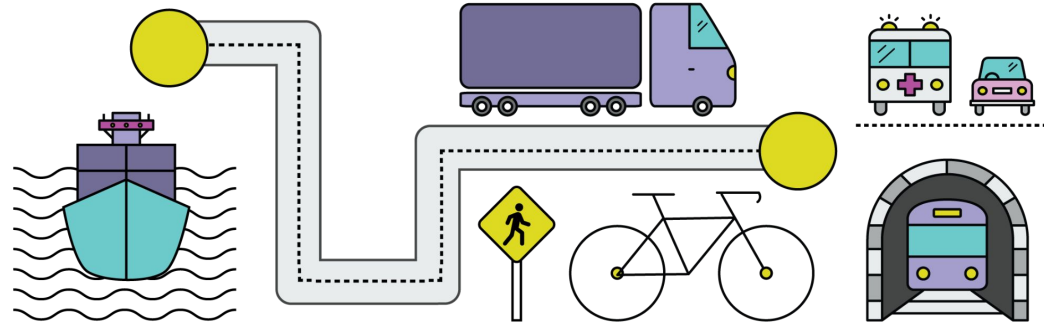


National Urban Transport Policy 2014



By: Chetan Kumar , Dikshant,
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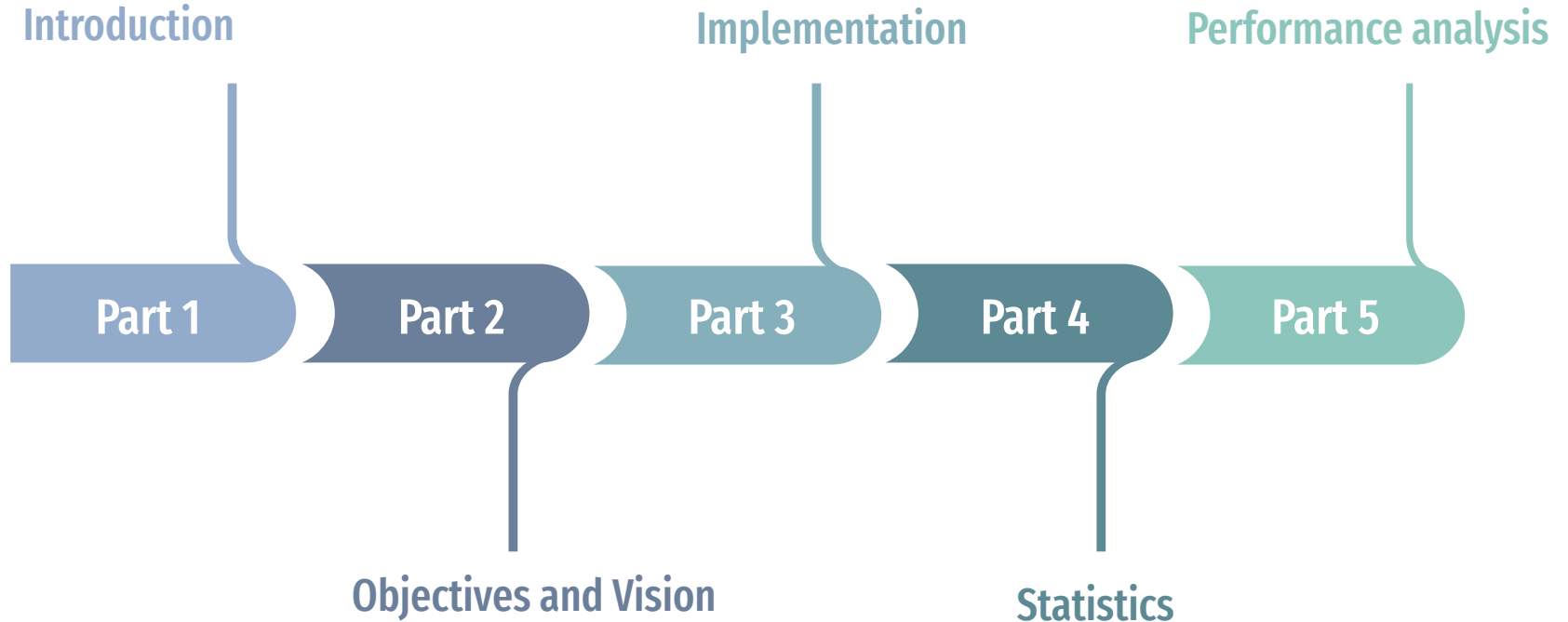
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FLOW OF PRESENTATION



TIMELINE OF EVENTS



Formulation of policy

Issued by Ministry of
Urban Development
in 2006



Approval by Legislature

Approved in
February 2014
by the Indian
Parliament



Implementation

Policy is currently being
implemented in order to
develop sustainable urban
transport facilities and boost
economic growth

