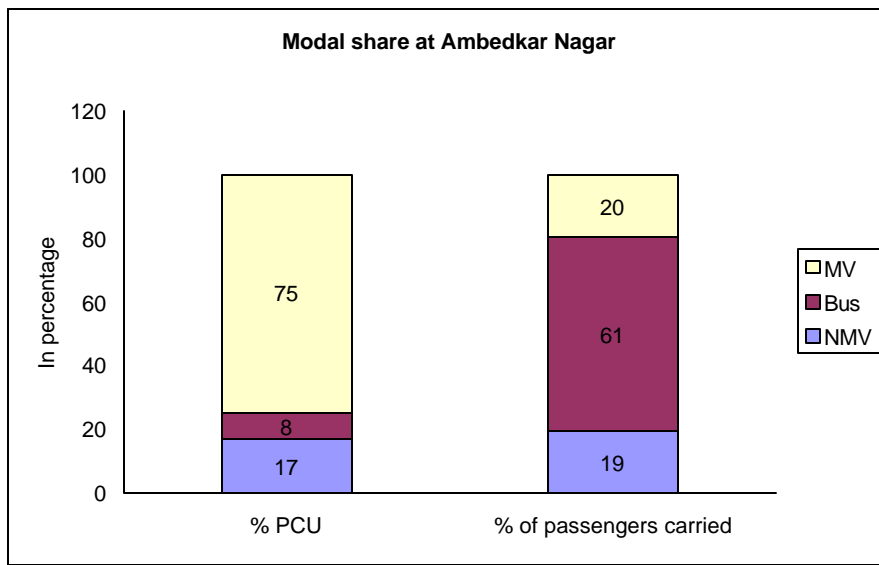
The joint traffic survey has also exposed the current trend in motorisation. It shows that in the section from Press Enclave to Siri Fort, the share of motorised vehicles has increased by 62 per cent since the last survey done in 2003 and that of the public transport buses have fallen by 27 per cent. But notably, during the same period the share of the non-motorised vehicles (bicycles) has increased by 68 per cent. The graph below shows the comparison between 2003 and 2006 for the traffic volume from the Press Enclave to Siri Fort section of the corridor.



Modal share: From EPCA's perspective the most significant finding of the joint survey is the reconfirmation of the fact that buses still meet the maximum travel demand in the

city. At the Dr Ambedkar Nagar junction while buses and bicycles constitute around 25 per cent of the PCU, both the modes together carry 80 per cent of the total passengers. And in sharp contrast, motorised vehicles while constituting 75 per cent in terms of PCU carry only about 20 per cent of the total passengers.

This bears out the significance of creating dedicated space for both buses and bicycles to protect and increase their ridership, which HCBS corridor is aiming to do.



EPCA's observations with regard to the traffic volume and flow:

EPCA has assessed the corridor and the current traffic volume very carefully to understand the impact of the segregated lanes on the traffic movement. It is evident that under the current mixed traffic scenario availability of road space for the motorised traffic is more restricted as both buses and bicycles restrain the traffic flow.

At present cyclists occupy the lane to the extreme left of the lane throughout the corridor leaving only 2 lanes, around 7 metre wide to be used by all the motor vehicles including the buses. It was noted during the inspection and also in the video footage that owing to the indiscipline of the bus operators, resorting to parallel and haphazard stoppage of buses at the bus shelters, and bus commuters spilling over the road space, the available carriage way is used very inefficiently. This further squeezes the rest of the motorised traffic to a smaller lane. The video shoot of April 12, 2006 shows that buses invariably occupy more than 1 lane and thus reduce the space available for other motorised vehicles. In fact the estimates show that out of 7-metre width only 1.5 metre lane is available for the movement of all other motorised vehicles. This is clearly evident in the picture below. This aggravates congestion.



After assessing the design of the HCBS corridor EPCA is of the opinion that

- The result of the traffic volume survey and traffic flow assessment bears out that the traffic flow for the motorised traffic will only improve if the bus lanes and bicycles lanes are physically segregated. Today in the mixed traffic conditions peak hour average journey speeds are 15 to 20 km/h. This will improve to at least 25 km/h.
- The proposed design aims to reduce the conflict and friction of the mixed traffic and improve the efficiency of the overall traffic flow of all forms of transport -- motorised private vehicles including cars and two-wheelers, bicycles, and buses.
- In the proposed design segregation of the bus lanes from the other traffic will increase the available space for other motorised traffic. The space allocated for the moving traffic has been increased by 1.5 metre throughout the corridor. The design provides for 2 lanes of 6.75-metre clear width for the other motorised traffic. Throughout the corridor the lanes allocated to the motorised traffic is on an average around 6.75 metre. Moreover, at the major intersection like Chiragh Delhi for example, the lane allotted to the motorised traffic is actually more than 10 metres. Thus, instead of a reduced right of way as is often understood, space allocation has actually increased. This would result in a 25 per cent increase in the capacity of the motor vehicle lanes.

