

with performance you could throw out the contractor. Recently there were many complaints against IT company Kaizen for not implementing Smart card system in time. Finally AJL has shown the door to the company.

However JANMARG is still not making profit so far its financial part is concerned. AJL earns average rupee 3 lakh daily while the daily operation cost is rupee 5 lakh!

It should be also noted that all is not well in JANMARG. Venders located on the road side opposed over bridges because they were losing prominence. AMC face difficulties in removing temples while widening roads for JANMARG. Bit voice rose. Even today expert engineers could not find any solution for removal of rain water from the corridor. Automatic doors do not open and it happens often. System gets interrupted when power fails. These are the issues which are still become challenges for AJL administration. Kizen was shown the door lately but no body has the answer how and why the company was given the contract! JANMARG has provision for cycle track and walk way but no body using it and it is being encroached.

Then, have the people of Ahmedabad really been benefited from JANMARG? Or it is just proving itself a white elephant for AMC? How such projects like JANMARG help to reduce traffic and environment problems?

Prof. Shivanand Swami who has conceptualized the whole idea replies these questions. Mentioning the figures from the survey done by Central Pollution Control Board he says that Ahmedabad was the third air-polluted city in 2004 while it stands on 68<sup>th</sup> number today! No doubt reason behind it is a major conversion of 65000 autos and AMTS buses from diesel to CNG fuel. However BRTS buses are still running by Euro-III diesel but AJL will run all new buses by CNG now onwards. Plus in Delhi and Pune vehicles other than BRTS are also allowed to run while in Ahmedabad the corridor is exclusively designed for BRTS buses. Only ambulance and fire brigade can use it in emergency.

Yes, those are using JANMARG buses today 55 percent people were not using municipal transport earlier. It means this traffic is diverted from auto or any other source, adds Prof. Swami. Indirectly saying uses of few private vehicles has been saved by JANMARG. So far environment protection is concerned authorities have taken care of trees while constructing corridor. Where ever trees were there they either removed it or diverted the corridor accordingly.

CEPT University being a consultant of JANMARG conducts passenger feedback survey every month. They also study traffic and environment impact of the project. Prof. Swami gets figures of ticket collection and passenger everyday on his mobile. According to him able leadership, ownership, commitment and support of the people led the project to a great success.