METHODOLOGY

Vision

Improving living standards in cities and developing sustainable transportation

Need

Why was this policy required? (Present vs future demand), Role in India's economic growth

Background

When was the policy launched? Circumstances surrounding launch of policy



Objectives

People oriented planning by providing sustainable mobility and accessibility to all citizens

Implementation

Pilot projects and their outcomes. Implementation strategy

OUTLINE

Vision

Developing a sustainable transport sector that drives economic growth



Need

To develop sovereignty and to ensure control over national space and borders



Framework

Providing fiscal incentives, using IT & IoT to enhance the experience



Key Pillars

Affordability, Sustainability, Efficient, Economically viable and Comfortability



Outcome

Major challenges faced by the country in the next few years to filter solutions



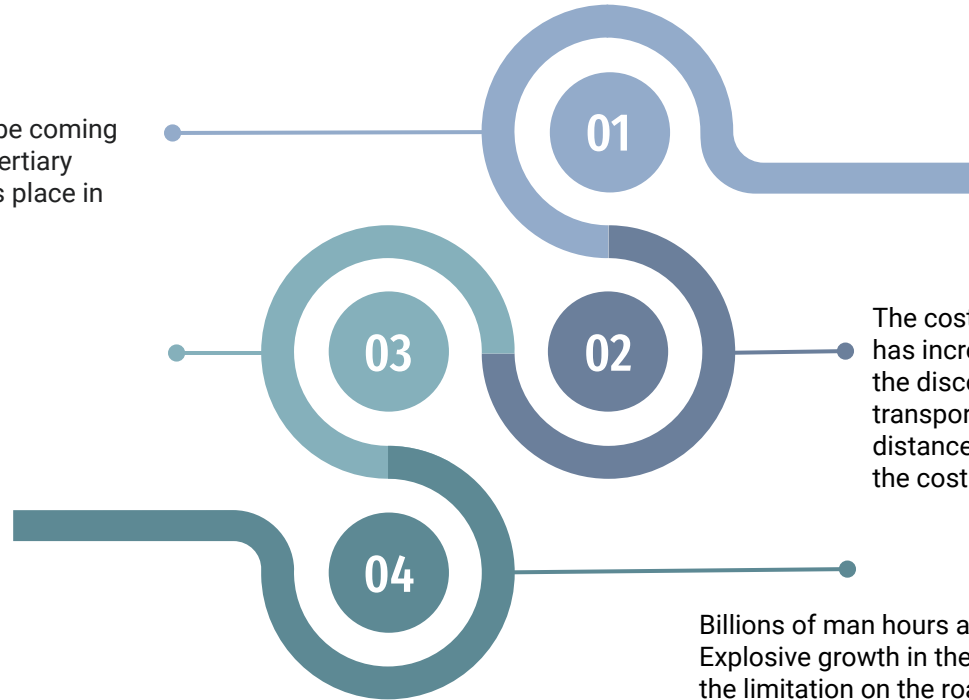
BACKGROUND (1/2)

Growth in Economy

The rapid growth will largely be coming from the secondary and the tertiary sectors which generally takes place in urban areas

NURM

India is a home to 30% of the total world's population. With rapid urbanization and population growth, the Govt has launched the National Urban Renewal Mission(NURM) to bring comprehensive and sustainable improvements in urban infrastructure



COST

The cost of the travel , especially for the poor has increased considerably. Partly because of the discomfort caused by the use of public transport and partly because of increasing distances between major places in urban areas, the cost of travelling has increased

ACCESSIBILITY

Billions of man hours are lost with people stuck in traffic. Explosive growth in the number of motor vehicles along with the limitation on the road space are some of the reasons for it. Accessing jobs, educations, recreation and similar activities is increasingly difficult.

