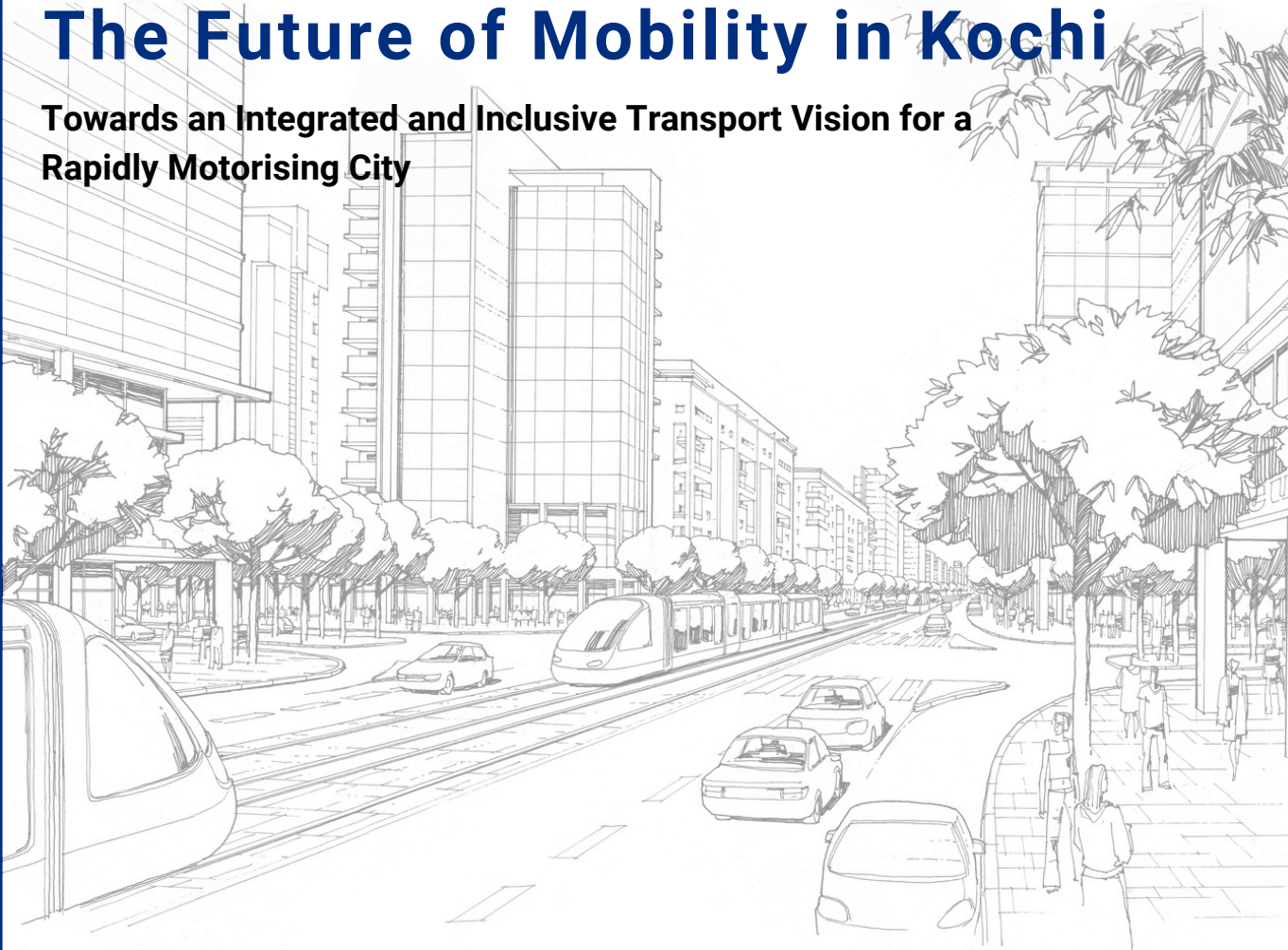


EVENT REPORT

The Future of Mobility in Kochi

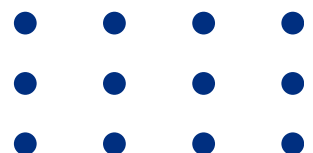
Towards an Integrated and Inclusive Transport Vision for a Rapidly Motorising City



An initiative of the **Kochi International Foundation**, in collaboration with **Kochi Metro Rail Limited** and **Centre for Public Policy Research, Kochi**.

This interactive session was held on August 4, 2025, at Kerala Management Association Hall, Panampilly Nagar, Kochi.

Report prepared by
Centre for Public Policy Research | Kochi



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1. About the Organisers and the Panelists

This interactive session on “The Future of Mobility in Kochi” was held on 4th August, 2025 as an initiative of the Kochi International Foundation, in collaboration with Kochi Metro Rail Limited and Centre for Public Policy Research, Kochi at Kerala Management Association Hall, Panampilly Nagar, Kochi.

Kochi International Foundation

Kochi International Foundation (KIF) is a recent initiative in Kochi, set up on the lines of the India International Centre, New Delhi, to promote meaningful discussions, interactions, talks, staging of cultural performances from various parts of the country, and to make significant contributions to improve the quality of life in the city.

Kochi Metro Rail Limited

Kochi Metro Rail Limited (KMRL) is a joint venture between the state and the central government that has built and operates an integrated multimodal urban transport system consisting of the metro rail, the Water Metro, and feeder services. KMRL's vision is to enrich the quality of life for everyone in Kochi by facilitating better connectivity between people, between people and places, and between people and prosperity.

Centre for Public Policy Research

Centre for Public Policy Research (CPPR) is an independent public policy organisation dedicated to in-depth research and scientific analysis to deliver actionable ideas that could transform society. Based out of Kochi, CPPR's engagement in public policy began in 2004 has initiated open dialogue, policy changes, and institutional transformation in the areas of Urban Reform, Livelihood, Education, Health, Governance, Law, and International Relations and Security.

The Session Panelists

- Shri Loknath Behera, Managing Director, Kochi Metro Rail Limited, formerly Director General of Police and State Police Chief, Kerala
- Shri Nagaraju Chakilam I.P.S., Transport Commissioner, Government of Kerala
- Shri S.K. Mahesh Kumar I.P.S., Inspector General of Police, Traffic and Road Safety, Kerala Police
- Dr. D Dhanuraj, Chairman, Centre for Public Policy Research, Kochi
- Dr. Mahalakshmi Sankar, Head, Centre for Sustainable Initiatives, St. Albert's College (Autonomous)
- Dr. Rajan Chedambath, Director of c-hed, Kochi Municipal Corporation, representing the Mayor
- Dr. M. Ramachandran, Chairman, Kochi International Foundation, and formerly Secretary in the Ministry of Urban Development, Government of India.

Event Point of Contacts

- Kochi International Foundation: Vijith, Manager, +91-94959-58955, kochiinternationalfoundation@gmail.com
- Kochi Metro Rail Limited: ce.centre@kmrl.co.in, 0484 2846777
- Centre for Public Policy Research: Nikhil Ali, Senior Associate. nikhil@cppr.in

This report was prepared by Chaithra A Navada, Associate - Research (Urban), CPPR, with inputs from Dr. M. Ramachandran, KIF and support from Aishwarya M, Associate - Research (Urban), CPPR.

