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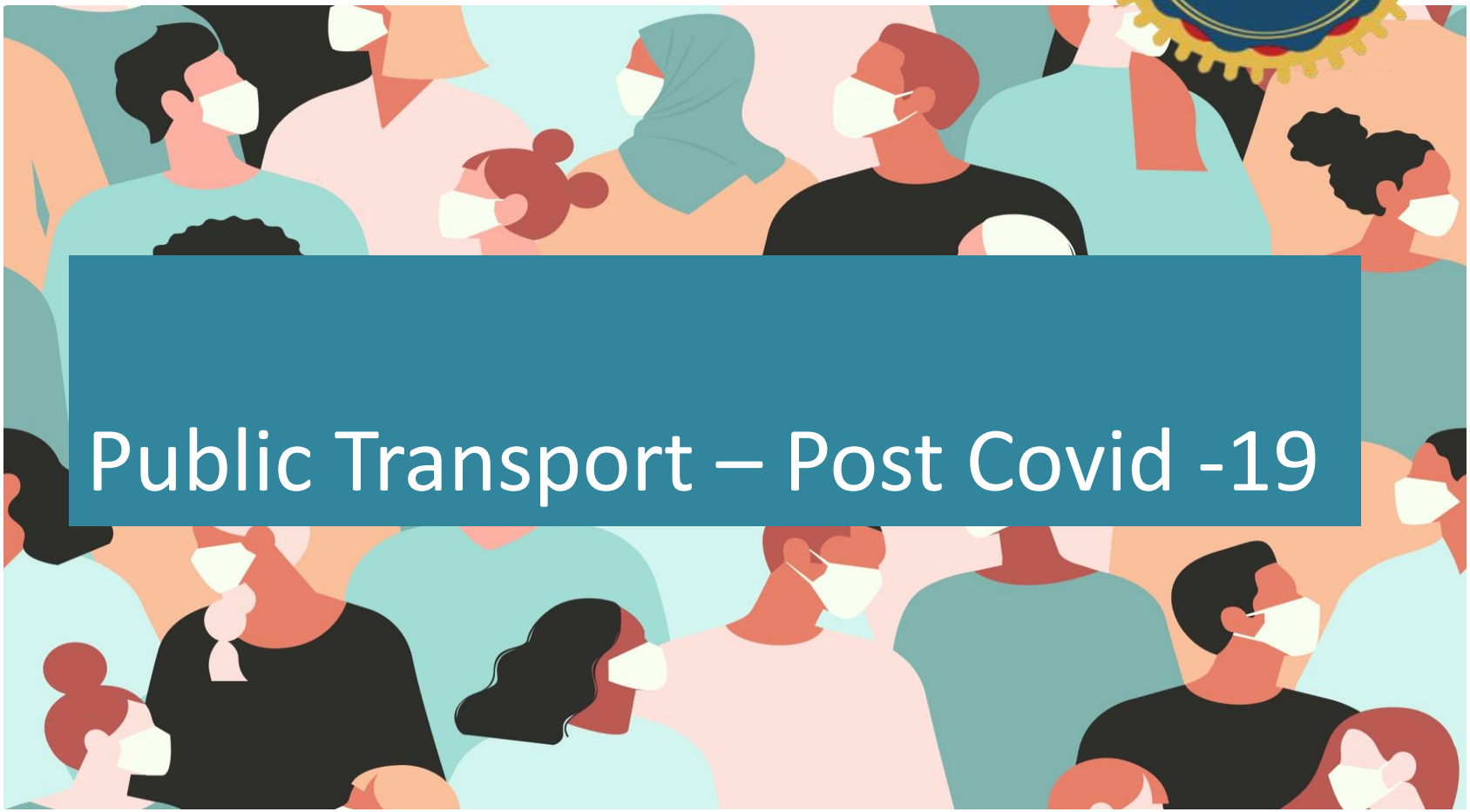

Public Transport – Post Covid -19

Prasanna Patwardhan
President
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We cannot afford to ignore Pubic Transport by Road

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85% Indian's are dependent on Pubic Transportation by road

It provides Livelihoods to more than 40 Million people

It provides direc Employment to more than 10 Million people

It makes 370 Million Passenger Trips per day

80% Work force & Industrial production is dependent on it

It Contributes to 8% India's GDP

To Bring Policy & Legislation in Sync

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National Urban Transport Policy (NUTP) 2006

India launched its first transportation policy in 2006, which focuses on moving people and not vehicles.