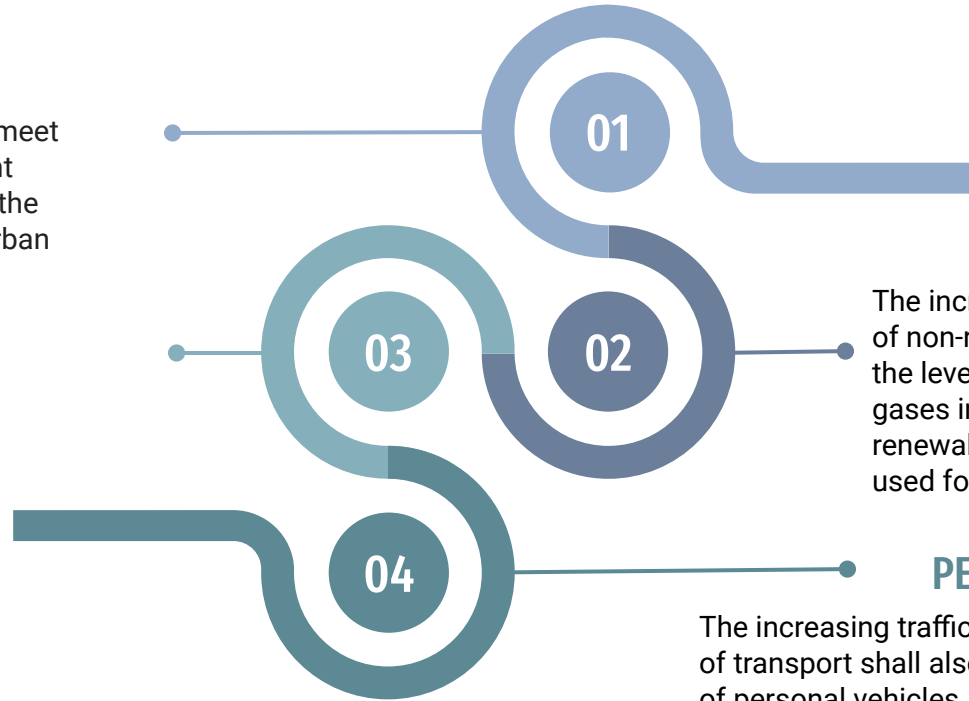
BACKGROUND (2/2)

MOBILITY

The urban cities must not only meet the mobility needs of the current population but also provide for the needs of those yet to join the urban population

ACCIDENTS

The number of people killed in road accidents has gone to XXX in 2014 as compared to 3.9 lakhs in 2001 which shows the risks associated with travelling. This is a major concern as the majority of people killed in these accidents were pedestrians, cyclists or pavement dwellers



POLLUTION

The increasing number of vehicles and use of non-renewable sources are increasing the levels of carbon dioxide and greenhouse gases into the atmosphere. Alternative and renewable sources of energy need to be used for a safer environment

PERSONAL VEHICLES

The increasing traffic and reluctance to use public mode of transport shall also be attributed to the increasing use of personal vehicles. Due to easy buying options and affordable processes people have gradually shifted to personal vehicles

VISION

01

- To recognize the fact the easy and effective mobilization is necessary to drive the development efforts in secondary and tertiary sector of our country. These activities generally revolve around urban areas of our country.

02

- To make the urban cities the most livable in the world and enabling them to become the engines of economic growth that power Indi's development in the 21st century

03

- To preserve the geological, regional and social diversities of the cities and allowing them to evolve into an urban form that is best suited according for the unique geography of their location and support the economic activities taking place in the city

NEED FOR THE POLICY



Accountability to the Central Government

Several key agencies would work together under the Central Government with no accountability to the state government



Overall Framework

Preserving the local geographical diversity of the urban cities, the policy is needed to provide an overall framework for the development of various cities



Need for Research and Development

The policy helps to build capacity for urban transport and develop it as a professional experience

