

fact the project is being discussed and debated much before it got started. Everybody doubted about its success because there were many loopholes of planning exposed in while implementing BRTS Delhi and Pune.

But before we evaluate its success, let's have a short introductory background of the project.

Municipal Commissioner of Ahmedabad I. P. Gautam, who has worked very hard on the project and even faced much criticism, says that the city has around more than 20 lakhs vehicles. Average 430 vehicles are being added daily. Ahmedabad is having 466 km square meter area and a population of 56 lakhs but there was nothing in the name of public transport facility except Ahmedabad Municipal Transport Service, popularly known as AMTS run by Ahmedabad Municipal Corporation. With growing population and number of vehicle the city was facing traffic and pollutions problems. It is estimated that by 2031 the city's population will reach up to 1 crore its area will be widen up to 1200 square km. If the situation continues like this then there will be no space to even for walk in future!

In these circumstances when Government of Gujarat had declared the year 2005 as an 'Urban Development Year', three major decisions were taken for Ahmedabad. They were: to convert 65000 auto rickshaws in CNG, to revive AMTS bus services and to check options of BRTS or Metro train for public transport. Meantime in 2006 Government of India had launched JNNURM scheme. Along with Delhi, Pune, Jaipur and Indore, Ahmedabad has prepared a plan for BRTS scheme and put a proposal under this scheme. Prof. Shivanand Swami of internationally known CEPT University and other experts has made design. After long long discussion and debate, presentations and meetings finally the way for BRTS opened when the proposal was approved. It was planned to construct 58 km corridor in first phase and 30.5 km in next phase.

In fact this is not a first of its kind project in the world. BRTS project have been successfully implemented in cities like Cutiba, Bogotá, Quito, Jakarta, Beijing and Mexico. AMC has adopted Bogotá BRTS model for Ahmedabad city. Yes, in our country Metro train is there but BRTS was definitely the new system.

As I. P. Gautam says, 'Compare to Metro train BRTS is much cheaper so far cost is concerned. You can construct 88.5 km BRTS corridor at the cost that you spend in constructing just 6 km rail line for Metro train! This is not the only benefit of BRTS, but with the help of IT applications we have tried to provide facilities like sliding doors, passenger information system etc like Metro train.

It should be noted that the BRTS was named JANMARG, mean people's way, by Chief Minister Narendra Modi himself. National Institute of Design has made a logo of it. To implement the whole project, AMC has established Ahmedabad Janmarg Limited-AJL as a special purpose vehicle fully owned by AMC.