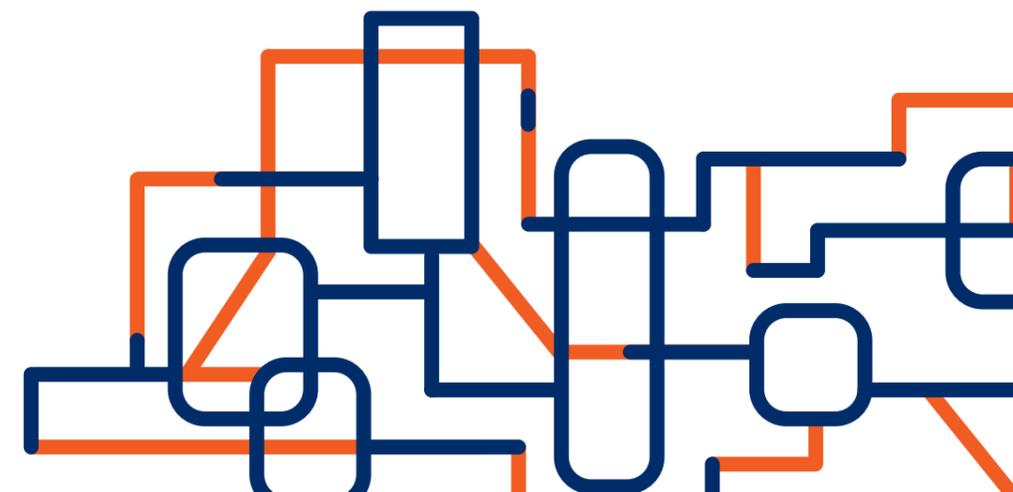

FRAMEWORK OF URBAN TRANSPORT IN INDIA



URBAN TRANSPORT FORMS

Urban transport is heterogeneous in nature. It consists of various modes sharing the same road space leading to chaos and congestion. These various modes have been classified below under the following headings.

URBAN TRANSPORT MODES

PUBLIC TRANSPORT

Buses/Metro or any other form of mass transit solution i.e. organised by the city administration authority serving commuters of the notified urban areas.

PRIVATE TRANSPORT

Private vehicle i.e. car, two-wheeler & other form of self-driven motorised modes ply on city road networks. Other modes are taxi, auto-rickshaw and e-rickshaw.

NON-MOTORISED TRANSPORT

Also known as active transportation and human powered transportation includes walking, cycle rickshaw and bicycling.

FREIGHT TRANSPORT

Trucks or lorries used to transport commodities, merchandise goods and cargo.

As per the 12th Five Year Plan (2012-2017), a total of ₹434 million was estimated by the High Powered Expert Committee (HPEC) (appointed by the Ministry of Housing and Urban Affairs (MHoUA), GoI) for investment in urban infrastructure over the next 20 years*.

Of which 44% of the investment is to go towards urban roads and 14% investment would be required for transport and traffic related infrastructure.

Note: According to the Indian Constitution, the responsibility of handling Urban Transport comes under the purview of the State Government and Urban Local Bodies (ULBs).