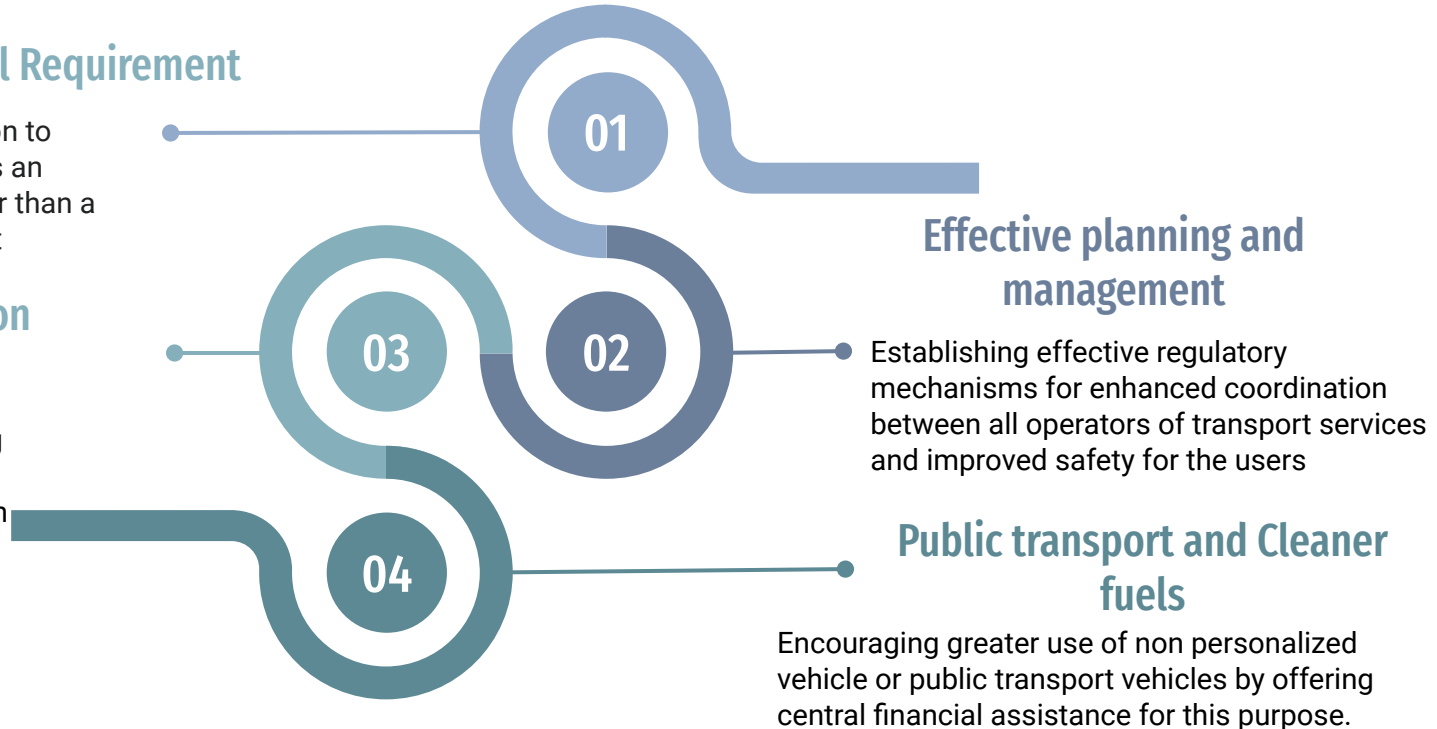
OBJECTIVES

NOT a Consequential Requirement

Emphasis is being laid upon to develop urban transport as an important parameter rather than a consequential requirement

Equitable distribution

The aim of the policy is to encourage integrated land use and transport planning in all cities. Bringing about a more equitable allocation of road space with people rather than vehicles is the main concern



IMPLEMENTATION



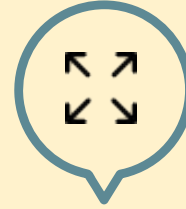
Integrated land
use



Public
Transport



Para Transit
facilities



Capacity
Building



Cleaner
Technologies

1. Integrated Land Use

01

- Transport plans should enable a city to take an urban form that best suits the **geographical constraints of its location** and also one that best supports the key social and economic activities of its residents

02

- All urban development and planning bodies in the States would be required to have **in house transport planners as well as representation from transport authorities in their managements**. The GOI should extend support for the preparation of such integrated land use and transport plans, to the extent of 50% of the cost involved in developing such plans

