

**5<sup>th</sup> Regional EST Forum in Asia**  
*'A new decade in sustainable transport'*

**Keynote address on *India's Experience in Implementing Sustainable Urban Transport***

**By**

**Sri Saugata Roy**

Hon'ble Minister of State for Urban Development, Government of India

It gives me great pleasure to be amongst you all on this important Transport Forum with focus on sustainable transport in Asia.

2. India is one of the emerging urban economies in the world with a specific shift in terms of contribution to GDP from agriculture to tertiary and manufacturing sectors, thus bringing urban areas to the centre stage of the development process. Because of high economic growth and low urban base, Indian cities are growing at a faster rate than in rest of the world. At present, India has second largest urban system in the world with 310 million people and 5,161 cities and towns.

3. For urban areas to be able to support the required level of economic activity, they must provide for easy, sustainable flow of goods and people. However, such flow of goods and people has been facing several problems of congestion, pollution and accidents coupled with lack of coordination amongst various agencies. Unless these problems are remedied, poor mobility can become a major hurdle to economic growth and cause deterioration in the quality of life.

4. **Urban transport in our country, till few years back was almost like an orphan child with no clear directions or guidelines.** As far as the Constitution of India is concerned 'urban transport' does not even exist as a subject. The responsibility between the Central and the State Governments as well as between different Ministries/Departments of the Central and the State Governments is distributed mode-wise. This has resulted in multiplicity of authorities as high as close to 25 in cities like Delhi and Mumbai. Even at the State Government level, the subject is divided between the Transport Department and Urban Development department with no department playing the role of the nodal department. In some of the cities, the bus services are run by the Urban Local Bodies whereas in most of the States, it is controlled by the State Road Transport Corporations. **Since urban transport is completely intertwined with urban development, which is a State subject, the proposals for urban transport have to originate from the State Governments.**

5. **It is in this backdrop and the fact that all cities in India are facing huge challenges of urban mobility coupled with rapid urbanization and rapid growth of personalized vehicles, the Ministry of Urban Development, Government of India decided to take the lead role of planning and coordination of various urban transport systems as well as laying down various guidelines for designing urban transport strategy, laying down various specifications, mandating various reforms in the field of urban transport, taking up massive capacity building programme and facilitating**

**funding for various urban transport projects from Government of India or multilateral agencies.**

6. **The most important guideline came in the form of a comprehensive National Urban Transport Policy (NUTP) in April, 2006** which provides for an overall framework for guiding not only the State level action plans but also several key agencies at the Central Government level having an important role in urban transport matters. **The National Policy also lays down guidelines for offering Central Financial Assistance under various schemes of the Central Government including the ambitious Jawaharlal Nehru National Urban Renewal Mission (JnNURM) for up-gradation and improvement of infrastructure including urban transport in a planned and integrated manner in the Select cities.** The National Urban Transport Policy (NUTP) focuses on returning the roads to the people which have been colonized by the vehicles. **The thrust of the policy is 'to move people' and not the vehicles. The overall objective of the policy is to ensure safe, affordable, quick, comfortable, reliable and sustainable access for the people to jobs, education, recreation and such other needs in our cities.**

7. **The NUTP envisages encouragement for greater use of public transport and non motorized modes, integration of land use and transport planning so that the travel distances are minimized and accessibility is improved with overall reduction in the travel demand,** establishing institutional mechanism for enhanced coordination in the planning and management of transport systems, establishing effective regulatory and enforcement mechanisms that allow level playing fields for all operators of transport services and enhanced safety for the transport system users, introduction of Intelligent Transport Systems for traffic management, innovative financing mechanisms and capacity building. **In brief, the policy lays down a**

**complete road map of various action strategies in the field of urban transport.**

8. While in respect of new townships, transit-oriented development is being urged; **in existing cities, a Comprehensive Mobility Plan prioritizing public transport, non-motorized transport and pedestrianization with the objective of reducing overall transport demand is being insisted.** In order to facilitate preparation of such plan, we in the Central Government have a scheme under which 80% of the cost of such studies is being provided as grant by the Central Government.