*12th Five Year Plan Vol 2 Page 370 Table 18.2

Link: http://planningcommission.gov.in/plans/planrel/12thplan/pdf/12fyp_vol2.pdf

INSTITUTION - ROLE AND RESPONSIBILITY

TYPE OF WORK	ORGANISATION	LEVEL OF GOVERNANCE	FUNCTION
Urban Transport Planning	Ministry of Housing and Urban Affairs (MoHUA)	Central	Overall responsibility for urban transport policy and planning
	State Development Authority	State	Land use planning including transport (Relevant Act: State Development Act)
	NITI Aayog	Central	Policy and Planning think tank
Urban Transport	Ministry of Road Transport & Highways (MoRTH)	Central	Administer the M.V. Act 1988 and notify vehicle specifications and emission norms
	State Transport Undertakings (STU)	State	Operation of Bus Services (Relevant Act: Road Transport Corporations Act 1950)
	State Transport Department	State	Licenses and controls all vehicles, inspection of vehicles, issue of permits, fixation of motor vehicle tax rates (Relevant Act: Motor Vehicle Act 1988)
	Special Purpose Vehicle (SPV)	ULB	Maintenance and Operation of City Bus Service/Metro
Urban Roads	Ministry of Road Transport & Highways (MoRTH)	Central	Rules, regulations and laws relating to road transport
	Public Works Department (PWD)	State	Construction and repair of state highways and other roads
	Municipality	ULB	Construction and repair of urban roads, road signage, traffic lights, licensing & control of non-motorized vehicles; clearing of encroachments and land use planning
Enforcement	Police Department	ULB	Enforcement of traffic laws and prosecuting violators

INSTITUTION - ROLE AND RESPONSIBILITY

ACCORDING TO THE INDIAN CONSTITUTION, THE RESPONSIBILITY FOR URBAN TRANSPORT IS UNDER THE PURVIEW OF THE STATE GOVERNMENT AND THE URBAN LOCAL BODIES (ULBS)

TYPE OF WORK	ORGANISATION	LEVEL OF GOVERNANCE	FUNCTION
Emission	Ministry of Environment & Forests (MoEF)	Central	To monitor air quality
Financing	Ministry of Finance (MoF)	Central	Coordination and compilation of detailed demands for grants and the outcomes of the Budget
	Multi-lateral/bilateral agencies: World Bank, ADB, JICA, KfW and others	N/A	Capacity building and financing
Industry	Industry associations ASSOCHAM, CII, FICCI, ARAI, CIRT, SIAM and others	N/A	Policy, trade & commerce, public-private partnership
Others	National Institute of Urban Affairs (NIUA) Institute of Urban Transport (IUT) World Resource Institute (WRI)	N/A	Research, feasibility study and capacity building

POLICES /SCHEMES / PROGRAMMES/PLAN

CENTRAL GOVERNMENT IS RESPONSIBLE FOR ANY POLICES, SCHEMES OR PROGRAMMES FOR URBAN TRANSPORT

ORGANISATION	NAME	TYPE	DESCRIPTION
Ministry of Housing and Urban Affairs (MoHUA)	National Urban Transport Policy (NUTP), 2006	Policy	Objective is to ensure safe, affordable, quick, comfortable, reliable and sustainable access for the increase in city residents to jobs, education, recreation and such other needs within cities.
	Jawaharlal Nehru National Urban Renewal Mission (JnNURM), 2005	Scheme	A massive city-modernisation scheme launched to improve the quality of life and infrastructure of cities. The scheme encouraged cities to initiate steps to bring phased improvements in their civic service levels. The mission combines an offer of financial support for infrastructure projects under a cost-sharing arrangement with state and local governments.

ORGANISATION	NAME	TYPE	DESCRIPTION
Ministry of Housing and Urban Affairs (MoHUA)	Sustainable Urban Transport Project (SUTP) supported by the World Bank-GEFUNDP-MoHUA	Programme	It aims to strengthen the capacity of GoI, and participating states and cities in planning, financing, implementing, operating and managing sustainable urban transport systems; and to assist states and cities to prepare and implement certain demonstration “Green Transport” projects towards the reduction of greenhouse gases in the urban environment.
	National Transport Development Policy Committee (NTDPC), 2012	Scheme	Objective is to develop a rolling program for 2030 in conjunction with the NUTP 2006 for Urban Transport. Policies, planning and investments need to be directed towards sustainable urban transport – with clear emphasis on public transport, walking and cycling. This needs to be supplemented with cleaner technologies, a stringent fiscal regime and use of intelligent transport systems.
	Smart City Mission, 2015	Scheme	Objective is to promote cities that provide core infrastructure and gives a decent quality of life to its citizens, a clean and sustainable environment and application of smart solutions. The mission promotes a variety of transport options such as public transport, NMT, cycle tracks and pedestrian paths.