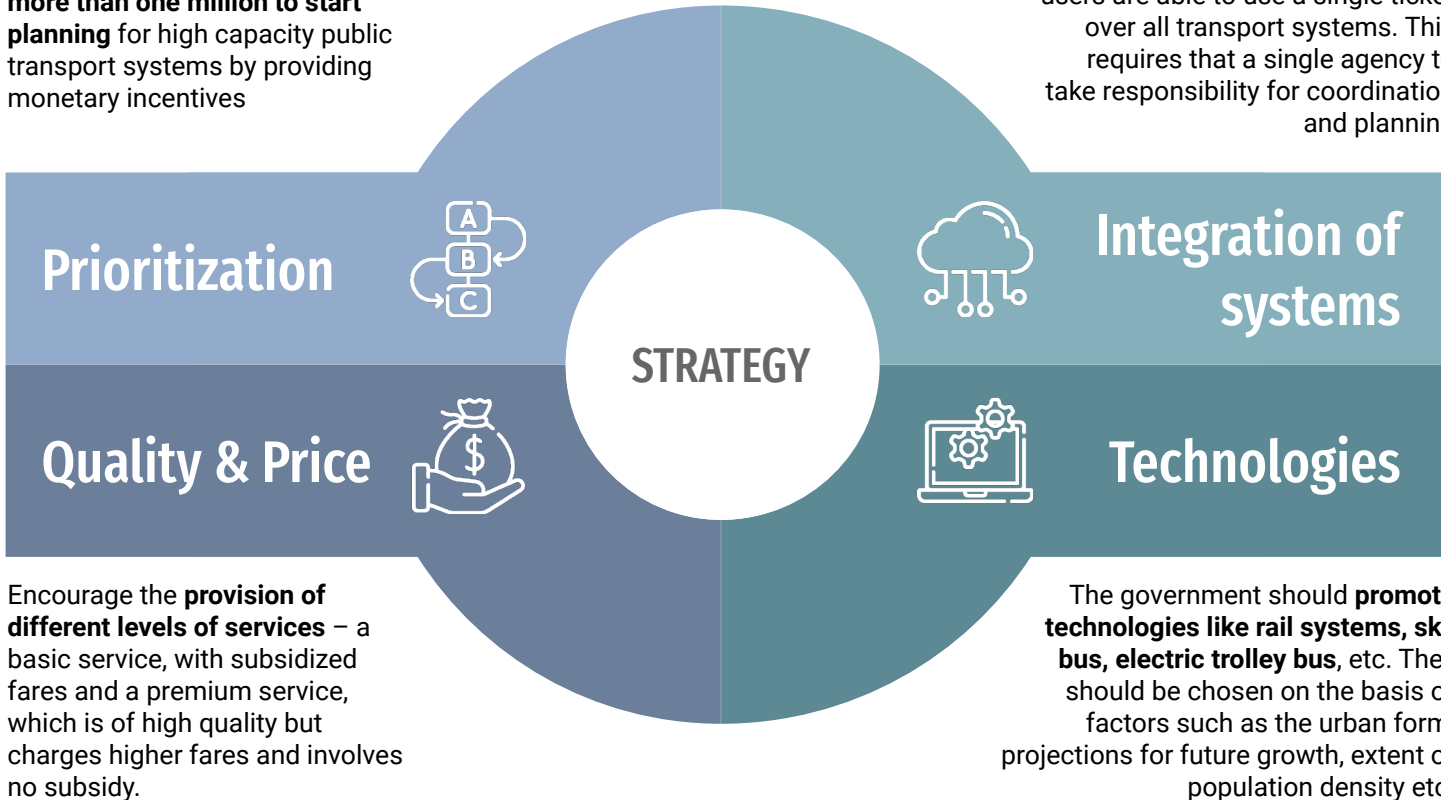
03

- Each city should be encouraged to **identify potential corridors for future development** and then establish a transport system that would encourage growth around itself. For example, radial corridors emerging from the city and extending up to 20-30 kms could be reserved for future development by putting up physical barriers

2. Public Transport

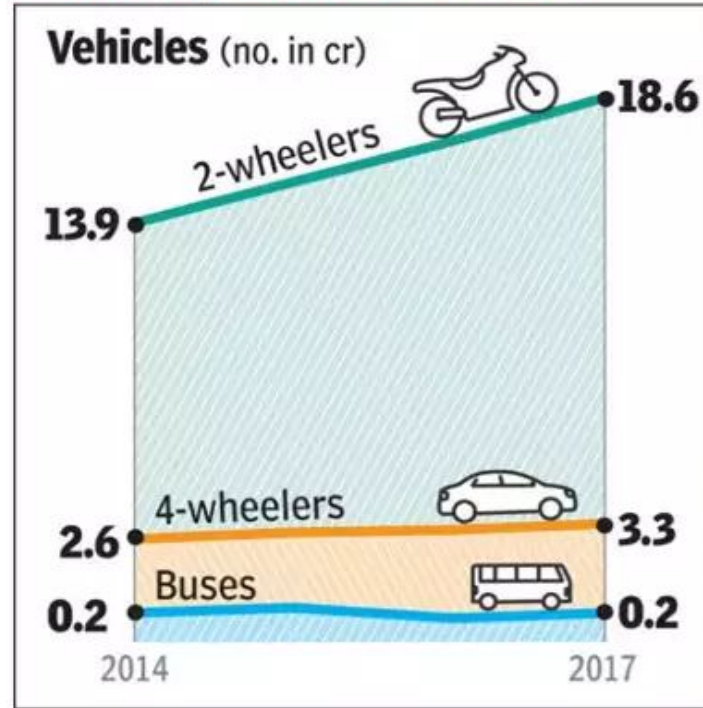
Central government would encourage all state capitals as well as other cities with a **population of more than one million to start planning** for high capacity public transport systems by providing monetary incentives

Proper **inter-change infrastructure should be made available** so that users are able to use a single ticket over all transport systems. This requires that a single agency to take responsibility for coordination and planning

