



ALL INDIA SMART MOVE HIGH LEVEL GROUP

Third meeting

4 April 2016
New Delhi

1. Welcome words

Dr Kulwant Singh (UN-HABITAT)

2. Adoption of the provisional agenda

- 1. Welcome**
- 2. Adoption of the provisional agenda**
- 3. All India Smart Move High Level Group – where we are**
 - New Members (*for information*)
 - Confirmation of the minutes of the last meeting (*for adoption*)
- 4. Draft report on “Smart urban mobility”**
 - Presentation by Rapporteur, Ms Sonia Arora (IUT) (*for adoption*)
 - Debate
- 5. Draft report on “Intermediate public transport”**
 - Presentation by Rapporteur, Ms Priyanka Vasudevan (WRI India) (*for information*)
 - Debate
- 6. Next steps**
 - Next topics
 - Communications
 - Next meeting
- 7. Miscellaneous**

3. Where we are

- New Members (for information)

Ms Sonila Metushi (IRU)



14 prominent members



3. Where we are

- List of decisions and report of the All India Smart Move High Level Group meeting, 23 November 2016 (for decision)

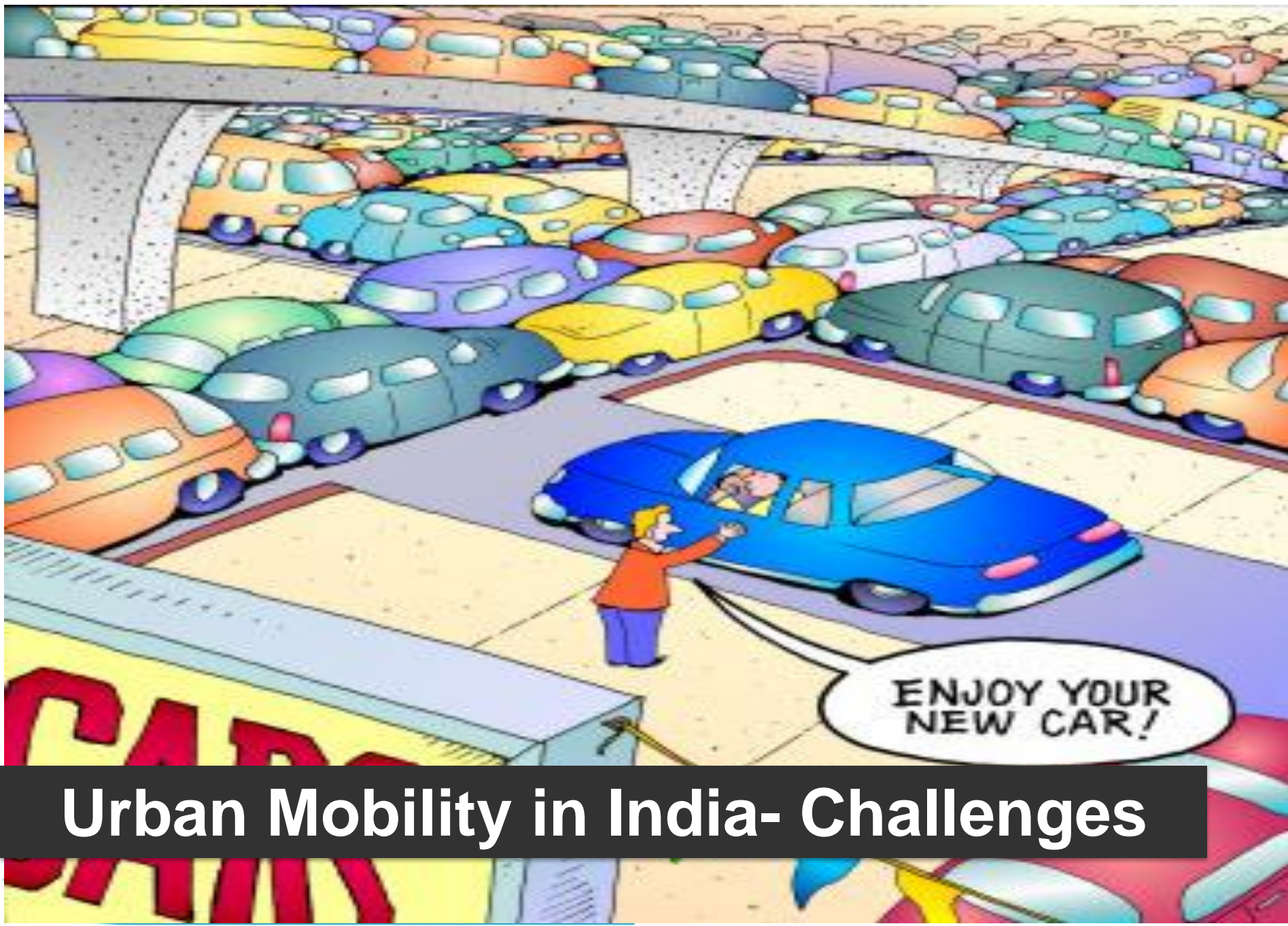
Dr Kulwant Singh (UN-HABITAT)