ORGANISATION	NAME	TYPE	DESCRIPTION
Ministry of Housing and Urban Affairs (MoHUA)	Smart City Mission, 2015	Scheme	It covers 100 cities, with a duration of five years (FY2015-16 to FY2019-20).
	Atal Mission for Rejuvenation and Urban Transformation (AMRUT), 2015	Scheme	The mission components in terms of urban transport include improvement of NMT, public transport and parking systems. Five hundred cities are to be taken up under this scheme.
	National TOD Policy (2017)	Policy	The national policy for TOD intends to synergize land use and transport planning to provide a framework for sustainable urban growth and development. The main objectives of this policy involves the promotion of public transit usage thereby reducing congestion and pollution. It also emphasizes on reducing private vehicle ownership and improving road networks within neighborhoods to provide inclusive connectivity.
	Metro Rail Policy, 2017	Policy	The metro policy is about standardising norms and developing a procurement mechanism to implement projects. It covers funding and financing.

ORGANISATION	NAME	TYPE	DESCRIPTION
Ministry of Housing and Urban Affairs (MoHUA)	Green Urban Mobility Scheme, 2017	Scheme	Solutions such as footpaths, cycle tracks etc. which can complement the existing mass transit modes. It also intends to bring private partnership for bus operations along with alternate fuels and promotion of electric mobility to better the environment.
Ministry of Heavy Industries & Public Enterprises	Automotive Mission Plan, 2006	Plan	Objective is to design and manufacture automobiles and auto components at a level of more than \$ 145 billion generating additional employment for 25 million people.
	National Electric Mobility Mission Plan, 2020 (NEMMP)	Plan	Comprehensive collaborative planning to promote hybrid and electric mobility in India through a combination of policies aimed at gradually ensuring about 6-7 million electric/hybrid vehicles in India by the year 2020 along with a certain level of indigenisation of technology. The plan focuses on demand and supply side incentives to facilitate acquisition of hybrid/ electric vehicles, promoting R&D in technology and charging infrastructure and encouraging retro-fitment of on-road vehicles.

ORGANISATION	NAME	TYPE	DESCRIPTION
Ministry of Heavy Industries & Public Enterprises	Faster Adoption and Manufacturing of Hybrid and Electric vehicles (FAME), 2015	Scheme	A part of the NEMMP, the scheme targets deploying 5 to 7 million electric vehicles to lower India's vehicular emissions by 1.3% by 2020. The scheme envisages Rs 795 crore in support of the scheme. The initiative included demand side incentives for electric vehicles in India.
NITI Ayog	12th Five Year Plan	Plan	Goals are in line with NUTP-2006. Plan lays down a five year strategy of investment in various sectors of development in the country converging various sources. It also identifies the areas of policy intervention in the transport sector.
Ministry of Petroleum & Natural Gas (MoP&NG)	Auto fuel Policy, 2003	Policy	It addressed measures to cover various areas in which action was required for vehicular emission norms, fuel quality and standards of CNG/LPG kits, measures to reduce emissions from in-use, vehicles and its technology, air quality data and research & development. It also covered air quality data and the effects of air pollution on health.
	Auto Fuel Vision and Policy- 2025	Policy	Its mission is to develop an auto-fuel vision, road-map and an enabling policy framework, with a horizon year 2025 that aims to minimise the contribution of vehicular use to (primarily) urban air pollution in the shortest possible time frame and to do so in a financially sustainable manner.