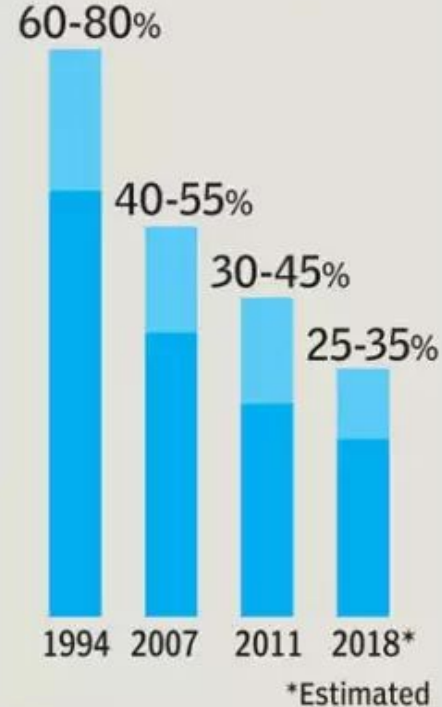


Trends in public transport

CAR, 2-WHEELER SALES SURGE, BUSES FLAT



Share Of Public Transport (Urban Trips)



3. Para Transit Facilities

GOAL

Cater to a category of occasional trips such as trips to airports or rail stations with excessive baggage, or emergency trips

NEED

Para transit would not normally be used for regular commute trips. However, when the quality of public transport deteriorates, para-transit tends to substitute for public transport

IMPLEMENTATION

Construction of segregated rights of way for bicycles and pedestrians under the National Urban Renewal Mission (NURM)

THREATS

Cycle tracks and pedestrian paths do not get used as initially envisaged. This is because these facilities are designed badly and without fully recognizing the limitations and problems faced by cyclists

Para Transit Facilities in India



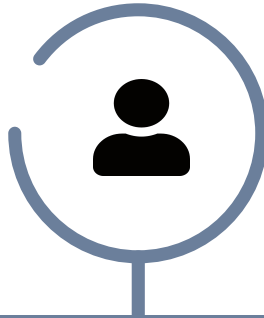
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4. Capacity Building



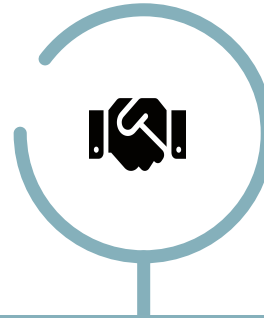
Institutional Level

Creating a pool of knowledge and a **knowledge management center** that would sustain and enhance expertise as well as facilitate more informed planning. It would also **sponsor regular research** to help formulate the right mitigation strategies, without merely adopting what other countries have tried



Individual Level

Training and skill development of the public officials and other public functionaries would be taken up to make such officials aware of the nuances of urban transport planning and the specific issues involved in managing city transport.



Collaboration

Facilitate **joint ventures and collaboration agreements** between technology providers and suitable Indian companies. Necessary incentives should be provided to enable such technologies to get commercialized in India



Education

Academic programs in urban transport, especially at the post-graduate level, would be strengthened so that a nucleus of qualified urban transport professionals becomes available in the country.

5. Cleaner Technologies



Electric vehicles have already entered the market for cars and auto rickshaws and two wheelers. Such cleaner technologies need to be encouraged so that the problem of vehicular pollution can be more effectively dealt with.



The Central Government should encourage the **research, development and commercialization** of cleaner technologies as new technologies always find it difficult to enter an established market and new auto fuel technologies would also face this problem