Smart urban mobility

4. Draft report on “Smart urban mobility”

- Presentation by Rapporteur (for decision)

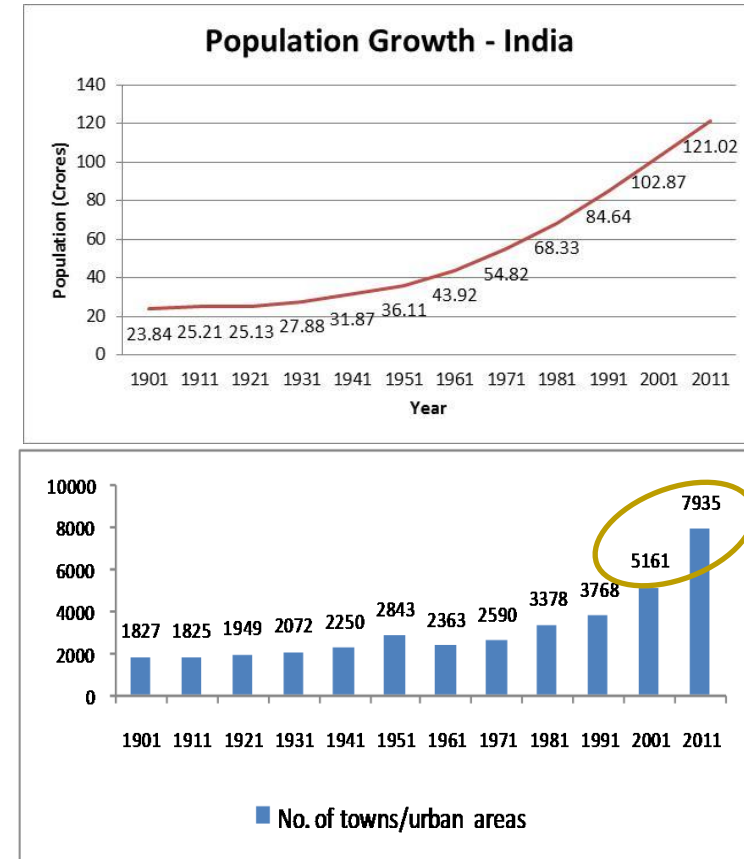
Ms Sonia Arora (IUT)



Urban Mobility in India- Challenges

Increasing Urban Population

- Population has been growing at an average **1.6%** /annum over the last 10 years (Census 2011)
- India's urban population increased from 11% to 31% during 2001 to 2011
- 53 cities** have over a million population and eight metropolis cities (over 5 million population)
- Approximate there are 8000 towns and cities