2. Session Background

Kochi's legacy as the "Queen of the Arabian Sea" was shaped by seamless connectivity and accessibility provided by its port and waterways. Now the commercial and financial capital of the state, Kochi's desirability as an employment destination with its diverse sectors continues to fuel population and urban growth. Kochi has broadened its economic base from its traditional manufacturing, petroleum, maritime industries, and food-processing, to tertiary sectors including healthtech, banking and financial services, logistics, and information technology. Kerala's strong performance in human development and youth employability indicators, along with Ernakulam District's ability to bring its multidimensional poverty to zero, makes the City attractive to both high and low-skilled workers. Future industrial investments are underway in and around the city, including the Kochi-Bengaluru Industrial Corridor and Kerala Industrial Infrastructure Development Corporation (KINFRA) Global City. Taken together, Kochi stands to see further growth in its population and urban limits.

As a rapidly growing economic center, Kochi's economic vitality is directly linked to the efficiency of its transportation network. The city's growth has caused several mobility challenges that affect the quality of life. Kochi's roads operate beyond their capacity during peak periods. Declining public transportation availability, increasing vehicle ownership, and issues in last-mile connectivity lead to congestion and deteriorate road safety. Kochi faces climate vulnerabilities ranging from flash flooding to sea-level rise. Deficiencies in road and pedestrian infrastructure add a burden on commuters. Limited technology integration in the mobility sector and fragmented transportation planning hinder systemic improvements in the transportation system. Despite the city's investment in mass transit systems such as the metro rail and rejuvenation of its waterways, several of the city's mobility challenges need to be addressed to support the City's economic growth.

In light of this need for Kochi to reimagine its mobility for the future, an interactive session on "Future of Mobility in Kochi" was hosted by the Kochi International Foundation (KIF), jointly with Centre for Public Policy Research (CPPR), Kochi, and Kochi Metro Rail Limited (KMRL) on 4th August 2025 at Kerala Management Association Hall, Panampilly Nagar, Kochi. The discussion was chaired by Dr. M. Ramachandran, Chairman, KIF, who was formerly Secretary in the Ministry of Urban Development, Government of India. The panel included Shri Loknath Behera, former Director General of Police, Kerala, and Managing Director, KMRL; Dr. D. Dhanuraj, Chairman of CPPR; Shri Nagaraju Chakilam I.P.S., Transport Commissioner of Kerala;

Shri S.K. Mahesh Kumar I.P.S., Inspector General Traffic and Road Safety; and Dr. Mahalakshmi Sankar, Head of Centre for Sustainable Initiatives at St. Albert's College (Autonomous).

The Mayor of Kochi Municipal Corporation (KMC) had committed to initiating the discussions, but could not join due to an unforeseen priority commitment outside the city. His views and the City's approach to this issue were presented by Dr Rajan Chedambath. The audience included stakeholders from Kochi's mobility landscape, including former Kochi mayor Shri K. J. Sohan, representatives of public organisations, mobility startup founders, entrepreneurs, business persons, public transportation operators, residents, students, and media. This report summarises the discussion and recommendations that emerged during the session.

This report builds on the discussions during the session to ideate on reforms for an effective urban transport system for Kochi that is both accessible and affordable to the masses. Section one summarises the background for the initiative and provides a brief overview of the session.

Section two of the report summarises India's transportation policy since the 2000s, and gives an overview of Kochi's current mobility network and planning apparatus discussed during the session.

Session three and four of the report identify the transportation challenges in the City and provide recommendations for improvement that the City needs to adapt to ensure accessible and sustainable future mobility.

Annexures I, II, and III contain supporting documents, and annexures IV, V, and VI include the list of participants, session photos, and the materials presented during the session.

3. Setting the Context

3.1. Policy

The National Urban Transport Policy (NUTP) of 2006 set the stage for cities and states to take targeted action on mobility improvements. NUTP is a comprehensive policy document identifying actions to improve the urban transportation system in India's cities. NUTP shifted the focus on transportation systems from moving vehicles to moving people, and recommended the setting up of Urban Metropolitan Transport Authorities (UMTA) for seamless planning and coordination of transportation in million-plus cities.

The Jawaharlal Nehru National Urban Renewal Mission (JNNURM), launched around the same time, provided a significant shift in India's urban transport landscape. The mission's urban transport component fundamentally changed how cities approached transport modernization by providing funding for the procurement of state-of-the-art buses. The urban transport-related reforms agenda suggested to the states in JNNURM marked a crucial change, as it moved the focus from purely road-building to actively improving public transit infrastructure and services.

The introduction of Bus Rapid Transit Systems (BRTS) was another step in promoting public transit in India, funded through the JNNURM. BRTS systems had been successfully introduced in Latin American countries where buses formed the dominant means of public transport, and India took a leaf out of this playbook. Cities like Ahmedabad, Pune, and Hubli-Dharwad introduced BRTS as an additional transit mode and saw significant commuter patronage. Various states opted to create a separate Special Purpose Vehicle (SPV) for cities to fund, build, and run the BRTS. Indore's Atal Indore City Transport Services Ltd is an example that brings together the Indore District Collector, Indore Municipal Corporation, and Indore Development Authority in a SPV to run the city's bus system.

The next shift in urban transport systems in India is the introduction of the Mass Rapid Transit System (MRTS), such as the metro rail, in addition to the existing road-based systems. The central government unveiled the Metro Rail Policy in 2017, which helped outline where and when metro rail systems can be implemented as an ideal MRTS.

The shift to cleaner mobility has been strengthened through electric bus promotion schemes like the PM e-Bus Sewa-Payment Security Mechanism (PSM) Scheme. Introduced in 2024, this scheme encourages the use of cleaner electric buses and supports the development of necessary charging infrastructure.

3.2. Kochi's Mobility Context

Kochi has a population of over 20 lakh (2011 Census) in the metropolitan area, which is estimated to cover 723 sq km in the draft Comprehensive Mobility Plan. The Kochi Corporation has a population of 6 lakh (2011 Census) over an area of 94.88 sq km¹. While the population density within the city is more than twice that of the metropolitan area, the population growth is taking place outside the city, indicating trends of suburbanisation. The metropolitan area is growing at a 1.41 percent Cumulative Annual Growth Rate (CAGR), while the city is growing at 0.11 percent.

Kochi has been selective in its adherence to mandates like NUTP, JNNURM, and other nationwide urban transport initiatives. Kerala has utilised the funding from JNNURM for improving city and inter-city bus services, including in Kochi, through an SPV. However, these operations have been wound up with the end of the program. Road network limitations in Kochi, such as narrow city roads, make the task of setting apart lanes for BRTS unviable.

The Smart Cities Mission had initiated a city transport committee chaired by the Mayor. Cochin Smart Mission Limited (CSML) had undertaken initiatives in sidewalk and junction improvement. The central government assists in preparing comprehensive mobility plans for cities. However, much needs to be done to improve the status of public road transportation in the City. Kochi's metro system also began its operations in 2017 and has been expanding since then. However, Kochi and Kerala have been hesitant to join the recent efforts to strengthen public transport through the PM-eBus Sewa Scheme due to financial considerations.