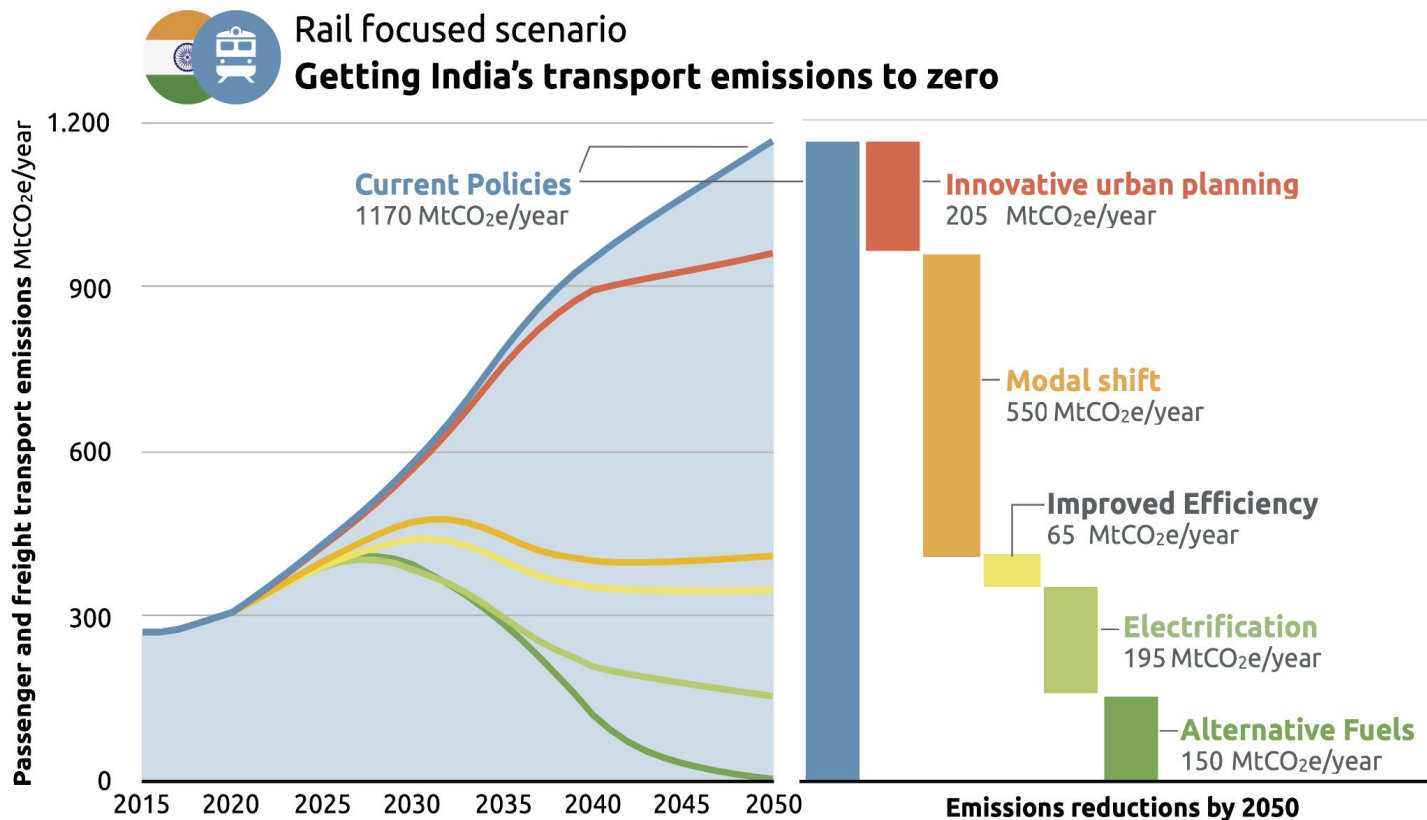


Central Government should lay down a clear and time bound schedule of progressively **tighter emission norms**, with adequate lead-time, to allow the auto and oil industry to make the required investments. Measures should also be introduced to incentivize the use of fuel efficient (zero pollution) and small sized vehicles that use up little road space and also cause low pollution.



An effective **regulatory body** should be set up to prescribe, monitor and enforce the adherence of emission and safety standards. Statutory provisions should also be introduced requiring all in-use vehicles in a city, including personal motor vehicles, to undergo a periodic check up and obtain a specified certification.

DECARBONISING INDIAN TRANSPORT SECTOR



Source: <https://climateactiontracker.org/publications/decarbonising-indian-transport-sector-pathways-and-policies/>

Financing



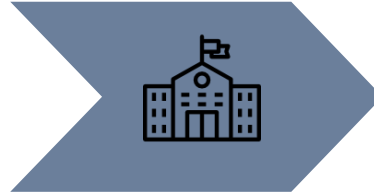
- **Levy of dedicated taxes** to be credited to an urban transport fund and used exclusively to meet urban transport needs within the State. Such dedicated taxes could be in the form of a supplement to the petrol and diesel taxes, betterment levy on land owners or even an employment tax on employers.
- The Central Government should also encourage **partnerships and greater use of private capital** in areas where the private sector can competitively deliver urban transport services. More specifically, the greater use of private buses in city areas would be encouraged to reduce the dependence on public budgets
- The Central Government would encourage high capacity public transport systems being set up through the mechanism of **Special Purpose Vehicles (SPV)** and would offer financial support either in the form of equity or one time viability gap financing, subject to a ceiling of 20% of the capital cost of the project

Public Cooperation



Awareness Campaigns

Necessary to launch **intensive awareness campaigns** that educate people on the ill effects of the growing transport problems in urban areas especially on their health and well being.



Education

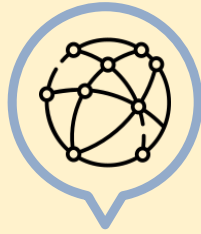
Awareness must be created amongst children through **inputs in their school curricula** that promote greater use of public transport and non-motorized vehicles, the proper maintenance of their vehicles, etc.



