

# Passenger transport mode

## Modal share

### Level 1

This level assumes that the share of rail and waterway remains at the same level till 2050, whereas share of air travel grows to 1.9% as more planned airports in smaller cities become operational and money value of time increases.

### Level 2

Level 2 envisages increased focus on rail based mass transport systems. Metro and suburban rail systems is being planned for Guwahati. Faster train sets will operate for inter-city rail passenger services, thus increasing intermodal share of rail to 15% by 2050. Demand for faster intercity travel would maintain civil aviation shares at about 1.8%, whereas share of waterway is expected to increase to 0.4%.

Share of road, rail, waterway and air travel in 2015 in Assam was estimated at 87 : 12.3 0.2 : 0.5 in percentage terms. With improvements in road infrastructure and increased penetration of private modes of road transport, railways have been losing share in the overall passenger traffic. Air travel in Assam is also expected to take off as Guwahati airport is developed as an Inter Regional Hub.

### Level 3

Level 3 assumes increasing share of rail to 18%, waterway to 0.6%, reducing air to 1.5%. This could result from focused policies towards incentivizing suburban rail services, introduction of high-speed rail corridors and projects like Regional Rapid Transit System (RRTS) and more efficient ferry services.

### Level 4

Level 4 assumes share for rail would increase to almost 19.3%, and air would reduce to 1.1%. This could be due to focused policies to enhance investments in rail based public transport like metros in all urban cities and Rapid Rail Transit Systems for all urban conglomerates. For inter-city travel, High Speed Rail at 300 km/hour and bullet trains for high demand passenger corridors could help reduce the incidence of air travel.