There are two statutory bodies in the greater city region that have a leading role in planning and coordinating transportation reforms and improvements within the greater Kochi region. The recently reconstituted Metropolitan Planning Committee (MPC) is expected to lead the process of planning for transportation infrastructure and coordinating with the state government in bringing about public transportation improvements in the Kochi Metropolitan Area. MPCs are a constitutional body under Article 243ZE of the Indian Constitution, formed in million-plus metropolitan areas to coordinate planning, resource management, service delivery, and infrastructure development (See Annexure I).

The second and more critical body is the Kochi Metropolitan Transport Authority (KMTA), which was legislated in 2019, but remains defunct with no funding. The central ministry of Urban Development/Urban Affairs has been advocating for states to set up UMTAs for cities with a

¹ Kochi City Master Plan 2040 (2024).

million-plus population to act as agencies that plan, coordinate, develop, and regulate urban transport for metropolitan areas. Globally, Transport for London (TfL), created by the Mayor of London, and the Land Transport Authority (LTA) in Singapore are examples of an integrated approach to transport planning in the city (See Annexure II for more details of TfL and LTA). Cities like Chennai and Hyderabad have active UMTAs. While Kochi has a legally set up KMTA, it remains unfunded and non-functional. The KMTA has to be given the resources and authority to grow on the lines of TfL and LTA and shape the future of mobility in the Kochi Metropolitan Area.

3.3. Road and Public Transportation Networks

Kochi is served by five national highways, and six state highways, together constituting over 180 kms of the road network as per the Kochi Draft Comprehensive Mobility Plan (CMP 2024). Rest of the local roads are maintained by the respective local government bodies in the region. KMC maintains 1530 kms of local roads in Kochi City. Almost one-fourth of the city roads are less than 3 meters in length².

Kochi's public transport system consists largely of its bus, metro rail, and water transport networks, including water metro and ferries. According to the CMP, Kochi's transportation mode share comprises 39 percent two-wheelers, 22 percent buses, 12 percent personal cars, and seven per cent autos/taxis; 13 percent of its residents' mode of transport is walking, two per cent cycling, three per cent use the metro rail, and two per cent use water transport³.

The city's bus services, both public and private, cover about 80 percent of its major roadways. Loknath Behara mentioned during the event that the city has approximately 481⁴ buses, with another 300 buses serving the rural parts of the district. He also noted that there are 276 bus routes in the city, while 49 major roads have no bus routes. Additionally, the KMRL also operates 15 feeder buses, connecting metro stations across key city centres, creating potential for circular travel between the metro stations in the city. There are 76 bus shelters managed by the KMC in Kochi city⁵. Dr. Dhanuraj highlighted the drastic reduction in buses operating Kochi, from over 2,000 buses to less than 500, as a concern that needs addressing. Despite providing very critical transportation services in the city, private bus operators are not positively included in the conversations about public transport.

² Data from KMC, October 2025.

³ Based on Primary Surveys conducted in 2022-2023 for the CMP.

⁴ Kochi City Master Plan 2040 (2024) mentions that there are 603 city buses and 582 mofussil buses.

⁵ Data from KMC, October 2025.

The Kochi Metro Rail Service, which began operations in 2017, currently operates on a 28 km stretch across 25 stations from Aluva to Thripunnithura. From an annual ridership of 1 Crore in its initial years, its total ridership crossed 3.5 Crores in 2024, with a daily ridership of more than 1 Lakh passengers. The metro rail is also integrated with the Kochi Water Metro, currently running at an operational length of 24 km (against the planned length of 76 km). The water metro operates along five functional routes, servicing ten terminals, averaging a daily ridership of 5,500 passengers on its 19 boats. The Kochi Metro has been recognised for its efforts in sustainable transportation, and its Water Metro model is being taken up in other cities and states, noted Loknath Behera. Audience members highlighted Kochi's extensive water transport services, consisting of passenger ferries and roll-on/roll-off services, which serve the commuting needs of the city's population travelling from areas like Fort Kochi, Vypin, Varappuzha, and Mulavukadu. The City's initiatives for the future include area development plans, walkability improvements, water transport policy, parking policy, intersection and signal improvements, and projects for intelligent transportation and mobility data, among others.

3.4. Future of Mobility in the City

Kochi requires an expanded public transportation system that is well-integrated among all modes of transport, adequately planned to provide higher levels of service. Finding the necessary finance to procure and develop city transport systems, including buses, bus stops, waterways, boats, and jetties, should be a priority in the State's and city's scheme of action. The City should optimise bus routes and address the requirements of residents from underserved and inadequately connected regions through bus services of adequate frequency. Kochi is one of the most unique cities where a water metro and ferry service is possible and popular. This should be expanded and well integrated into other modes of transport.

Dr Rajan, representing the Mayor, highlighted the transportation challenges Kochi faces as an environmentally vulnerable city. The transport sector in Kochi is a major contributor to climate change, accounting for 30 percent of the city's carbon emissions. Dr Rajan shared the current and upcoming projects at the KMC including initiatives for the future include area development plans, walkability improvements, water transport policy, parking policy, intersection and signal improvements, and projects for intelligent transportation and mobility data, among others. These policies and projects seek to coordinate

Kochi, under the KMTA, should take up service level benchmarks for urban transport and continuously monitor them. These metrics should consider accessibility, availability, frequency, and convenience of all modes of transport and mobility infrastructure for the metropolitan area.

While mobility is critical to any city, urban transportation is not listed among the 18 items that fall under the purview of Urban Local Bodies (ULBs) under the twelfth schedule of the Constitution. The state needs to investigate why city transport is not listed as one of the subjects transferred to urban local bodies under the 74th Constitutional Amendment. Transportation presents a joint area of action for the state and cities. In the case of Kochi, all transportation planning has to cover the larger metropolitan area beyond the Corporation limits to serve the development beyond the city limits.

Despite drafting a CMP in 2024, there is confusion about the status of the CMP. CMP should be publicly adopted and integrated into the master plans and development plans of appropriate local bodies. An appropriate body, such as the KMTA, should notify the CMP and monitor its implementation.

Kochi lacks a well-structured parking policy. The uncontrolled growth of private vehicles without a policy on public parking impacts the availability of open spaces on the sides of roads. It creates safety hazards for pedestrians and other road users. Dedicated parking spaces not only promote orderliness but also generate revenue for the local bodies.

Another potential source of revenue for road infrastructure improvement is appropriating a share of traffic penalties and fees levied within the city system into an urban transportation fund. This fund can support investments into sustainable and equitable public transportation systems that serve the most disadvantaged sections of society. Surat has established a fund to support its public bus network.

Despite the city's efforts to develop its Non-Motorised Transport (NMT) infrastructure comprising footpaths, pedestrian crossings, amenities, and a bicycle network, a lot remains to be done in the city. The City needs to develop a proper NMT Policy and have a time-bound plan for infrastructure construction so that pedestrians' rights to public spaces are respected.

The City must ensure last-mile connectivity through shared transport or other public means from major transport points like metro stations and bus stands. The lack of connectivity to public transportation from residential neighbourhoods limits the use of public transport and encourages private vehicle usage.

4. Transportation Challenges in Kochi

4.1. Inadequate Public Transportation Coverage

Declining public transportation services and inadequate coverage have created gaps in transportation availability within the city.

Discussion: The number of active public transport buses has fallen from over 2,000 buses to less than 500 buses serving the city. The number of operational boat jetties and ferries has also reduced. Public bus routes cover 80 percent of the major roads, while inner roads are unserved. Residents of some parts of the city, notably Vypin, Chellanam, and Edakochi, lack direct bus connectivity to the City despite the growth in road connectivity, adding to the cost of travel.