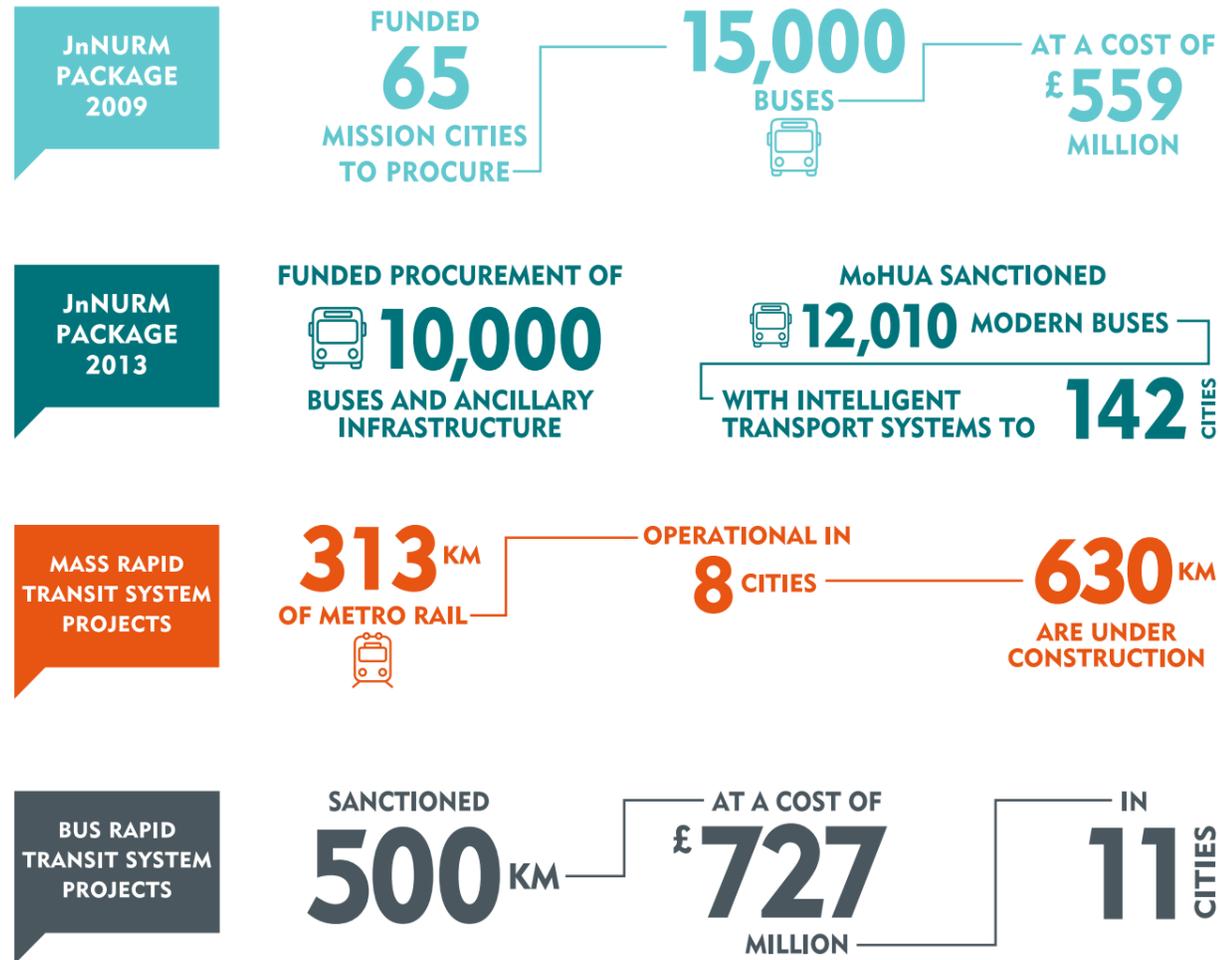
ACTS/LAWS

NAME OF ACTS/LAWS	CONCERNED DEPARTMENT / MINISTRY	DESCRIPTION
Tramways Act, 1886	State Department	This Act was formulated for the operation of trams on roads within Municipal limits that permits free access across tracks.
The Road Transport Corporations Act, 1950	Ministry of Road Transport & Highways (MoRTH)	An Act to provide for the incorporation, regulation, powers and roles of Road Transport Corporations.
State Development Act 1971	Development Authority, State Government	Land use allocation and planning.
The Metro Railway (Construction of Works) Act 1978	Ministry of Housing and Urban Affairs (MoHUA)	This covers the needs of all matters connected with the construction of metro railways in metropolitan cities.
Environment Protection Act, 1986	Ministry of Environment, Forest and Climate Change (MoEF)	The objective is to provide for the protection and improvement of the environment.
Motor Vehicles Act 1988 and Central Motor Vehicle Rules 1989	Ministry of Road Transport & Highways (MoRTH)	This Act provides in detail the legislative provisions regarding licensing of drivers/ conductors, registration of motor vehicles, control of motor vehicles through permits, special provisions relating to state transport undertakings, traffic regulation, insurance, liability, offences and penalties, vehicle specifications, emission norms, road safety etc. To exercise the legislative provisions of the Act, the Government of India made the Central Motor Vehicles Rules 1989.

NAME OF ACTS/LAWS	CONCERNED DEPARTMENT / MINISTRY	DESCRIPTION
State Specific Rules	Transport Department, State Government	Provides, in detail, the legislative provisions regarding licensing of drivers/conductors, registration of motor vehicles, inspection of vehicles, issue of permits, fixation of motor vehicle tax rates etc.
The National Highways Authority of India Act, 1988	Ministry of Road Transport & Highways (MoRTH)	An Act to provide for the constitution, functions and roles related to India's national highways.
The Railways Act, 1989	Ministry of Railways (Railway Board)	This Act is for the operation and management of Indian Railways, which operates suburban rail services under the Indian Railways Act and provide substantial UT services today.
Notifications on National Ambient quality standards, 2009	Central Pollution Control Board (CPCB), Ministry of Environment, Forest and Climate change (MoEF)	India's apex technical organisation in the field of pollution control. It provides information on emissions' standards and norms on air quality in different land use areas/zones.