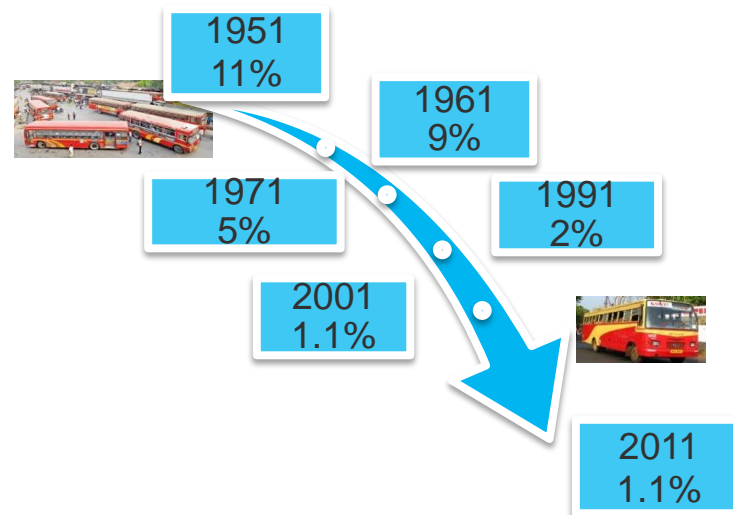
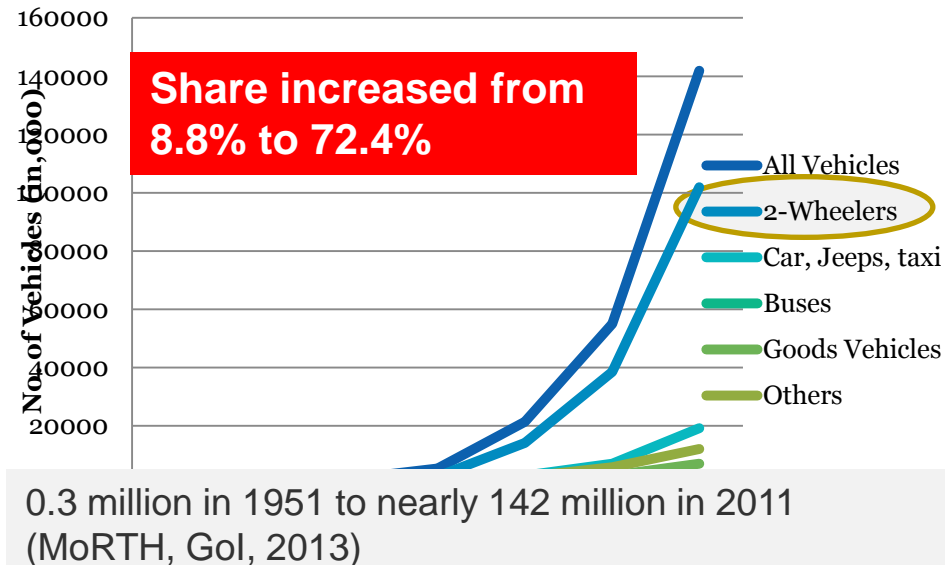


2026- 38% will live in cities (534 million) ("Population Projections 2026," 2006), as against 31% (377 million -2011 census). Based on the United Nations estimates (Urban Agglomerations, 2014), Population grows to 52% and 875 million, by 2050.

Growing Congestion

In most cities, mobility is dominated by personal motorized transport. Many people choose cars to move around...

- From 2001 to 2011, the annual growth of population 1.6%, but motor vehicles increased by almost **10%**
- Average vehicle **speed** during peak hour in many Indian cities is as low as 10 kmph
- In 2006, only about 20 cities had organized city bus service



Other Challenges

- Urban transport initiatives in India were restricted to a few cities like Delhi, Kolkata, Mumbai and Chennai
- It was not treated as a separate sector
- Involvement of too many ministries & Agencies such as MORTH, MOUD etc,
- IPT – Lack of planning, organisation, safety, efficiency, and environment friendliness



Need for public transit system is not new, but did not receive too much attention during the first few decades after independence

This results to ????????

Urban Transport Challenges

- **Growing Economy:**

Increased Car Ownership leads to increased Traffic Volumes and Congestion

- **Urban Sprawl:**

More car dependency

Increased trip lengths

High costs for extending infrastructure and services

- **Climate Change:**

Global warming

Higher emission levels

Air and noise pollution

- **Road Safety:**

Increased conflicts among modes

Increased accidents and fatalities

- **Energy Consumption**

Transport consumes 30% of total energy

Increased demand for fossil fuel

Increased GHG emissions

Recommendations



Legislative and administrative frameworks

Infrastructure and seamless intermodality

Safety

Training

Accessibility

Users' needs

Environment

New business models and aggregators

Legislation – empower the cities

- ✓ A new **department for urban transport** in the Central Government to be headed by Secretary – dedicated department at state level as well;
- ✓ Urban transport to be listed in Concurrent list in the Constitution;
- ✓ A dedicated **Unified Metropolitan Transport Authority** (UMTA) in million plus cities or for a group of small cities;
- ✓ A comprehensive **urban transport act** by the Central Government to be adapted accordingly by States;

Infrastructure and seamless intermodality

Components	Institutional Integration	Physical Integration	Operation Integration	Fare Integration	Information Integration
Public Transport	Setting up of UMTA	Bus Stop	Route network Planning	One ticket for all means of transport	Intermodal real time passenger information systems
		Bus terminal			
		Metro Station	Service Plan		
		Intermediate Public Transport (IPT) Stop			
Multi-Modal Hub					
Transport Network		Road Network	Not Applicable		
		Intersection			
		Parking			
Non- Motorized transport		Cycle Track and Parking Station	Not Applicable		
		Footpath			

Infrastructure and seamless intermodality

- ✓ To create **facilities for walking and cycling** in all 2 lac+ cities and State capitals
- ✓ To develop an **upgraded cycle rickshaw** as an integral part of the last mile connectivity
- ✓ To **augment public transport** with part funding from Government of India so as to Introduce organized city bus service as per UBS issued by MOUD in all 2 lac+ cities* and State capitals;
- ✓ **Add BRTS @ 20 km/1 Million population** in 51 cities with population > 1 Million*;
- ✓ **Add rail transit @ 10 km/ Million Population**, start planning rail transit projects in cities with population in excess of 2 Million*, and start construction in cities with population in excess of 3 Million*.
- ✓ Improve and **upgrade IPT vehicles** and services.