4.2. Growing Vehicle Ownership

Private vehicle registrations have grown exponentially, leading to severe congestion where vehicle volume exceeds road capacity during peak hours.

Discussion: Between 2010 and 2024, Kochi's private vehicle registrations grew nearly 2.5 times from 2.67 lakhs to 5.58 lakhs vehicles, with cars growing 3.3 times and two-wheelers 2.2 times.⁶ The average annual vehicle growth rate has stood at seven percent. This leads to congestion on key city roads, with vehicle volumes exceeding the City's road capacity during the peak period (vehicle-to-capacity ratio of 119:100) and average speeds of 19.5 km/h in the city.⁷

4.3. Narrow Internal Roads and Last-mile connectivity issues

Kochi's narrow internal roads and restrictions on smaller shared vehicles create last-mile connectivity gaps in transportation.

Discussion: Kochi's internal roads are narrow and unsuitable for typical bus services due to limited road space. This creates significant gaps in last-mile connectivity, which often makes public transportation unviable for passengers. Restrictions on the operation of smaller shared vehicles further compound the issue by increasing the cost of transportation for residents who tend to switch to private transport modes.

⁶ Source Ministry of Road Transport and Highways of India's vehicle registration data at Ernakulam and Mattancherry RTOs, in *Ease of Moving Index - Kochi City Profile*. OMI Foundation, 2024.

⁷ Draft Comprehensive Mobility Plan 2024

4.4. Seamless Public Transportation Connectivity and Integration

Despite a strong potential for a multimodal transportation system, the city's networks exist in silos, with a lack of integration.

Discussion: The city has the vehicles, transport systems, and technology, but fails to integrate them. Although the city has a multimodal transportation system spanning across buses, metros, water metros, boats, and ferries, these networks exist in silos. Passengers do not have accurate and real-time information on timings and running status, and hence have difficulty in planning their travel. Seamless integration in ticketing and fare collection is not available across all modes of public transport. While KMRL has introduced integration within its network, this deployment remains partial.

4.5. Road Safety and Safe Pedestrian Infrastructure

Mixed traffic, growing vehicle population, limited road capacity, and lack of safe pedestrian infrastructure lead to road safety concerns.

Discussion: Safety remains a major concern as limitations in road capacity prevent the segregation of road traffic. Ernakulam records the highest number of road accidents in Kerala. 48,000 crashes and 4,000 deaths took place in 2024 in Kerala, with 2,000 deaths recorded so far in 2025. One-third of all road deaths are pedestrians, and of these, 80 percent are senior citizens. Two-wheelers, which account for 40 percent of accidents and 50 percent of fatalities in Kochi city, primarily affect middle-aged groups. Only about seven percent of roads have footpaths that are at a minimum 2 meters wide.⁸ Added to this is the concern of roads being created by continuously honking and aggressive road domination by buses. Whether this behavior is due to revenue issues or required compliance issues is something that needs to be addressed as a priority.

4.6. The Impact of the Transportation System on Climate

Transportation is a significant contributor to the city's carbon emissions, aggravating Kochi's climate vulnerabilities.

Discussion: The transport sector in Kochi is a significant contributor to climate change, accounting for approximately 30 percent of the city's carbon emissions. The city is also facing challenges like urban heat, intense rainfall, and rising sea levels. With 47 percent of the city lying in floodplains and 26 percent of its population residing in these high-risk areas, a

⁸Draft CMP 2024

projected 75cm sea-level rise by 2100 poses serious existential risks. Meanwhile, 35 percent of residents already face heat stress and escalating air pollution, which is worsening at 12 percent annually.

4.7. Non-functional Metropolitan Transport Authority

Urban transportation planning and implementation are hindered by a lack of funds and an empowered authority to coordinate all transport modes.

Discussion: Metropolitan transportation authorities across cities like London and Singapore have led the way in managing transportation systems seamlessly. Kerala was among the first Indian states to pass the legislation for such an authority. Despite its launch in 2020, KMTA remains defunct, understaffed, and underfunded. So much so that the Kerala High Court had to come up with a directive to revive the KMTA by November (See Annexure III). The court has observed that no meetings were held, an Urban Transport Fund was never set up, and sanctioned funds were left unutilized, essentially nullifying the Act's original intent to create a sustainable and planned transport system.

4.8. Hurdles to Integrating Sustainable Transport and Technology

Bureaucratic delays, fragmented processes, and a lack of continuity in government departments create significant hurdles for entrepreneurs and private companies seeking to introduce technology-led transport solutions like smart parking or electric buses.

Discussion: Entrepreneurs face delays when seeking permits for innovative solutions like electric buses and smart parking systems. The discussion highlighted a need to include entrepreneurs in city planning to bring in new ideas and leverage existing technology and proposals from the private sector.

5. Recommendations for Kochi

5.1. Strengthen Governance and Funding Mechanisms

- 5.1.1. Fully Operationalize the KMTA. The KMTA must be made fully active by providing funds and staff, and be empowered as the central, coordinating authority for all transport-related matters of the city. It should be given the authority to rationalize bus routes, manage trip schedules, bring about interaction among various modes, be able to study and predict future transport network requirements, and oversee the integrated MaaS platform.

- 5.1.2. Establish a Dedicated Urban Transportation Fund. Create a ring-fenced fund that collects revenue from traffic fines, parking fees, and a potential future congestion charge. This fund can be used to finance critical infrastructure projects and reduce dependence on state budgets.
- 5.1.3. Empower Urban Local Bodies to handle city transportation under their jurisdiction with greater autonomy and funding support. Decentralize authority and funding to the KMC to manage and maintain local NMT infrastructure, such as footpaths and internal roads, with greater autonomy.
- 5.1.4. Master Plan provisions regarding the development of roads, such as developing ring roads, should be taken up more actively at the KMTA. New alignments proposed by the National Highways should be actively accounted for in city plans.

5.2. Address Public Transportation gaps and Last-mile connectivity

- 5.2.1. Rationalise bus routes to ensure effective coverage of all parts of the city. Ease regulations and permits for buses and smaller shared vehicles. The MTA should be made active and given authority to address concerns about routes covering each corner of the larger city or the comprehensive plan area, and to implement trip management for a more efficient transportation system.
- 5.2.2. Modernize the Bus Fleet. Provide financial incentives or subsidies for private bus operators to upgrade to cleaner, air-conditioned, and more comfortable vehicles, making public buses an attractive alternative to private cars. As a result, the share of public transport should be going up, thereby reducing dependence on personalised modes. Such data should be regularly collected and published by KMTA.
- 5.2.3. Overhaul existing bus stations to be more than just waiting areas. They should be re-imagined as safe, clean, and accessible public spaces that include proper seating, weather protection, lighting, and digital information displays.

- 5.2.4. Revamp and redevelop the historic waterways, provide for linking more canals, water systems so as to have continuous waterway travel, increase the number of operational boat jetties, and ferry routes.
- 5.2.5. Permit operation of smaller shared vehicles to cover last-mile connectivity gaps. Develop a streamlined policy framework that incentivises and regulates the operation of smaller, flexible, and shared vehicles (like e-rickshaws, shared autos, and mini-buses) specifically to be able to ply on narrower roads, thereby reducing the dependence on personalised vehicles. This framework should include clear guidelines on permits, routes, and fares to ensure these services are safe, reliable, and affordable for the public.
- 5.2.6. Provide for modern, user-friendly bus shelters on all routes with a digital display of details of bus arrivals and intervals. Private companies can be roped in to build these shelters and also maintain them.