9. **The most effective and important aspect of JnNURM is that it is a reform based Mission with the Central Financial Assistance linked to the implementation or progress on the reforms front.** Though the mandatory reforms envisaged under JnNURM did not include reforms on urban transport, these were made conditional to the sanction of urban transport projects, namely preparation of the Comprehensive Mobility Plan integrating land use and transport planning, setting up of Unified Metropolitan Transport Authority, setting up a Dedicated Urban Transport Fund at State and city level, approval and implementation of transit oriented development policy, parking policy and advertisement policy, setting up of a city specific SPV for managing the city bus operations, setting up of Traffic Information and Management Control Centre etc. Since traditional mind set had been oriented towards solving the urban transport problems only through increased supplies, initially most of the projects proposed

by the State Governments under JnNURM were for creating more roads, widening of roads and building of flyovers. All of these would have helped mainly the private vehicles much against the guidelines of the National Urban Transport Policy. A lot of hand holding, persuasion and close working with the city officials, State Government officials and Urban Local Bodies officials including their Consultants employed by the Urban Local Bodies was required in revisiting their existing proposals and re-orienting them in line with the priorities envisaged in the National Urban Transport Policy. **I am happy to share that in last four and half years since the launch of the JnNURM, about 22% of the projects sanctioned under JnNURM are for urban transport and majority of them are for public transport, pedestrianisation, NMT, parking and improved modernized multi modal bus depots named as Traffic Transit Management Centres.**

10. Bus Rapid Transit System (BRTS) projects for 437.70 kms have been sanctioned for 10 Mission cities at a total cost of Rs.5024 crore. Ahmedabad is the first city under JnNURM to have successfully launched a complete BRT system coupled with an innovative awareness campaign which has won it accolades from various sections of society including the media.

11. **To modernize the urban transport scene, the Ministry of Urban Development, after a long consultation with all stake holders, came out with the Urban Bus Specifications on 3<sup>rd</sup> December, 2008 with a vision to transform the city bus scene across India. As part of the second Economic Stimulus Package announced on 2<sup>nd</sup> January, 2009 Government of India decided to fund procurement of buses for urban transport under JnNURM**

**to bail out the automobile industry.** This opportunity proved a blessing in disguise in completely transforming the city bus transport scene across India. Under the scheme, a total of 15,260 buses were sanctioned for 61 Mission cities at a total cost of about Rs.4800 crore involving a Central Financial Assistance of about Rs.2100 crore. About 7700 buses are already on road in more than 40 cities as on 31st July, 2010.

12. Besides bus transport, the Ministry has supported the Metro Rail Projects in the country in a big way in view of the fact that many high demand corridors in bigger cities may not be able to cater to the public transport demand only through the bus based systems. **Metro Rail Projects are under implementation in Delhi and National Capital Region (NCR), Bangalore, Kolkata and Chennai with financial assistance from Government of India on a joint ownership pattern with the concerned State Governments. The Metro Rail Projects in Mumbai and Hyderabad are being implemented on PPP mode again with Govt. of India's Viability Gap Fund support.**

13. To facilitate implementation of various components of the National Urban Transport Policy, the Ministry of Urban Development has launched **new schemes of Capacity Building in urban transport. This scheme is aimed at building capacities for sustainable urban transport planning at national, State and city level as well as institutional level so that well coordinated and integrated transport systems can be provided, operated and managed. The Scheme for Capacity Building has four major components, namely, training, education, Conferences and journals and institutional development.** The Institute of Urban Transport India, an existing institute under the purview of Ministry of Urban Development is going to be suitably strengthened under this scheme to discharge this responsibility so that it can serve as a national level facility to provide continuous advice and guidance on the principles of good urban transport planning as emerges from its research. The Institute of Urban Transport India would also build up a data base for urban

transport statistics for use in planning, research and training. Under the Scheme, funding would also be provided for setting up of Urban Transport Cells and Unified Metropolitan Transport Authorities in various cities subject to the Urban Local Bodies(ULBs) having a clear and definite financial stake in establishing these bodies.

14. Besides the above initiatives, the Ministry of Urban Development has also helped in preparation of a number of tool kits and guidelines on various topics like Bus System operation and maintenance, Public Private Partnership in urban transport, Alternatives Analysis, Comprehensive Mobility Plan, Institutional framework for Urban Transport, Feasibility Studies for BRTS, Bus Service Improvement, Parking Policy, Non Motorised Transport measures. Service Level Benchmarks in the field of urban transport have been adopted for the first time and all plans/projects are now being linked to the improvement in these service level benchmarks.

