

APPENDIX :6

FREQUENTLY ASKED QUESTIONS ON BRT

1) What is the Hubli – Dharwad BRTS project?

The Hubli – Dharwad BRTS project is implemented with the assistance of World Bank – GEF assisted Sustainable Urban Transport Project (SUTP). In this project, a dedicated Bus Rapid Transit corridor of four lanes is developed between the twin cities of Hubli– Dharwad for facilitating fast, safe, comfortable, convenient and affordable public transport. The project also includes other components like intelligent transport system, development of pedestrian infrastructure in the twin cities of Hubli & Dharwad, development of bus terminals, depots etc.

2) Which agency is implementing this project?

The Hubli – Dharwad BRTS (H-D BRTS) project is being implemented by the Hubli – Dharwad BRTS Company Ltd. The stakeholders in the Company include Government of Karnataka, Hubli-Dharwad Municipal Corporation, NWKRTC and Hubli-Dharwad Urban development authority. The Company is supported by the Directorate of Urban Land Transport (DULT), Urban development department, Government of Karnataka in planning and implementing the BRT project.

3) What are the main objectives of the project?

The Hubli-Dharwad Bus Rapid Transit (BRT) project focuses on comprehensive improvements to public transport infrastructure in the twin cities of Hubli-Dharwad. The project emphasizes on promotion of sustainable means of transport i.e. public transport through segregated bus lanes and walking and cycling. The project envisages a monitoring frame work whereby the Public transport service level parameters like frequency of services, quality of services, adherence to schedules etc., are monitored and evaluated on a regular basis thereby leading to improved quality and service delivery.

4) What are the main components of the project?

A four lane, median BRT corridor would be developed for 22.25 Kms from Hosur circle in Hubli to Jubilee circle in Dharwad. Two types of services would ply in the corridor: regular services and express services. NWKRTC would be operating the bus services. No other vehicle except BRT buses would be allowed in the corridor. The bus stations would be

located between the BRT lanes. Each bus station would cater to commuters in both the directions. There would be bus stations along the corridor.

The BRT buses would be standard, 900 mm, 12 meter height buses. There would be normal buses and articulated buses. The salient features of BRT are level boarding which is disabled-friendly, off-board ticketing, passenger information system in the buses and bus stations, trained drivers, controlled access to the stations, uniquely branded BRT stations and buses etc.

The transit infrastructure i.e. bus depots, terminals etc of both H-D BRTS and NWKRTC would be upgraded to modern standards. Interchange facilities would be developed to ensure minimum transfer times and hassle to commuters transferring from other intra-city services to BRT and from BRT to other services including inter-city services.

4) What is the project cost? How is it going to be met?

The approximate cost of the project including land acquisition and rehabilitation and resettlement costs is Rs 692 crores. About US \$ 47 million of loan (Rs.259crores at present exchange rate) and US \$ 1.9 million grant is available from SUTP.

5) What is the extent of land to be acquired for the Hubli – Dharwad BRTS project?

As the project envisages construction of four lane BRT corridor along with the two mixed traffic lanes on either sides of BRT corridor, acquisition of 68 acres of land is required. The land is proposed to be acquired under the State Highway Act. The Chief Engineer, KRDC is notified as the land acquiring authority under the Karnataka State High ways Act. Notice u/s 15 of the Karnataka State Highways act has been issued on 10.9.2012. A public notice under section 17 of Karnataka Highway Act, 1964 has been issued on 19th November 2012.

6) What is the re-settlement action Plan?

As a part of the Hubli – Dharwad BRTS project, a re-settlement action plan has been prepared and this action plan gives the details of the entitlements to be given to different categories of project affected persons. The object of re-settlement action plan is to ensure that the interests and welfare of the project affected people is kept in mind during the implementation of the project.

7) What if my land and structure are affected?

In all cases where the land and/or structure of title holders are affected, the resettlement action plan proposes that the compensation for the land/structure is determined through the

consent award. It is also proposes that the compensation for the structure would be as determined by the Public Works Department without any depreciation whatsoever. Other structures like trees, wells etc. will be compensated as per the valuation done by the concerned departments. In addition to the title holders, compensation by way of shifting allowance is proposed for the tenants. The entitlements proposed for different categories of persons as per the re-settlement action plan are as follows:-

Title holders losing land/structure either wholly or partly

- Compensation through consent award. Negotiation committee under DC being constituted.
- Structure compensation as estimated by PWD, without depreciation.
- Additional 25% compensation for partially affected structures towards reconstruction
- Crop/tree damage compensation as assessed by concerned Departments.
- Exemption of Stamp duty and registration charges on property purchased with compensation amount.
- Shifting assistance of Rs. 5,000 for major impact structures.
- For Commercial Structure and Residential cum Commercial Structure- Livelihood Restoration allowance Rs.15,000

Tenants

- Rental allowance for 6 months- Rs 1200 per month for residential and Rs 1800 for commercial categories per month.
- Shifting assistance of Rs. 5,000 for major impact structures.
- For Commercial Structure and Residential cum Commercial Structure- Livelihood Restoration allowance Rs.15,000 for major impacts.

Non- title holders

- Shifting assistance of Rs. 5,000 for major impact structures.
- For Commercial Structure and Residential cum Commercial Structure- Livelihood Restoration allowance Rs.15,000 for major impacts.

Encroachers

- Ex-gratia for affected structure based on current PWD schedule of rates without depreciation.

Licensed kiosks

- Shifting assistance of Rs. 5,000 for major impact structures.
- For Commercial Structure and Residential cum Commercial Structure- Livelihood Restoration allowance Rs.15,000 for major impacts.

- Kiosks which are licensed for fixed locations, preferential allocations of alternate commercial space by HDMC.

Vulnerable People

(Widows, Physically challenged and those aged above 60 yrs)

- Assistance to include in government pension schemes if not included, if eligible as per Government criteria
- For Commercial Structure and Residential cum Commercial Structure- Livelihood Restoration allowance Rs.15,000 for major impacts.

Community Assets

- Conservation, protection, compensatory replacement
- The common property resources and the community infrastructure will be relocated in consultation with the community.

8) How are the project affected persons identified?

In case of title holders of land or structure proposed to be affected for the project, a survey of all the affected properties has been done and affected survey numbers/property numbers along with the affected extent has been identified. In addition, a detailed socio-economic survey has been done as a part of the BRT project to identify the different categories of persons who would be affected by the project. Videography of the entire length of the road has also been done. The compensation to the legal title holders will be paid through the consent award wherein the negotiation of the fair price to be paid to the land losers will be conducted by a committee headed by the Deputy Commissioner.

9) Is there any grievances redresses mechanism?

The affected persons can lodge a complaint with the Managing Director, Hubli – Dharwad BRTS Company Ltd. about their complaints or grievances. In case they are not satisfied with the decision, they can take the matter to the Grievances Redress Committee (GRC) which would be constituted shortly.