Safety

- ✓ All **road design standards** to be reviewed;
- ✓ All **traffic management standards** to be reviewed;
- ✓ Road Safety Audit (**RSA**) for hazardous locations;
- ✓ Crash **database** on standard format;
- ✓ Segregated NMV lanes to be constructed on all arterial roads (10% road length every year, 100% to be covered in 10 years);
- ✓ Capacity building;
- ✓ Dedicated safety board at state level. with safety cells in cities with dedicated personnel and budget.
- ✓ National Road Safety Commission at the central level needs to be set up to set standards and parameters for Road Safety in the country.

Training

- ✓ Expand **centres of excellence**;
- ✓ Certifying experts;
- ✓ **MoUD scheme** for capacity building for urban transport.

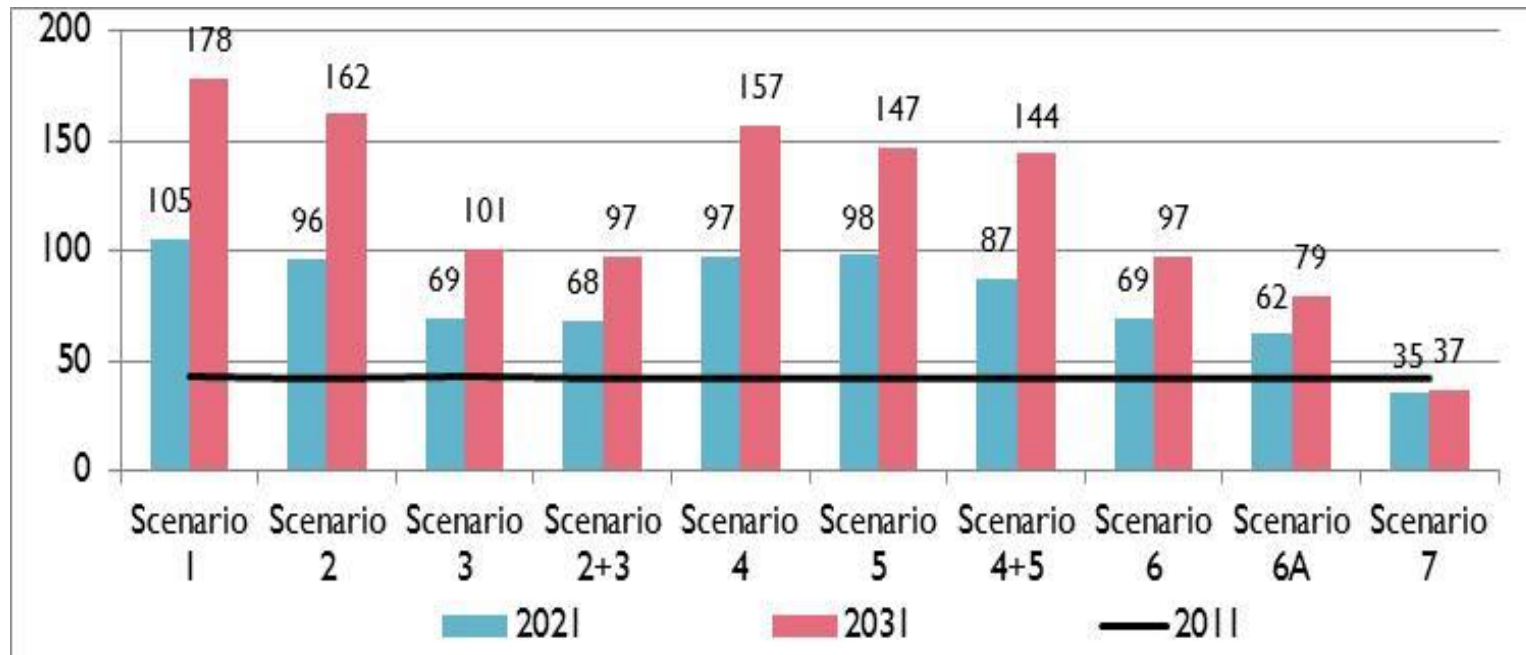
Accessibility

- ✓ Developing hierarchical road network in newly developing areas;
- ✓ Completion of mission links;
- ✓ Regulate and coordinate work of utility agencies;
- ✓ Footpaths for walk and cycle lanes within 500 m of stations/stops;
- ✓ Road access for vehicles within about 3 km of stations/stops;
- ✓ Drop off & pick up facilities at stations/stops;
- ✓ Park facilities;
- ✓ Land use control around stations/stops to avoid congestion at entry/exit

Users' needs

- ✓ Safety: Safety Board should be set up in each State to deal with safety issues in a comprehensive, scientific and a systematic manner
- ✓ Comfort: provisions such as giving buses priority at the junctions, mandatory give way at bus ways etc
- ✓ Accessibility: provision of a more accessible transport system and improved transport connectivity and capacity
- ✓ Affordability.

Environment – 7 scenarios



**Annual
Emissions –CO₂
(Million Metric
Tonnes)**

Scenario 1 – Business as Usual Scenario, Scenario 2 - Promoting NMT, Scenario 3 - Promoting Public Transit Ridership, Scenario 4 - Clean Technology-focus on personal vehicles, Scenario 5 - Clean Technology- focus on electric traction for public transit (buses), Scenario 6 - Improving Urban Structure, Scenario 6A - Aggressive Urban Structure and Form Control and Scenario 7 - A multi-pronged approach (combination of scenarios 2, 3, 4,5 and 6A)

Working paper on electromobility?



New business models and aggregators

- ✓ Different business models – transport aggregators vs. technology aggregators;
- ✓ Operating rules;
- ✓ Shared responsibility;
- ✓ Safety issues;
- ✓ Flexibility to choose technology;

