

## **REPORT ON FITMENT OF SPEED GOVERNORS IN BMTC BUSES**

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The following are some of the observations based on the studies conducted by Prof Sreehari with respect to fitment of speed governors in BMTC buses.

- 1. The speed of BMTC buses operating in Bangalore urban and sub urban areas were measured using Speedar.**
  - Within the 5km radius from CBD the measured speed was 14.5kms.**
  - Between 5km radius to 10km radius the measured speed was 17.8kms.**
  - Between 10km radius to 15km radius the measured speed was 22.4kms.**
- 2. The government in its notification no TRD 15 TDR 2005, dated 29<sup>th</sup> march, 2005, stated that the speed restriction for heavy passenger vehicle was 35kmph, which can never reach by the BMTC buses operating within the urban and sub urban areas citing point 1 stated above.**
- 3. In the absence of dedicated bus lanes, exclusive (either elevated or suppressed ) right of way, the speed stated may further decrease due to more personalized vehicles and other type of intermediate public transport vehicles (IPT's) like autos, maxi cabs etc. moving along with BMTC buses.**
- 4. Since BMTC operated buses are driven by responsible drivers with adequate exposure & expertise in driving, over speeding may not arise as it is practically an impossible task.**
- 5. Browsing through the accidents occurred in Bangalore and the contribution by BMTC buses for the same are under control and also very less in number (about 65 fatalities in a year).**

**The speed restriction is needed for other type of vehicles like stage carriers, contract carriages, auto rickshaws, maxi cabs, educational institution buses etc., where the vehicles are driven by unorganized sector and crew members.**
- 6. In addition to the above, BMTC authorities are implementing number of punitive and Pro-active measures, and hence there is no need to fit the speed governors to these buses.**
- 7. Further, the availability of such speed governors is also difficult and the fitments do not have any impact on BMTC buses due to the already reduced operating speeds, it is suggested that BMTC buses to be exempted for the time being.**
- 8. On the other hand, the problem related to speeding if any can be minimized or brought to zero level with effective monitoring and enforcement.**

9. **It is hence suggested that BMTC can go for an appeal to competent authority if it is insisted.**
10. **In the light of the above facts, the requirement of fitting speed governors may be differed for BMTC buses.**

**Prof M.N.Sreehari**