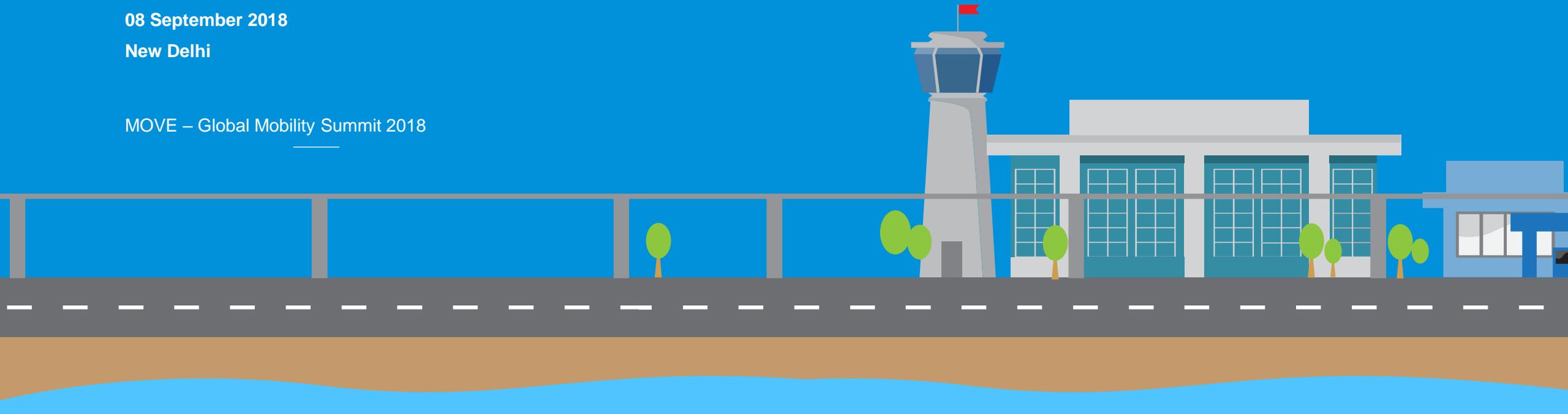


Reinventing Public Transport A Summary

08 September 2018

New Delhi

MOVE – Global Mobility Summit 2018



Why do we need to reinvent public transport?



Indian transport planners need to shift their thinking from Private Transport Vehicles (cars etc.) to Public Transport



With 20 years of investment in metros, ~1000 route-km of metros is present in India, roughly same as only the city of London¹



India has only ~4 lac buses for 1.3 billion people, that too is an ageing fleet²

Cars are most inefficient means of transport due to low utilization levels and high road usage, leading to urban congestion

Metro systems are one of the most capital intensive at ~300-350 crore/km for overhead metros

Even cities that are metro intensive rely on other forms of transport – principally buses

¹ Sh Shashi Verma, Transport for London

² Sh OP Agarwal, WRI



What we desire ...

Reliable and punctual transport service



Seamless travel experience

- Multi-modal/last-mile connectivity
- Ticketing



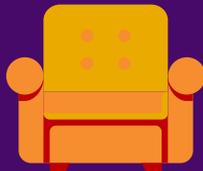
Demand Responsive



Safety and security



Cleanliness and comfort



Affordable



Conveniences

- WiFi, charging points, etc.
- Amenities for medical care, infant care, senior citizens
- Kiosks, shops, business centres, transit hotels, shower rooms, etc.



How can we make this happen?

Creating Institutional enablers



- Policy, Legislative and Regulatory reforms
- Institutional reforms – Integrated transport authorities
- Integrated City Planning
- Common platforms for ticketing and management
- Utilizing Open and Big Data
- CHIP: Connected, Heterogeneous, Intelligent and Personalized

Create new mechanism to unlock value in public transport



- Need for subsidy should be reduced through alternate means of funding
- Franchise model for funding city buses should be explored
- Value can be unlocked by taxing land owners around public transport infrastructure
- Transit Oriented Development should be explored

Making Buses and other public transport attractive and possible



- Quantity – A frequent, reliable & accessible service
- Quality – High quality service which is clean and safe
- Build capacity in the public sector to run such an integrated system
- Create demand by making public aware of the benefits of public transport

Key challenges



**Governance
and lack of
institutions
for multi-
modal
integration**



**Inadequate
instruments
for funding
public
transport
infrastructure
leading to
over reliance
on subsidies**



**Regulatory
restrictions
and restricted
definition of
public
transport**



**Car focused
thought
process of the
majority
population**



**Lack of data
sharing
mechanisms
and privacy
laws
governing
data from
public
transport**



Panelists

Keynote Address: Sh.Nitin Gadkari, Hon'ble Minister for Road Transport & Highways, Shipping and Water resources, River development & Ganga rejuvenation

Special Address: Sh. YS Malik, Secretary, Ministry of Road Transport and Highways

Background Presentation: Mr.O.P.Agarwal, WRI

Panel Chair: Mr. Elias George, Chairman (Infrastructure), KPMG

- Mr.Shashi Verma, CTO, Transport for London
- Mr.Srinivas Peeta, Frederick R Dickerson Chair and Professor, Georgia Tech Research Institute
- Ms.Shreya Gadepalli, South Asia Director at the Institute for Transportation and Development Policy
- Mr.Nishant Arya, JBM Group
- Mr.Dario Hidalgo, Director, Integrated Transport, WRI Ross Center for Sustainable Studies
- Mr.Chetan Maini, Vice Chairman, SUN Mobility
- Mr.Niklas Gustafsson, Chief Sustainability Officer, Volvo Sweden
- Mr.Choong Yeol Ye, Chief Director, Transport Research, Korean Transport Institute



Thank you