

EPCA Report Number 35 (May 2010)

**Response to IA 316 regarding proposal the release of
funds for an operation control centre for
implementation of GPS based automatic vehicle
tracking and monitoring system and modern fare
collection system**

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

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

Background

The Government of the National Capital Territory of Delhi (GNCT) has proposed to the Hon'ble Court that the funds collected through the penalties imposed on the diesel buses be released for an operation control centre (OCC) for implementation of GPS based automatic vehicle tracking and monitoring system.

EPCA's report and observations

The Hon'ble Court has asked EPCA for its observations on this proposal. EPCA's observations are as follows:

1. The proposal involves the setting up of an centralized operation and control centre, which will be able to monitor on a real time basis the movement of public transport vehicles in the city and use this information for management of traffic on the roads.
2. The proposal and budget submitted to EPCA by the Delhi government is for Rs 34.46 crore. The cost is for the setting up of the building and computer infrastructure and for software to run the different operations proposed. EPCA is not in a position to sanction the budget provided or assess the costs of the different items listed. The GNCT must take full responsibility for the budgetary control and assessment.
3. However, EPCA is clear that the activities proposed are important for the management of the public transport system in the city. The following activities have been proposed.
 - a. Setting up of an integrated data centre including civil and IT infrastructure: 6 months
 - b. Bus monitoring system for all buses (DTC and private):
GPS based Automatic Vehicle Tracking: 10 months
 - c. Implementation of phase 1 of the Automatic Fare Collection System, based on electronic ticketing machines in all buses (DTC and private): 8 months

- d. Enterprise resource planning system for concession and financial management: 8 months
 - e. Biometric equipments and drivers score card application: 10 months
 - f. Route scheduling and planning including route optimizing features: 13 months
4. The activities listed above will contribute significantly to the improvement of the public transport system management in the city. The on-road tracking and performance assessment systems are most important currently as the city is planning to upgrade its bus operations, including the re-organization of the private (blue line buses). Under the scheme, the city has been divided into different clusters, where only one private bus operator will be given the contract to run vehicles. This system needs to be carefully managed for quality control and operations. It is for this reason that the proposal for an operation control centre for bus operations is both timely and essential.
5. EPCA is not in a position to recommend for sanction the cost budget provided for the different activities. The budget and its sanction must be done through the government's processes. In addition, a careful review must be made of the different activities proposed in terms of costs and viability.
- 6. Given the above, EPCA would recommend to the Hon'ble Supreme Court to sanction the funds to the Delhi government for the proposed operation control centre as proposed in the IA 316.**
7. The GNCT will be fully responsible for the implementation of the proposed activities and will report progress to EPCA quarterly. EPCA will monitor work implementation and its impact on city transport and report back to the Hon'ble Supreme Court.