Debate to be continued during **workshop** in the afternoon.

Intermediate public transport



5. Draft report on “Intermediate public transport”

- Presentation by Rapporteur(s) (for information)

Ms Priyanka Vasudevan (WRI India)

Draft structure



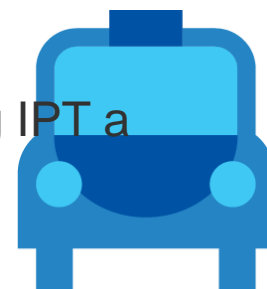
1. General introduction;
2. Taxis, as part of public transport chain;
3. Regulatory and legislative framework;
4. The new actors: point to point;
5. Recommendation.



Draft recommendations



1. Recognise IPT as part of the public transport chain;
2. Recommend the use of bus priority or dedicated lanes in cities by IPT;
3. Exempt IPT from congestion charging in cities (as part of public transport);
4. Mobility planning (city, state) to include an “IPT strategy”;
5. Facilitate IPT access to the terminal infrastructures of other modes;
6. Promote the inclusion of IPT in multimodal journey planners;
7. Promote best practices and innovative IPT projects of making IPT a genuine part of the public transport chain.



5. Next steps

Next topics

- Interstate & intercity regular lines by bus and coach;
- Coach tourism.

Rapporteurs

5. Next steps

- Draft work plan

Timeframe	Action
April – July 2016	✓ Report on “Intermediate public transport”
April – July 2016	✓ Working paper on electromobility;
July – September 2016	✓ Report on interstate and intercity regular lines by bus and coach;
September – November 2016	✓ Report on group tourism by coach
September – November 2016	✓ Final report

5. Next steps

- Communications

newsletterindia

smart move, a joint industry campaign to
increase the use of buses and coaches and
achieve sustainable mobility for all



in association with **MOTORINDIA**
& the All India Smart Move High Level Group

5. Next steps

- Next meeting

IRU events at Busworld exhibitions around the world in 2016



Busworld India,
Bangalore,
10-12 November 2016



Busworld Latin America,
Medellin,
5-7 December 2016



IRU Forum on Innovation in
long-distance coach
transport, Brussels,
3 March 2016

International IRU taxi conferences in 2016



Eurasian Taxi Forum,
Russia,
August 2016



IRU International Taxi Forum,
Cologne,
5 November 2016



IRU Taxi Day,
Brussels,
24 May 2016

7. Miscellaneous



Delegates are cordially invited to the high-level workshop on “How technology and new business models redefine mobility” starting from 14:00, to be followed by a Press Conference and High Tea.



All-India
Smart Move
High Level Group

An IRU initiative