3.1.2 Will the bus corridor lead to traffic management problems at the key intersections because of the signaling system proposed?

Another concern raised by the Delhi traffic police pertains to the traffic signal cycles for clearance of traffic at the traffic intersections. In its submission to the EPCA, the Delhi traffic police points out that “according to the field experience, the proposed signal cycle plan of 180 seconds for major intersections will not be able to handle the traffic volume

and discharge it at various intersections in the corridor. The role of traffic signal would be of utmost importance for fast clearance of traffic at the intersection.”

Given the special concerns of the Delhi traffic police, EPCA in its meeting of the April 8, 2006 had directed RITES/IIT Delhi to undertake fresh survey and study the traffic clearance under the current signal cycles and examine as to whether traffic bottlenecks exist in the current dispensation. Following this, IIT Delhi organised video shoot of the intersection at the Chiragh Delhi intersection. The results of the exercise were presented to the EPCA in its meeting of April 15, 2006. The video shoot clearly brought out the current situation. It was evident that inspite of the huge numbers of vehicles queuing up at the intersection during the signal stoppage, the whole traffic volume could be cleared. Decision on signal cycle can remain flexible and this can be adjusted according to the need. This is not a hurdle.

EPCA’s observations with regard to traffic flow at the intersection and clearance time for queues:

EPCA would like to point out that even now in a mixed traffic scenario -- when the overall speed of the traffic is slow due to intermixing of bicycles and buses, and rampant violation of lane driving, -- the clearance of total traffic is taking place within the signal cycle.

Once the lanes are segregated, and as a result the traffic will be more disciplined, the traffic clearance rate and the discharge of vehicles are expected to increase and not decrease.

IIT, Delhi has super imposed the proposed HCBS lane design on the picture of current mixed traffic lanes at the Chiragh Delhi intersection to indicate that once the corridor is built as per the design, (which is reflected in the picture), it will free up the space for motorised traffic. All the buses, which are currently in mid lanes, will move to the dedicated corridor and the cyclists would move to their dedicated lanes, thereby freeing the carriageway for other modes of transport. This will increase the space available to the motorised traffic.

The following picture shows clearly that at the traffic intersection as many as three to four lanes will be available to the cars and two-wheelers in addition to the lanes for buses and bicycles.



3.1.3 Will there be increased congestion at the intersections as free-left turn possibilities might get blocked?

Given this concerns of the Delhi traffic police, the RITES and IIT Delhi have looked into the various aspects of congestion if free left turn possibilities are blocked.

Review of the available information shows that free left turn has been provided in the proposed design, but with a short signal, so that pedestrian crossing becomes more safe, which is of utmost importance. In fact, under the current practice in which free left turn is allowed, it is almost impossible for pedestrian to cross the road.

Moreover, at five junctions located on the corridor a separate slip lane has been provided for free left turn, but again with a short signal cycle for pedestrian movement. In fact, it should be noted that even currently the free-left turn movement often gets restricted due to mixed traffic and lane indiscipline.

With the dedicated corridors in place and clear segregation of the carriageway, the movement of traffic would improve. Moreover, because of the signal cycles so adopted, motorised traffic would have sufficient time for turns at the major intersections.

EPCA has also asked the RITES and the IIT Delhi to further look into these concerns and work out a consensus solution. EPCA is confident that this issue can be resolved even as the project is executed.

3.1.4 Problem of pedestrians crossing the roads at different points to access the bus stops in the middle of the road

Yet another concern that has been raised is with regard to the fact that under the new scheme the bus stops will be placed close to the intersections. This implies that all bus users will be compelled to use only the zebra crossing to catch the bus. Managing such a large number of pedestrians at the crossing can create traffic management problem at the traffic intersections.

EPCA would like to point out that the proposed scheme will be an improvement over the current scenario in which commuters are forced to cross the road at bus shelters in an unsafe road environment in the absence of any dedicated safe pedestrian crossings and holding area. Signal cycles at junctions on the proposed HCBS corridor have been designed to include the dedicated pedestrian phase and reduce crossing delays without increasing delays to the vehicular traffic. The proposed HCBS design provides commuter convenience by improving the access to public transport system in a safe and controlled environment, which would increase the attractiveness of the public transport system and also minimise risks to the pedestrians.

It is of utmost importance that the pedestrian traffic is disciplined and organised. Currently they are the most marginalised section of the traffic and are at the greatest risk. Clearly, the corridor will require management, in terms of personnel, who can ensure that discipline is maintained.

3.2 What will be the possible conflicts with other road planning agencies?

The Delhi Traffic Police has brought to EPCA's notice that other projects are being planned by different agencies, which fall in the first corridor of the HCBS from Dr Ambedkar Nagar to Delhi Gate.