Initiatives

The Central Government should take up a major awareness campaign with the support of the State Government to encourage individuals, families and communities to adopt “**Green Travel Habits**”

Government Programs



**FAME - Electric
Vehicles**



**National Hydrogen
Energy Road Map**



**Union Budget
2021-22**

FAME SCHEME - GOI



MINISTRY OF
HEAVY INDUSTRIES &
PUBLIC ENTERPRISES
GOVERNMENT OF INDIA



मेरी सरकार

A Big Push Towards PM's Vision of Sustainable Transportation under FAME Scheme (2/2)

FAME Phase II





- Being implemented for 3 years w.e.f. 1st April'19, with a budgetary support of ₹10,000 crore
- To support approx. 7000 e-Buses, 5 lakh e-3 Wheelers, 55000 e-4 Wheeler Passenger Cars, 10 lakh e-2 Wheelers & creation of charging infrastructure
- 670 new Electric buses sanctioned for Maharashtra, Goa, Gujarat & Chandigarh
- 241 new Charging Stations sanctioned for Madhya Pradesh, Tamil Nadu, Kerala, Gujarat & Port Blair




CABINET DECISIONS
28 FEB 2019

Big Boost to Electric Cars

Scheme for FAME India Phase II Approved

-  Encourage Faster adoption of Electric and hybrid vehicle by offering upfront **Incentive on purchase of Electric vehicles**
-  To support **10 Lakhs e2-Wheelers, 5 Lakhs e3-Wheelers, 55000 4-Wheelers s and 7000 Buses**
-  About **2700 charging stations** will be established in a grid of 3 km x 3 km
-  Outlay of **Rs. 10,000 crores** over three years



FA ME SCHEME - GOI



EV MISSION

The **National Electric Mobility Mission Plan (NEMMP)** aims to achieve national fuel security by promoting hybrid and electric vehicles in the country.

FA ME - I

The GOI launched the **Faster Adoption and Manufacturing of Electric (& Hybrid)** vehicles in 2015 by providing fiscal and monetary incentives

FA ME - II

The GOI approved phase II of the the FAME scheme with an outlay of **10,000 crore for a period of 3 years** commencing April 2019

Future Plan

Ambitious target of **6-7 million sales** of electric and hybrid vehicles in India from the year 2020

National Hydrogen Energy Roadmap



Objectives

- Study & evaluate the feasibility of **production of hydrogen** by various processes/technologies, especially based on renewable energy methods.
- Support projects on **utilization of hydrogen** as a fuel for stationary, automobile and portable applications.

Projects

- Hydrogen and Liquid Fuels from Biomass Gasification (**IISc, Bangalore**)
- Mission Mode Project on Hydrogen Production through Biological Routes (**IIT Kharagpur**)
- Demonstration and field trials of hydrogen fuelled three wheelers (**IIT Delhi**)



Achievements

- National Hydrogen Energy Road Map has been prepared for developing **National Hydrogen Energy Programme**.
- Environmentally benign processes/technologies for the **production of hydrogen** developed and demonstrated.

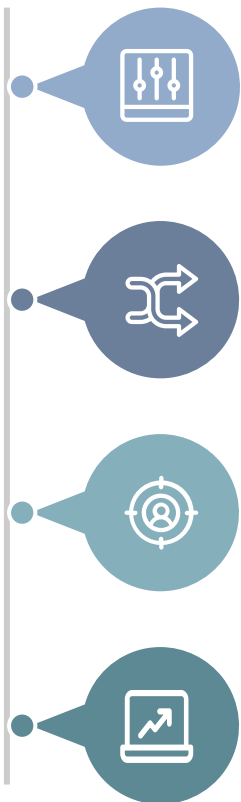


Thrust Areas

- Research on materials, **process technology development and improvement in performance of products/systems** relating to different aspects of hydrogen energy
- Setting up of **hydrogen dispensing stations** for use of hydrogen as fuel in automotive vehicles.



UNION BUDGET 2021 - 22



PUBLIC PRIVATE PARTNERSHIP (PPP)

This scheme, which would have an **outlay of Rs 18,000 crore**, will bring innovation to urban bus operations, a sector which is dominated by state-owned bus operators in many cities.

REGIONAL RAPID TRANSIT SYSTEMS

Total **702 km** of conventional metro is operational and another **1,016 km** of metro and regional rapid transit system (RRTS) is under construction in 27 cities.

METRO - 'LITE' AND METRO - 'NEO'

This proposal will provide metro rail systems at much **lesser cost with same experience**, convenience and safety in tier-2 cities and peripheral areas of tier-1 cities.

VEHICLE SCRAPPAGE POLICY

Personal vehicles older than **20 years** and commercial vehicles older than **15 years** would be subjected to fitness tests at automated fitness centres. Any vehicle older than 15 years would be eligible for scrappage

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6. [National Urban Transport Policy 2014](#)

Thank You!

Any Questions?

