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Centre for Public Policy Research (CPPR) is a think tank dedicated to extensive and in-depth research on current economic, social, and political issues. We study public policies with a dedicated, objective, and an unbiased approach. We strive to initiate policy changes by publishing our research and by framing policy debates and discussions on various subjects. Our research areas include Governance, Education, Health, Law, Livelihood, and Urban Reforms.

Intermediate Para Transit (IPT) Sector in India

Introduction

Intermediate Para Transit (IPT) is a system to facilitate flexible passenger transportation that does not necessarily follow fixed routes and schedules under the public domain. They provide two types of services: one involving trips along a more or less defined route with stops to pick up or discharge passengers on request. The other is a demand-responsive transport which can offer a door-to-door service from any origin to any destination in a service area". This system includes the very concept of Share Auto Rickshaws. This brief is aimed to address this informal transport system.

Share Auto is a sectorial division of the auto rickshaw system which is considered to very cheap in cost and an efficient mode of running. They stand significant in their segment of providing door to door services and last mile connectivity at an affordable rate. It is not a legal activity as per the present laws. This faction of the auto rickshaw system basically exists to deliver as feeder services from their doorstep for daily commuters. It is basically the lack of recognition which leaves the sector in despair. Cities like Chennai, Hyderabad, Lucknow, Alwar, Pondicherry etc have a significant number of Share Autos/Taxis. They however operate differently given the situation of the systems in each of these areas.



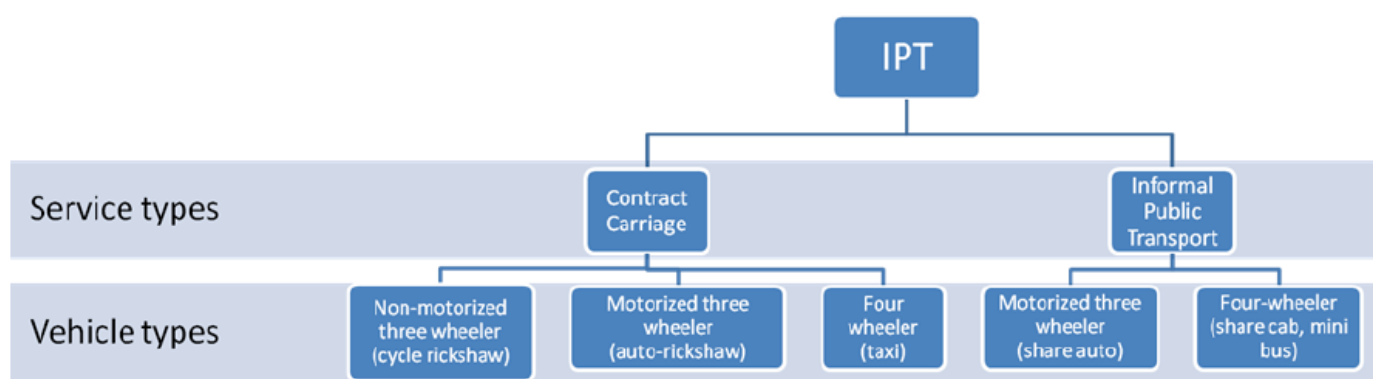


Table 1: Share Auto Scenario across cities/towns in India*

S.No	City	Type	Remarks
1	Alwar, Rajasthan	3 wheeled share autos (Vikram)	Run at around 7 notified routes seating around 15 people
2	Jaipur, Rajasthan	Minibuses and Vikram Share autos	Operates in 36 routes carrying 4.5 lakh passengers
3	Mumbai Metropolitan Region	3 wheeled autos	Ordinary autos converted as share autos
4	Rajkot, Gujarat	Autorickshaw taxis called as Chakdas	Around 6000 chakdas covering 4 lakh passenger trips
5	Indore, Madhya Pradesh	Minibuses and vans, Tata Ace magic and Maruti Vans, LPG Autos	Around 500 minibuses and 550 mini vans, Vikram Share autos were banned
6	Lucknow, Uttar Pradesh	3 wheeled shared autos (Vikram)	Around 4000 autos
7	Chennai, Tamil Nadu	3 wheeled shared autos (Vikram) and Maxi Cabs (Tata Magic, Mahindra Maxximo etc)	Around 200 Vikram Autos with City Permits and around 14,000 Maxi Cabs

*CPPR Study (As on 2012)

What is the issue?