COMPLETED/ONGOING INITIATIVES OF GOI

JNNURM - JAWAHARLAL NEHRU NATIONAL URBAN RENEWAL MISSION



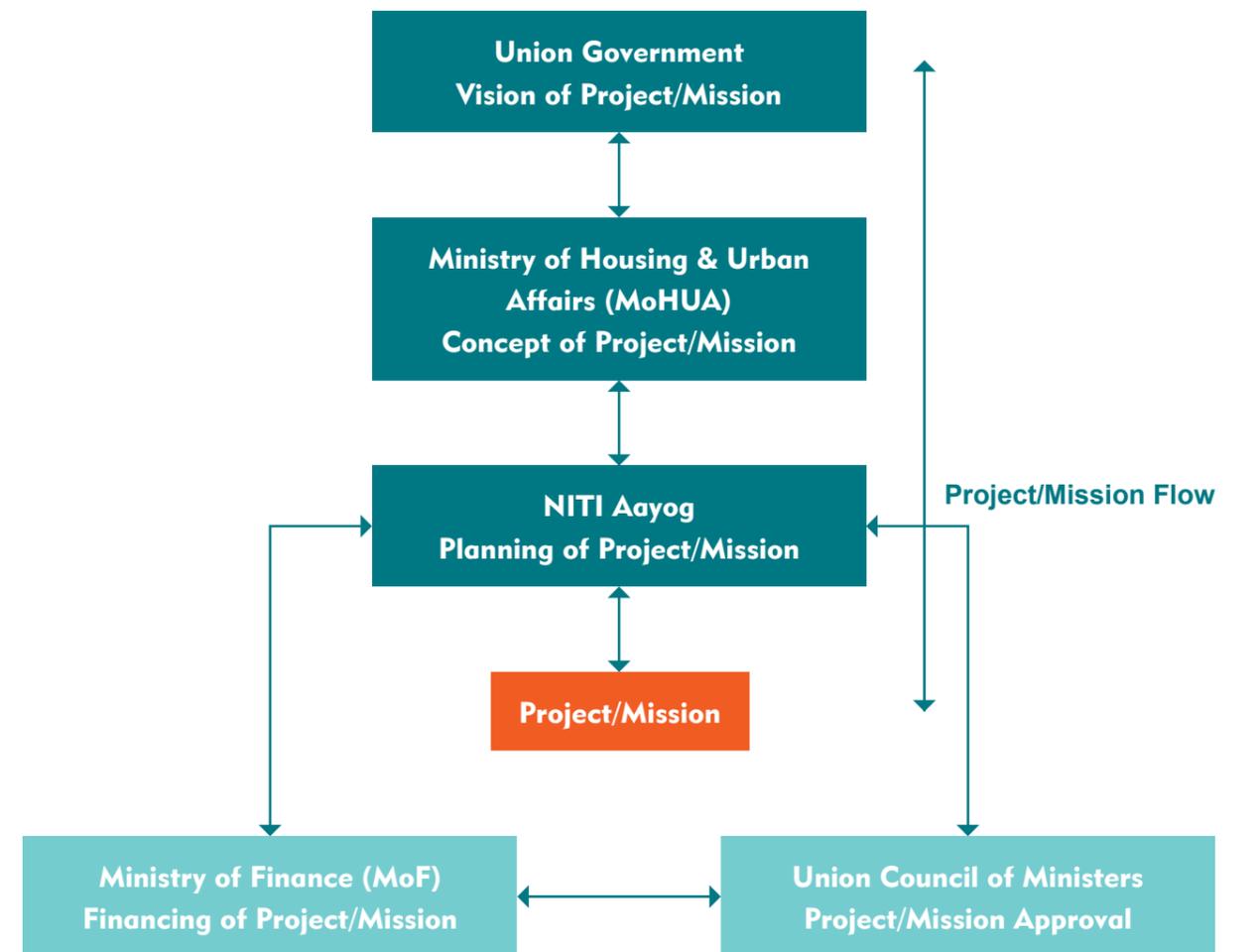
AMRUT Scheme: A Mission that covers 500 cities (focussed on reducing pollution by switching to public transport or constructing facilities for non-motorized transport (e.g. walking and cycling). Projects awarded worth £~1b.

Smart City Scheme: A Mission covering 100 cities impacting 72 million urban population, features mixed land use in area based developments—planning, creating walkable localities, Transit Oriented Development (TOD), public transport and last mile para-transport connectivity, reduce congestion, air pollution and resource depletion. Total cost of projects: £~16b.

Ongoing Missions embarked by Ministry of Housing & Urban Development (MoHUA), Government of India towards urban development