5.3. Prioritize Non-Motorized Transport (NMT) and Pedestrian Safety

- 5.3.1. Adopt a Comprehensive NMT Policy. Formally adopt a city-wide policy prioritizing pedestrians and cyclists. This policy should be a key component of the city's Comprehensive Mobility Plan (CMP).
- 5.3.2. Establish a network of safe pedestrian corridors. Based on the Walkable Kochi pilot project, identify and immediately develop safe pedestrian pathways and crossings in high-traffic areas, especially around schools, markets, and transit hubs.
- 5.3.3. The City Corporation and the adjoining municipal areas should plan to achieve a hundred percent footpath coverage in the city with a determined timeline. Needless to say, these footpaths should be obstruction-free and well-maintained.
- 5.3.4. Implement Stringent Road Safety Measures. Integrate road safety features such as clear signage, speed bumps, and proper street lighting into the initial stages of road and infrastructure planning, rather than as an afterthought.

5.4. Leverage Technology and Data for Systemic Integration

- 5.4.1. Integrate Disparate Data Sets. Create a centralized data repository where information from the Kochi Metro, Water Metro, and bus operators is aggregated. This data should be made available to the public and private partners via an open API to foster innovation.
- 5.4.2. Integrate technology into the public transport network. Explore technology integrations such as "Mobility as a Service" (MaaS) by partnering with a technology provider to develop a single, integrated digital platform for real-time information, multimodal integration, and unified ticketing and fare collection.
- 5.4.3. Deploy AI-Powered Traffic Management. Utilize Artificial Intelligence (AI) tools for dynamic traffic signal control, automated challan systems for traffic violations (especially illegal parking), and real-time monitoring of traffic flow to reduce congestion.
- 5.4.4. With modern technology and widespread use of mobile phones, it should be possible for anyone to immediately access dynamic data and public transport movement and plan trips accordingly.
- 5.4.5. Encourage private companies to introduce technology-led transport solutions by creating a supportive regulatory environment that balances innovation with public interest. Regulatory sandboxes, streamlining approvals, appropriate collaborations, and support enable the deployment of transportation solutions.
- 5.4.6. The recently set up Integrated Command and Control Centers of the Smart City Mission at the office in Kochi Metro Station should ideally be used as the total city transport bastion.

5.5. Promote Awareness on Sustainable and Equitable Mobility

- 5.5.1. Explore congestion charges and introduce a citywide parking policy as priority measures to manage congestion, improve mobility and safety, discourage private vehicle use, regulate haphazard honking, and encourage a shift towards public transport.

- 5.5.2. Initiate Public Awareness Campaigns. Launch targeted public campaigns to educate residents on the benefits of shifting from private to public transportation, highlighting the positive impacts on their quality of life, wallet, and the environment. Also, there should be constant driving awareness campaigns to lead to proper driving, develop respect for road signs and indicators, and reduce accidents/damage to vehicles.
- 5.5.3. Two-wheeler drivers need to be trained continuously so that driving norms are adhered to and there is more orderliness on the already narrow roads.

Annexures

Annexure I: Government Order reconstituting the Metropolitan Planning Committee for Kochi Metropolitan Area

"ഭരണഭാഷ- മാതൃഭാഷ"



കേരള സർക്കാർ

സംഗ്രഹം

തദ്ദേശ സ്വയം ഭരണ വകുപ്പ്-ബഹു. കേരള ഹൈക്കോടതിയുടെ WP(C) നമ്പർ 41627/2022 ലെ വിധിന്യായം പാലിച്ചു കൊണ്ട് കൊച്ചി മെട്രോപൊളിറ്റൻ പ്ലാനിംഗ് കമ്മിറ്റി രൂപീകരിച്ചു ഉത്തരവ് പുറപ്പെടുവിക്കുന്നു.

തദ്ദേശ സ്വയം ഭരണ (ആർ ഡി) വകുപ്പ്

സ.ഉ.(കെ) നം.131/2025/LSGD തീയതി,തിരുവനന്തപുരം, 05-08-2025

- പരാമർശം:-
1. WP(C) നമ്പർ 41627/2022 നമ്പർ കേസിൽ 16.3.2023 തീയതിയിലെ വിധിന്യായം.
 2. RP 591/2023 നമ്പർ കേസിൽ 11-10-2023 തീയതിയിലെ വിധിന്യായം.
 3. 04.04.2025 തീയതിയിലെ S.R.O.No.388/2025 നമ്പർ വിജ്ഞാപനം.
 4. 11.04.2025 ലെ സ.ഉ.(കെ)നം.68/2025/തസ്വഭവ നമ്പർ ഉത്തരവ്.
 5. CCC 2078/2024 നമ്പർ കേസിലെ 12.6.2025 തീയതിയിലെ ഉത്തരവ്.
 6. സംസ്ഥാന തെരഞ്ഞെടുപ്പ് കമ്മീഷൻ സെക്രട്ടറിയുടെ 24.06.2025-ലെ B2/54/2025-SEC നമ്പർ കത്ത്.
 7. എറണാകുളം ജില്ലാ കളക്ടറുടെ 01.07.2025 ലെ DCEKM/7312/2025-N2/Election -ാം നമ്പർ കത്ത്.

ഉത്തരവ്

പരാമർശം (1), പരാമർശം (2) ഉത്തരവുകൾ പ്രകാരം കൊച്ചി മെട്രോപൊളിറ്റൻ പ്ലാനിംഗ് കമ്മിറ്റി രൂപീകരിക്കുന്നതിന് ബഹു. കേരള ഹൈക്കോടതി സർക്കാരിനോട് നിർദ്ദേശിച്ചിരുന്നു. കൊച്ചി മെട്രോപൊളിറ്റൻ പ്ലാനിംഗ് കമ്മിറ്റി രൂപീകരിക്കുന്നതിന്റെ ഭാഗമായി പരാമർശം (3) പ്രകാരം കൊച്ചി മെട്രോപോളിറ്റൻ ഏരിയ പുനർ വിജ്ഞാപനം ചെയ്യുകയും പരാമർശം (4) പ്രകാരം മെട്രോപോളിറ്റൻ ഏരിയയിൽ ഉൾപ്പെട്ട തദ്ദേശ സ്വയംഭരണ സ്ഥാപനങ്ങളിലെ ജനപ്രതിനിധികളിൽ നിന്നും കൊച്ചി മെട്രോപോളിറ്റൻ ആസൂത്രണ കമ്മിറ്റിയിലേക്ക് തിരഞ്ഞെടുക്കപ്പെടേണ്ട അംഗങ്ങളുടെ എണ്ണവും അവരുടെ സംവരണസ്ഥാനങ്ങളും നിശ്ചയിക്കുകയും ചെയ്തിട്ടുണ്ട്.