- Share Auto status in the eyes of law.
- Fares are not determined according to the prevailing market conditions.
- The Share-Auto Rickshaws are treated as malicious entities though they are feeders to the existing public transport operations.
- The sector is not given due consideration and recognition while framing the public transport networks.
- Highly informal or inconsistent operation

Statement of Problem

- The people who opt to become auto drivers are basically belonging to lower strata of the society where they have no other scope to settle with any other lucrative job.
- Posing illegality to the sector without specific reasons can certainly devastate the lives of many who are dependent on this sector but with effective regulation it can facilitate transportation to deliver a much larger segment with private investment.



Why do we need to tackle the issue?

- Improvement in the transportation and connectivity will play a significant role in the economic growth of the country. In the present context, a transportation revolution akin to the telecom revolution is on the cards with the integration of autos/share autos to the public transport system.
- Autos being recognized as public transport system would rather enhance the sector with private investment by raising the lower strata of the society. It can create immense employment opportunities. It can be demonstrated as a Public-Private Partnership (PPP) model in the public transport grid at the entry/end level.
- The legality and regulation of auto sector would rather facilitate a revolution in the lower end of the transport system in India. This would reduce the burden on the State to offer sustainable transport solutions on the narrow streets and the interiors of the country.
- The fares should be rationally sufficient to sustain the living of the drivers which must be regulated from time to time especially with the prevailing market conditions.
- Inconsistency and informality of IPTs have been affecting the interest of the passengers who are not able to depend on the system inspite of its advantages

What are the alternative options available?

- **Small Buses**-Small buses can certainly facilitate more to the present system if made more accessible but it may have its own limitation due to the prevailing dimensions of the Indian Roads, huge investments and economies of scale.
- **Pedestal rickshaws/E-rickshaws**- Pedestal rickshaws can also serve to provide to last mile connectivity. The cost remains very minimal and efficiency remains very high. The limiting constrains are distance, volume capacity, speed and time, which restrict its usage.
- **Rent Cycle**- Similarly renting a cycle system can act as providing a last mile connectivity but would also be limited to use only within a mile for commuting to work places. Also it may be limited by the distance and prevailing weather of a place Like in New Delhi, People won't prefer to go to work place by rented cycle in the heat even if it is just a mile away from their home, bus stop or metro station.

Proposed Policy

- The Share-Auto Rickshaws are to be given public transport status.
- Regulatory environment of the Share Auto Rickshaws shall be at the local self-government level.
- Pricing, licensing and frequency of the services could be regulated by the local self-government.

- The decision of the local self – government shall be based on the requirements and demands of the local population.
- Priority in the decision making shall be the integration of the IPT' auto rickshaws with the public transport.
- The basis of the decision shall be communicated to the beneficiaries at large.
- The local self-government shall be empowered and capacitated to take decision based on the updated data available from time to time.
- Relevant amendments and acts should be passed in the legislature both at the national and state level in order to implement the policy without any hassle.
- Emission norms, passenger and safety guidelines to be set by each LSG

Who will implement the policy? Why?

- In **URBAN AREAS**- It is the UMTA that has to implement the policy in the sub urban and urban areas. It can very well enhance the transport system by acting as a feeder service, providing door to door service and last mile connectivity throughout the cities.
- In **RURAL AREAS**-It is the panchayat or local self-government that has to implement the policy in the grass root level. In rural areas, the policy will have a major impact by raising the level of employment and bringing in more economic stability within their own families.

How will we know whether the policy is effective?

The effectiveness of the policy can very well be measured from the advantages that it provides such as:-

- It would enhance the commuting population on public transportation networks
- It would reduce the number of private vehicles on the streets. Further, public transport would be more efficient while operations would be more cost effective.
- It would generate employment for the lower strata of the society.
- It would enhance living standards of the auto drivers and their families.