15. **Recently the Sustainable Urban Transport Project (SUTP) has been launched which is culmination of more than three years of combined efforts of the Ministry of Urban Development, the World Bank, UNDP and States and Cities participating in the project.** It was based on recognition that there is undeniably urgent need to give prominent place to environmental considerations in Urban Transport Planning and also that there is considerable gap in the available capacities among planners, decision makers and professionals in the field of sustainable urban transport development. This is a unique project involving multiple agencies namely Global Environment Facility, World Bank and United Nations Development Programme (UNDP) on one side and multiple cities and State Governments on the other side with the Union Ministry of Urban development playing the lead agency role. It involves both Central sector as well as State sector projects, with capacity building being implemented in the Central sector, whereas the individual projects of Urban Transport being implemented in State sector. Furthermore, it brings various

schemes of Government of India like the JnNURM, Urban Transport Planning Scheme and Capacity Building in Urban Transport Scheme together along with grant from Global Environment Facility (GEF) and loan from World Bank to the States. This project envisages a huge capacity building programme and also taking up GEF demonstration urban transport projects in select cities. For demonstration projects, selection of candidate demonstration cities was carried out based on a selection criteria such as Organization and Management of Implementing Agency; Financial Priority given to Public Transport in the City etc. In addition, factors such as Regional Distribution, City/Population Size, Significance of Demonstration Effect and Commitment of City Authority were also kept in view. **Though the project has been started with five cities, namely Pune, Pimpri Chinchwad, Naya Raipur, Mysore and Indore, more cities can join the project at a future date, as the project is being taken up on a moving train concept.**

16. We have made other efforts which inter-alia have direct or indirect bearing on the urban transport in India. **National Mission on Climate Change has been prepared which includes total 8 sub-Missions one of which is Mission on Sustainable Habitat covering environmentally sustainable transport. National Action Plan on climate change has been launched focusing on promoting understanding of climate change, adaptation and mitigation, energy efficiency and natural resource conservation.**

Besides this, **thirteen cities have switched over from Bharat Stage III to Bharat Stage IV. A sum of ₹ 32,000/- crore (\$ 7.5 billion approx.) has been invested by Oil Companies. Rest of the cities, which are million plus cities, will be switching over from Bharat Stage II to Bharat Stage III, by October 2010.**

**National Ambient Air Quality Standard for 12 pollutants has recently been notified** which are at par with European Union regime. These are among the best defined in the world.

17. Summing up, I would like to say that a number of initiatives have been taken by the Ministry of Urban Development in the field of urban transport in the last 3-4 years. However, a lot is still to be done. As far as the way forward is concerned, one of the daunting tasks is to improve the urban transport infrastructure and provide for meeting the gaps. **The total investment requirement cannot be made available through the Government budgetary support alone. As such we have to find innovative ways of financing the need for urban transport infrastructure. Innovative Public Private Partnerships will have to be structured to attract private financing also in the field.** Cities and States will have to set up a Dedicated Urban Transport Fund so as to take up urban transport initiatives to match with the pace of urbanisation and increase in travel demand. **Funding from multilateral agencies will have to be tapped.** Each ULB/para-statal will have to set up an Urban Transport Cell and **major cities will have to set up Unified Metropolitan Transport Authorities (UMTA) duly backed by legislation and also supported by a professional body. Six cities have already set up UMTA but only one has been set up duly backed by legislation.** Awareness shall have to be generated amongst all including the policy makers to have a **paradigm shift from focus on vehicles to focus on people.** The traditional mind set of concentrating only on supply side management would have to be changed to demand side management. Implementation process shall have to focus on first enabling than executing and in the end enforcement with focus on people/passengers. I am sure that with this we would be able to contribute in a large way in meeting the above objectives and filling up of the gaps.

15. In the end I wish all the success for this three day Workshop and would like to invite all of you to the third Urban Mobility India Conference and Exhibition being held in Delhi from 03<sup>rd</sup> to 05<sup>th</sup> of December, 2010 the details of which are available on [www.urbanmobilityindia2010.org](http://www.urbanmobilityindia2010.org).

Thank you.