PROJECT PLANNING & EXECUTION CHAIN

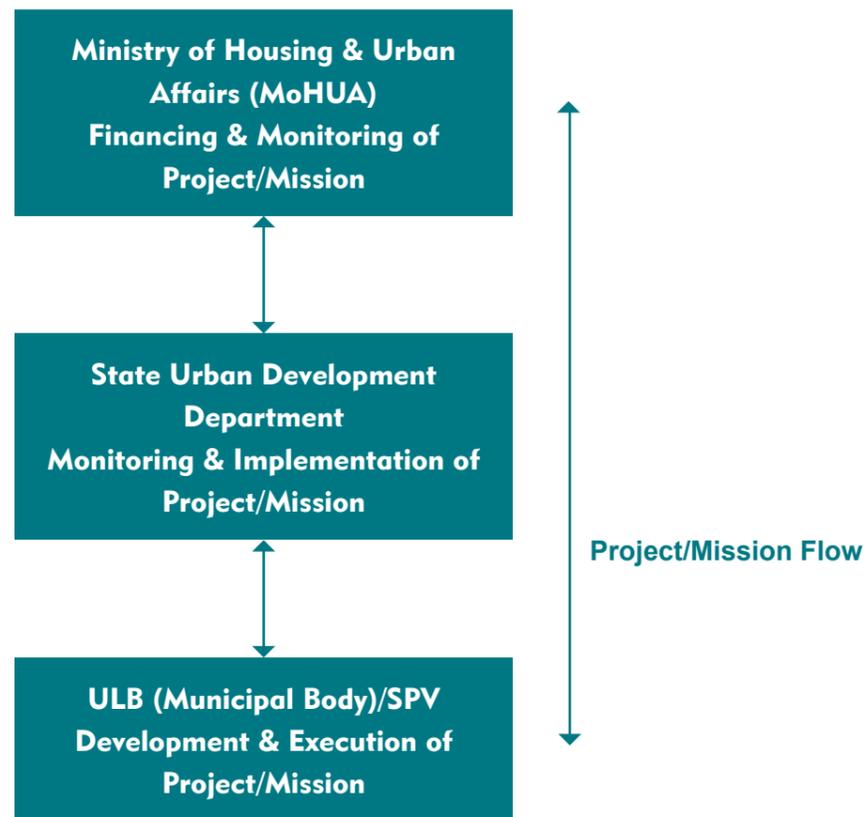
URBAN TRANSPORT



Stage 1: Maturing of Project/Mission

PROJECT PLANNING & EXECUTION CHAIN

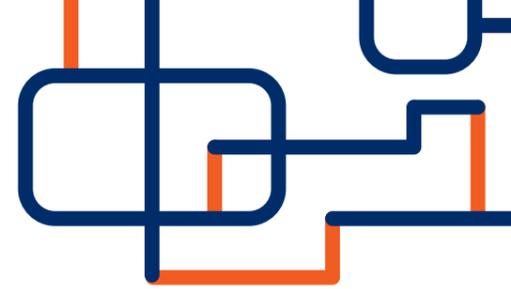
URBAN TRANSPORT



Stage 2: Execution of Project/Mission

INVOLVEMENT OF PRIVATE SECTOR – OVERVIEW*

FORMS OF TRANSPORT	MODES IN INDIA	CONSULTANCY	TECHNOLOGY	CONTRACTUAL ARRANGEMENTS
Public Transport	Bus Metro	<p>System Design: Mode based modelling, route rationalisation, road design, stop/station design and others.</p> <p>Policy Framework</p> <p>Capacity Building</p>	<p>Intelligent Transport Solution (ITS): Command Control Centre, traffic management system, Smart parking, CCTV surveillance, vehicle tracking - buses/ autos/ e-rickshaws. Passenger information system, Smart bus stops, common smart card/ fare collection system, buses/ fleet management, e-challan, data centre, city navigation system, traffic mobile app, RFID tag and others.</p> <p>Mode Technology: Propellent equipment/ hardware, electric propulsion system. New mode and others.</p>	<p>O&M of mode under PPP Private bus aggregator model O&M of CCC under BOT Contract model.</p>
Private Transport	Car/2W Cab/taxi Auto E-rickshaw			<p>Traffic/taxi/auto/E-rickshaw Command Control Centre operations and management under BOT Contract model</p>



FORMS OF TRANSPORT	MODES IN INDIA	CONSULTANCY	TECHNOLOGY	CONTRACTUAL ARRANGEMENTS
Non-Motorised Transport	Cycle rickshaw Cycle Walk			Cycle rickshaw/Bicycle Command Control Centre operations and management under BOT Contract model cycle/cycle rickshaw stand O&M under PPP
Freight Transport	Truck			Freight Command Control Centre operations and management under BOT Contract model

***Important:** The aforementioned projects are indicative ones not a comprehensive list of all projects.

A project consists of several parts i.e. consultancy, operation and management to component procuring and others. Hence, the kind of project mentioned above does not need to be completely taken up by an SME. It can serve a singular or multiple part of the project based upon requirements.

URBAN GATEWAY INDIA

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