The three projects that have/or can have possible conflicts were namely:

1. The India Trade Promotion Organisation (ITPO) traffic circulation plan
2. The ITO traffic improvement plan and
3. The upcoming station of the Delhi Metro Rail Corporation at the Pragati Maidan

To sort out the issues, EPCA called a meeting of all these agencies on March 18, 2006 and again on April 22, 2006. Officials represented the meetings were from the ITPO, the PWD, the DMRC and the various consultants involved in formulating the various traffic improvement plans.

As per the deliberations been held by EPCA with these agencies, it was decided in the April 22, 2006 EPCA meeting that if the ITPO plan is found to be in conflict with the planned corridor, the ITPO will accordingly carry out the design changes to ensure that their plan is fully integrated with the HCBS.

Similarly Public Works Department (PWD), which is working for the traffic improvement plan at the ITO intersection, has agreed in the EPCA meeting of April 22, 2006 that whenever their plan for ITO will be prepared, they will integrate it with the HCBS plan as it has been finalized and closed now.

3.3 What will be the operational and management issues of the corridor?

Over and above the design and the structural issues of the first corridor for the HCBS, there are other related issues pertaining to the whole management of the corridor. The new system will require a legal framework for its management requiring specific laws for management of the HCBS corridor. This will be along the similar lines as those crafted for the DMRC for the metro project. A careful assessment would have to be made of the various management issues involved in the HCBS, namely laws/rules pertaining to the HCBS bus lane use, scheduling of the buses and bus routes, breakdown contingency management system among other things. A plan for a carriageway management on the corridor will be needed. There are also key issues related to road safety and the maintenance of law and order along the corridor.

It has been submitted to EPCA that currently RITES and IIT Delhi are preparing the operational plan for the HCBS that will detail out how exactly the corridor would be managed, and resolve all related issues. EPCA is confident that this operational plan would be ready very soon and it can be finalised, taking into consideration the concerns, if any, of various agencies.

4. EPCA's conclusions and recommendations

The high capacity bus system has been successfully implemented in a few cities of the world. The key advantage of this system, as against the also important rail based mass transit system like the metro is cost and flexibility. It is clear that in a city, the size and scale of Delhi, there is need for a mix of public transport systems, which should be integrated for maximum convenience. It is for these reasons that EPCA endorsed the programme of the Delhi government to implement the High Capacity Bus System in Delhi, starting with the first corridor from Dr Ambedkar Nagar to Delhi Gate.

But it is important to note that while this system has been implemented in few other cities of the world, it is new to Delhi. In fact, it is new to most cities of India and the region. The introduction of this system is much like the introduction of the CNG system, which when it was conceptualised for Delhi, was untried in its scale in any other part of the world. It was clear that the solutions that were found for Delhi, in the case of CNG, would have to be home-tested and even homegrown. It required innovative thinking and an ability to backstop experimentation in technology and management. The Hon'ble Supreme Court helped Delhi in making this bold, unconventional solution work. Today, Delhi's CNG programme is hailed across the world as a pioneer programme, which helped the city make the leapfrog to much cleaner technology and resultant cleaner air.

The most important aspect of the CNG programme was the scale of the transition. It is exactly this scale that is needed today as Delhi faces challenges of second-generation reforms.

But it is also clear that like the CNG programme, the programme to introduce high capacity bus transit systems in the city, will also require innovation, experimentation and learning about what works in our situation. This transition, very much like the CNG transition, will require not only technical expertise but also a willingness to experiment and take bold decisions, as carefully as possible.

Since the March 6, 2006 order of this Hon'ble court, granting an extension of about 8 weeks time for the first deadline of the HCBS, EPCA has held meetings with all the key agencies involved in the implementation of the HCBS, almost every Saturday. All the concerned parties are working towards implementing the HCBS. Considerable progress has been made in implementing the first corridor of the HCBS. Various unresolved issues that were to be resolved when EPCA submitted its report no.19 of March 2006, have been resolved.

Importantly after the court order, the technical bid have been opened on March 28, 2006. After the evaluation of the technical bid, the financial bid has also been opened on May 2, 2006. After the necessary negotiations with the concerned parties, who are the bidders, the final tender would be awarded soon in the coming weeks.

EPCA would like to point out that though some issues still require further deliberations, overall the first corridor of the HCBS has made considerable progress. Moreover EPCA has also been informed that the state government is also keen to implement the first corridor of the HCBS as early as possible. EPCA is confident that till the time actual tender is awarded for the construction work to begin, the pending issues would be resolved. EPCA will work towards solving the same.

Thus given the overall progress on the first corridor of the HCBS and also the fact that all the concerned agencies are working together to implement the first corridor of the HCBS as early as possible, at this stage EPCA is not seeking any directions from the Hon'ble court.

EPCA is confident that the final tender would be awarded within this month and all the pending issues would also be resolved by that time.

EPCA is confident that it will be able to inform the Hon'ble court, in July 2006 that the project is on track. It will be the endeavour of all parties that the work on the first corridor is commissioned and that work on the subsequent corridors also starts so that the entire project is back on schedule as per the deadline given to the Hon'ble Court as directed in the order dated November 30, 2005.