National Urban Transport Policy (2006)

- Ensure coordinated planning for urban transport
- Ensure integrated land use & transport planning
- People focused & equitable allocation of road space
- Investments in public transport & Non Motorized modes
- Strategies for parking space and freight traffic movements
- Establish Regulatory mechanisms for a level playing field
- Innovative financing methods to raise resources
- Promote ITS, cleaner fuel & vehicle technologies for cities
- Build capacity to plan for sustainable urban transport
- Projects to demonstrate best practices in sustainable transport

Source: "NUTP and JnNURM- Government of India Initiatives to Strengthen Public Transport", S.K. Lohia, OSD (MRTS), MoUD, GOI

Absence Of Sync

Policy
(Intent)

Regulation
(Directions to Act)

Execution
(Action)

Initiate process of integrated public transport

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Absence of Co-ordination between various Ministries & Implementing agencies.

Absence of Integrated Planning & Administering Institute

Able institutes to plan & manage services

Urban transport is no one's baby

- Regulation is made by MORTH
- Schemes are made by MOHUA ,DHI, NITI AYOG
- State UD Ministry makes planning
- Regulated by RTA / RTO
- Traffic is controlled by Police
- Town planning authority defines land allocation
- Services are expected to be funded & managed by ULB
- STU's are responsible for Operations having no fund allocation

Necessity - PEOPLE Mobility Act

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- Motor vehicle Act is outdated & limited to vehicle regulation and not Mobility of People.
- Being in a concurrent list, operating rules and taxation differ from state to state.
- Non mandatory for ULB to provide Public Transport
- DC Rules are not aligned to People Mobility
- Public Transport is burdened with very high taxation
- Lack of coordination within & between Operators of different modes
- Absence of seamless door to door mobility solution
- Non availability of required Physical & IT integrated Infrastructure
- Low fares & hurdles in fare revision making systems unviable
- Priority is given to personal vehicles over Public Transport in traffic planning
- No specific long term provision in budget to ensure sustainable mobility solutions

Combine strengths of Public & Private sector

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Do away with One sided Terms & Conditions of Concession agreement

Make adherence to terms of Concession agreement mandatory for both partners

In selecting Operator more weightage to be given to Technical ability rather than financial capability

Create world class Physical & IT Infrastructure

Build capacity to understand usage of technology

Levy fines to improve quality and not to reduce payment liability

Have performance based incentive structure

Have well planned operating routes

Do away with Unreasonable cost /km escalation formula

Make payments on time

Get project rated to solve difficulty in raising debt or equity

Do away with Unreasonable demand on Performance security

Have rational Bank guarantee

Move People Not Vehicles
United efforts to improve people mobility

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Integrated Physical Infrastructure

- Infrastructure development to facilitate Movement of People, not vehicles.
- Pedestrian & NMT infrastructure to address last mile connectivity.
- Bus Ports and Multimodal terminals to integrate all Modes.
- Allocate lands for Depots & parking places
- Rest areas along highways, Pick up & Drop Locations within Cities.

Integrated IT Infrastructure

- Standardize technology platform for all modes
- Define standard IT Protocol for sharing of Data.
- Facilitate Integration of information to plan journey till fare collection within and between all modes
- Establish control towers

MOVE PEOPLE NOT VEHICLES
United efforts to improve people mobility

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To implement NUTP (2006) in its essence and spirit

- To introduce Public transport subject in Administrative service education
- Build Political consensus to adopt Public Transport friendly policies.
- To get Public Transport Services categorized as Priority sector.
- To develop right legislative framework to promote Integrated Public transport.
- To define uniform operating guidelines for level playing field.
- To reduce taxes & Levies on Public Transport to NIL.
- To allocate sufficient funds for next ten years to promote Sustainable Mobility.

To facilitate growth of People Mobility.

- Planning & Monitoring Authority at Local, State and National Level.
- Infrastructure Development Authority at National & State level.
- Establish Training & Skill Development Schools across India
- Research Institutes to promote innovative people mobility solutions.

Electro Mobility is our chance to Change image of Public Transport

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Thank You

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