2. 1994-ലെ കേരള മുനിസിപ്പാലിറ്റി ആക്ടിലെ സെക്ഷൻ 54(2) (എ) യിലെയും 1995-ലെ കേരള മെട്രോപൊളിറ്റൻ പ്ലാനിംഗ് കമ്മിറ്റി (അംഗങ്ങളുടെ തിരഞ്ഞെടുപ്പും യോഗ നടപടിക്രമവും) ചട്ടങ്ങളിലെയും 2025-ലെ കേരള മെട്രോപൊളിറ്റൻ ആസൂത്രണ കമ്മിറ്റി (അംഗങ്ങളുടെ തിരഞ്ഞെടുപ്പും യോഗ നടപടിക്രമവും) ഭേദഗതി ചട്ടങ്ങളിലെയും വ്യവസ്ഥകൾ

അനുസരിച്ച് കൊച്ചി മെട്രോപോളിറ്റൻ ആസൂത്രണ കമ്മിറ്റിയിലേക്ക് 15 അംഗങ്ങളെ ഉൾപ്പെടുത്തേണ്ടതാണ്. ആയതിൽ 5 അംഗങ്ങളെ 1994-ലെ കേരള മുനിസിപ്പാലിറ്റി ആക്ടിലെ സെക്ഷൻ 54(2)(എ) പ്രകാരം സർക്കാർ നേരിട്ട് നാമനിർദ്ദേശം ചെയ്യുകയും, മറ്റു 10 അംഗങ്ങളെ തദ്ദേശ സ്വയംഭരണ സ്ഥാപനങ്ങളിൽ നിന്നും തിരഞ്ഞെടുക്കുകയും ചെയ്യേണ്ടതാണ്.

3. മേല്പറഞ്ഞ പ്രകാരം കൊച്ചി മെട്രോപോളിറ്റൻ പ്രദേശത്തെ വിവിധ തദ്ദേശ സ്വയംഭരണ സ്ഥാപനങ്ങളിൽ നിന്നും 10 അംഗങ്ങളെയും പ്രസ്തുത തെരഞ്ഞെടുത്ത അംഗങ്ങളിൽ നിന്നും ശ്രീ.ബെന്നഡിക്ട് ഫെർണാണ്ടസ്, കൗൺസിലർ, കൊച്ചി മുനിസിപ്പൽ കോർപ്പറേഷൻ-നെ കൊച്ചി മെട്രോപോളിറ്റൻ കമ്മിറ്റിയുടെ ചെയർമാനായും സംസ്ഥാന തെരഞ്ഞെടുപ്പ് കമ്മീഷൻ തിരഞ്ഞെടുത്തതായി പരാമർശം (6), പരാമർശം (7) പ്രകാരം അറിയിച്ചിട്ടുണ്ട്.

4. മേൽ സാഹചര്യത്തിൽ 1994-ലെ കേരള മുനിസിപ്പാലിറ്റി ആക്ടിലെ സെക്ഷൻ 54(2) പ്രകാരം ചുവടെ പറയുന്ന അംഗങ്ങളെ ഉൾപ്പെടുത്തി കൊച്ചി മെട്രോപോളിറ്റൻ പ്ലാനിംഗ് കമ്മിറ്റി രൂപീകരിച്ചു ഉത്തരവ് പുറപ്പെടുവിക്കുന്നു.

1. ശ്രീ.ബെന്നഡിക്ട് ഫെർണാണ്ടസ്, കൗൺസിലർ, കൊച്ചി മുനിസിപ്പൽ കോർപ്പറേഷൻ - ചെയർമാൻ
2. സെക്രട്ടറി, തദ്ദേശ സ്വയംഭരണ വകുപ്പ് - അംഗം
3. അഡീഷണൽ സെക്രട്ടറി/ജോയിന്റ് സെക്രട്ടറി, തദ്ദേശ സ്വയംഭരണ വകുപ്പ് - മെമ്പർ സെക്രട്ടറി
4. ശ്രീ.രാജേഷ് ടി.എൻ., സീനിയർ ടൗൺ പ്ലാനർ, പ്രിൻസിപ്പൽ ഡയറക്ടറേറ്റ്, തദ്ദേശ സ്വയംഭരണ വകുപ്പ് - അംഗം
5. ശ്രീമതി അനിതകുമാരി എസ്.ആർ., സൂപ്രണ്ടിങ്ങ് എൻജിനീയർ, സെൻട്രൽ സർക്കിൾ, ബിൽഡിങ്ങ്സ്, പൊതു മരാമത്ത് വകുപ്പ് - അംഗം
6. ജില്ലാ കളക്ടർ, എറണാകുളം - അംഗം
7. ശ്രീമതി സജിത മുരളി, ഉദയം പേരൂർ ഗ്രാമപഞ്ചായത്ത് പ്രസിഡന്റ് -അംഗം
8. ശ്രീമതി മേരി വിൻസെന്റ് എൻ. ജി, കടമക്കുടി ഗ്രാമ പഞ്ചായത്ത് (അംഗം)
9. ശ്രീമതി രാജി സന്തോഷ്, ചൂർണിക്കര ഗ്രാമപഞ്ചായത്ത് പ്രസിഡന്റ് (അംഗം)
10. ശ്രീ.മനാഫ് പി എം, ആലങ്ങാട് ഗ്രാമ പഞ്ചായത്ത് പ്രസിഡന്റ് (അംഗം)
11. ശ്രീമതി സിനി ടീച്ചർ, കൗൺസിലർ അങ്കമാലി മുനിസിപ്പാലിറ്റി. (അംഗം)
12. ശ്രീ.റാഷിദ് ഉള്ളംപിള്ളി, കൗൺസിലർ തൃക്കാക്കര മുനിസിപ്പാലിറ്റി (അംഗം)
13. ശ്രീമതി ദീപ വർമ്മ, കൗൺസിലർ, കൊച്ചി മുനിസിപ്പൽ കോർപ്പറേഷൻ(അംഗം)
14. അഡ്വ.ദീപ്തി മേരി വർഗീസ്, കൗൺസിലർ, കൊച്ചി മുനിസിപ്പൽ കോർപ്പറേഷൻ (അംഗം)
15. ശ്രീ.എം.ജി.അരിസ്റ്റോട്ടിൽ, കൗൺസിലർ, കൊച്ചി മുനിസിപ്പൽ കോർപ്പറേഷൻ (അംഗം)

5. അപ്രകാരം W.P.(C)No. 41627/2022 നമ്പർ കേസിലെ വിധിന്യായം നടപ്പാക്കി ഉത്തരവ് പുറപ്പെടുവിക്കുന്നു.

(ഗവർണ്ണറുടെ ഉത്തരവിൻ പ്രകാരം)

അനുപമ ടി വി ഐ എ എസ്

സ്പെഷ്യൽ സെക്രട്ടറി

1. അഡ്വക്കേറ്റ് ജനറൽ (ആമുഖ കത്ത് സഹിതം)
- 2.പ്രിൻസിപ്പൽ ഡയറക്ടർ, തദ്ദേശ സ്വയം ഭരണ വകുപ്പ്
- 3.സെക്രട്ടറി, സംസ്ഥാന തെരഞ്ഞെടുപ്പ് കമ്മീഷൻ
- 4.ജില്ലാ കലക്ടർ, എറണാകുളം
- 5.തെരഞ്ഞെടുക്കപ്പെട്ട അംഗങ്ങൾക്ക് (ജില്ലാ കലക്ടർ, എറണാകുളം മുഖേന)
- 6.മുഖ്യ നഗരാസൂത്രകൻ, തിരുവനന്തപുരം
- 7.ശ്രീമതി അനിതകുമാരി എസ്.ആർ., സൂപ്രണ്ടിങ് എൻജിനീയർ, സെൻട്രൽ സർക്കിൾ, ബിൽഡിങ്സ്, പൊതു മരാമത്ത് വകുപ്പ്
- 8.പ്രിൻസിപ്പൽ അക്കൗണ്ട് ജനറൽ (ഓഡിറ്റ് എ & ഇ), തിരുവനന്തപുരം
- 9.ശ്രീ.രാജേഷ് ടി.എൻ., സീനിയർ ടൗൺ പ്ലാനർ, പ്രിൻസിപ്പൽ ഡയറക്ടറേറ്റ്, തദ്ദേശ സ്വയംഭരണ വകുപ്പ്
- 10.സെക്രട്ടറി, കൊച്ചി കോർപ്പറേഷൻ
- 11.ഇൻഫർമേഷൻ ഓഫീസർ(വെബ് ആൻഡ് ന്യൂ മീഡിയ)
- 12.ഓഫീസ് കോപ്പി / സ്റ്റോക്ക് ഫയൽ (RD2/176/2022-LSGD)

ഉത്തരവിൻ പ്രകാരം

സെക്ഷൻ ഓഫീസർ

പകർപ്പ്: തദ്ദേശ സ്വയം ഭരണ വകുപ്പ് മന്ത്രിയുടെ പ്രൈവറ്റ് സെക്രട്ടറിയ്ക്ക്
 തദ്ദേശ സ്വയം ഭരണ വകുപ്പ് സ്പെഷ്യൽ സെക്രട്ടറിയുടെ സി എ യ്ക്ക്
 തദ്ദേശ സ്വയം ഭരണ വകുപ്പ് ജോയിന്റ് സെക്രട്ടറിയുടെ സി.എ യ്ക്ക്

Annexure II: Global Case Studies on Integrated Metropolitan Transport Authorities

This appendix provides a brief overview of two leading unified transport authorities, Transport for London (TfL) and Singapore's Land Transport Authority (LTA). These models are highly relevant to Kochi's mobility challenges, particularly in demonstrating the benefits of a single, empowered body that can integrate technology, planning, and operations across all modes of transport.

Transport for London (TfL)

Structure & Governance: TfL is a functional body of the Greater London Authority, with the Mayor of London serving as its Chair. Its structure is designed to provide a single, central authority responsible for implementing the Mayor's transport strategy for London.

Core Functions:

- **Integrated Management:** TfL is responsible for a comprehensive range of transport services, including the London Underground (Tube), buses, the Elizabeth Line, London Overground, Docklands Light Railway (DLR), trams, coaches, and river services. It directly operates or manages contracts with private companies to run these services.
- **Road Network & Traffic Management:** It manages London's main road network, traffic signals, and public spaces, and actively promotes walking and cycling through dedicated infrastructure and schemes.
- **Unified Ticketing & Fares:** The Oyster card and contactless payment system exemplify a seamless, integrated fare collection system across all modes, eliminating the need for separate tickets for each journey leg.
- **Funding & Revenue:** TfL generates a significant portion of its operating income from fares, as well as revenue from sources like the Congestion Charge and Ultra Low Emission Zone (ULEZ) fees, which are directly reinvested into the transport network. It also receives grants from the central government.

Relevance to Kochi: The TfL model highlights the importance of an integrated, top-down approach where a single authority controls policy, planning, and operations across all modes, from buses to metro systems. Its ability to generate revenue from road usage charges and reinvest it into public transport provides a powerful funding model for a sustainable system.

Singapore's Land Transport Authority (LTA)

Structure & Governance: The LTA is a statutory board under Singapore's Ministry of Transport. It is a highly centralized authority with a clear mandate to plan, design, build, and maintain the nation's land transport infrastructure and systems.

Core Functions:

- **Master Planning & Infrastructure Development:** LTA is a forward-thinking planner, developing long-term master plans (e.g., Land Transport Master Plan 2040) to build a future-ready transport network. This includes the massive expansion of its rail lines, expressways, and cycling paths.
- **Technology & Innovation:** LTA is a global leader in integrating technology. It uses AI-powered traffic management systems, a next-generation Electronic Road Pricing (ERP) system, and real-time data analytics to optimize traffic flow and improve service delivery.
- **Regulation & Service Oversight:** It manages and regulates all land transport, including taxis, private-hire cars, and public buses. The LTA uses a system of bus contracting and regulation to ensure high standards of service, cleanliness, and reliability.
- **Multimodal Integration:** The LTA's goal is to create a "car-lite" city by providing seamless connectivity between different transport modes and promoting public transport as the preferred choice. This includes a single fare payment system and the development of integrated transport hubs.

Relevance to Kochi: The LTA demonstrates how a single, empowered authority can overcome fragmented governance to drive systemic change. Its strong focus on technology, long-term planning, and a people-centric approach to mobility provides a clear roadmap for how Kochi's proposed KMTA could function to create a truly integrated and efficient network.

Annexure III: Judgement on the Kochi Metropolitan Transport Authority by the Kerala High Court, dated 12 August 2025



IN THE HIGH COURT OF KERALA AT ERNAKULAM

PRESENT

THE HONOURABLE THE CHIEF JUSTICE MR. NITIN JAMDAR

&

THE HONOURABLE MR. JUSTICE BASANT BALAJI

TUESDAY, THE 12TH DAY OF AUGUST 2025 / 21ST SRAVANA, 1947

WP(C) NO. 10082 OF 2025

PETITIONER/S:

- 1 ADV RICHARD RAJESH KUMAR
 AGED 27 YEARS
 PADAMADAN HOUSE, CHERAI PO., ERNAKULAM, PIN -
 683514

- 2 ARJUN P BHASKAR
 AGED 26 YEARS
 ANGEL'S GARDEN, COMAPANYPADI ROAD, NEAR
 POICKATTUSERY LP SCHOOL, CHENGAMANAD PO.,
 NEDUMBASSERY, KOCHI, PIN - 683578

BY ADVS.
SHRI.VISWANATH SALISH
SMT.SANDRA PAUL
SMT.NIDHA SHERIN
SHRI.AKASH JITTHU T.

RESPONDENT/S:

- 1 UNION OF INDIA
 REPRESENTED BY ITS SECRETARY, MINISTRY OF HOUSING
 AND URBAN AFFAIRS, GOVERNMENT OF INDIA, ROOM
 NO.308, C WING, NIRMAN BHAVAN, MOULANA AZAD ROAD,
 NEW DELHI, PIN - 110011

- 2 STATE OF KERALA
 REPRESENTED BY ITS CHIEF SECRETARY, SECRETARIAT,
 THIRUVANANTHAPURAM, PIN - 695001



- 3 THE ADDITIONAL CHIEF SECRETARY TO THE GOVERNMENT
LOCAL SELF GOVERNMENT DEPARTMENT, 5TH FLOOR,
SECRETARIAT ANNEX-I, THIRUVANANTHAPURAM, PIN -
695001
- 4 THE PRINCIPAL DIRECTOR
PRINCIPAL DIRECTORATE, LOCAL SELF GOVERNMENT
DEPARTMENT, SWARAJ BHAVAN, 5TH FLOOR, NANTHANKOD
KAWADIAR PO., THIRUVANANTHAPURAM, PIN - 695003
- 5 KOCHI METROPOLITAN TRANSPORT AUTHORITY
8TH FLOOR, REVENUE TOWER, PARK AVE, MARINE DRIVE,
ERNAKULAM - 682 011. ADDL. R5 IS IMPEADED AS PER
ORDER DATED 17/03/2025 IN WP(C) 10082/2025.
- 6 ADDL.R6.THE SECRETARY,
TRASPORT (E) DEPARTMENT, SECRETARIAT,
THIRUVANANTHAPURAM [ADDL.R6 IS SUO MOTU IMPEADED
AS PER ORDER DATED 30/05/25 IN WP(C)

BY ADVS.
SHRI.C.DINESH, CGC
SHRI. ARJUN
SHRI.V.MANU, SPL.G.P. TO A.G.
SHRI. V. TEKCHAND, SR. GP

THIS WRIT PETITION (CIVIL) HAVING COME UP FOR
ADMISSION ON 12.08.2025, THE COURT ON THE SAME DAY
DELIVERED THE FOLLOWING:



C. R.

JUDGMENTDated this the 12th day of August, 2025**Nitin Jamdar, C. J.**

Six years ago, in 2019, the Kerala State Legislature found it expedient to provide for the constitution of the Metropolitan Transport Authority for the development of urban transport in the Urban Mobility Areas of the State of Kerala. Yet, till date, the Metropolitan Transport Authority for Kochi City remains only on paper. This petition seeks to address this concern.

2. The Kerala Metropolitan Transport Authority Act, 2019 (Act of 2019) was notified on 18 December 2019. Under Section 3 of the Act of 2019, the State Government empowered to establish Metropolitan Transport Authority for each Urban Mobility Area. Section 2(n), read with Section 11 of the Act of 2019, declares Urban Mobility Area as the Municipal Corporation limits of Thiruvananthapuram, Kochi, and Kozhikode and further provides that any other area can be declared as an Urban Mobility Area.

3. The Transport Authority constituted under Section 3 of the Act of 2019 is a body corporate having perpetual succession, power to enter into contracts and to acquire, hold and dispose of both immovable and movable properties. The composition of the Metropolitan Authority is provided under Section 3(3) of the Act of 2019. The Authority is



headed by the Minister for Transport as the Chairperson. The Secretary to the State Government, Transport Department, is the Vice-Chairperson of the Authority.

4. The composition of the Authority is drawn from diverse fields, including people's representatives of the Legislative Assembly, Municipal Corporation, Transport Commissioner, District Collectors, representatives of Police, Town Planning and four experts from the fields of Transportation Engineering, Urban Transport Planning, Urban Transport Operations, Corporate Governance, Finance, or Law. The Metropolitan Transport Authority has to meet at least once in three months. The Authority can constitute sub-committees where any expert whose assistance is advised can be referred to such a committee for enquiry. The Metropolitan Transport Authority can also appoint an expert or committee of experts and refer to such committee any subject arising under the Act of 2019. A Chief Executive Officer is appointed for the Authority.

5. Section 12 of the Act of 2019 provides for the duties, functions and powers of the Metropolitan Transport Authority. Under Section 12(1)(a), the Authority has to prepare a Comprehensive Mobility Plan. Comprehensive Mobility Plan as defined in Section 2(f) means the plan document as mentioned in Section 13, that outlines the mobility plan for the Urban Mobility Area and in synchronization with the plan under the Kerala Town and Country Planning Act, 2016 for such Urban Mobility Area and delineates, *inter alia*, strategies and, actions



for achieving the objectives for ensuring optimum mobility of people and transportation of goods in such Urban Mobility Area and to provide for safe, sustainable and efficient and properly co-ordinated urban transport. Such a plan has to be made for a period of five years. The Metropolitan Transport Authority is also vested with various other functions, as listed in Section 12(1), which include the following:-

- “(b) Preparation of a Transport Investment Programme;*
- (c) Planning for finance mobilization, construction and operation relating to the urban transport and the Urban Transport Ancillary Services;*
- (d) Promotion, development and regulation of integrated facility and systems for urban transport including seamless transport access;*
- (e) Development, construction, operation and management of any integrated or stand-alone transport network facility that aid and enhance the efficiency of the urban transport to the user;*
- (f) Creation and management of a Common Command and Control Centre for integration, co-ordination and management of urban transport;*
- (g) Development, publication and issuance of standards and guidelines relating to the development and operation of urban transport facilities;*
- (h) Development and dissemination of performance indicators for urban transport Services within the territorial jurisdiction of the Authority;*
- (i) Regulation and enforcement of technical and performance standards on all strategic and operational matters that have a direct effect on the level of service provided to the users of urban transport;*



- (j) To give direction to the authorities concerned to take necessary steps for the regulation and enforcement of environmental standards related of incidental to the Urban Transport or the urban transport Ancillary Services;*
- (k) Administration of the Urban Transport Fund as provided in Chapter V of this Act;*
- (l) Setting up and operation of an operation control centre, a web based user information system and a helpline to provide integrated information to the users of urban transport and to collect demands, complaints and suggestions of passengers;*
- (m) Setting up and operation of a smart card based ticketing system for payment of user charges for use of the urban transport and Urban Transport Ancillary Services in consultation with the authorities concerned;*
- (n) Setting up and operation of technology-based solutions for traffic management, transport planning, design of transport systems and selection of mode of transport in consultation with the authorities concerned;*
- (o) Detection and reporting of traffic offences to the authorities concerned and to recommend for action with the help of Intelligent Transport System to be established by the Authority;*
- (p) Collection of information on urban transportation within Urban Mobility Area and to provide the same to the Government agencies concerned or other agencies approved by the Authority;*
- (q) Publication and display of information for the users of urban transport to promote consumer awareness on the integrated urban transport System;*
- (r) Promoting skill advancement of the persons engaged in the operation and maintenance of urban transport through education, training and research;*



(s) Make recommendations to the railways, on railway services, schedules and time table to enhance the efficiency or service levels of the urban transport.”

The survey of the functions as enumerated above would show the importance of the Authority in finding solutions and developing a comprehensive urban transport system.

6. The Government of Kerala, by notification issued in the Official Gazette on 30 October 2020, constituted the Kochi Metropolitan Transport Authority (KMTA) for the Urban Mobility Area of Kochi City.

7. The Petitioners have asserted, which is not controverted, that even though the notification came into effect from 1 November 2020, the KMTA remains non-functional. It has not convened any meetings at all, though Section 9 of the Act of 2019 mandates at least one meeting every three months. The Petitioners made representations highlighting that KMTA has virtually become defunct which were forwarded to the Chief Secretary for necessary action. The Petitioners approached the Grievance Redressal System. The Petitioners also made representations through the Chief Minister's Public Grievance Redressal website which did not get any response. Therefore, the Petitioners have approached this Court by way of the present petition filed on 12 March 2025 for a direction to make the KMTA functional. Pertinently, notice issued to Respondent No. 5-KMTA in this Petition as per its address given in



the notification was returned with a remark that there is no such entity, confirming the assertion of the Petitioners that the KMTA is defunct.

8. The Act of 2019 is enacted specifically for the very purpose of development of urban transport by creating a specialized authority for promoting sustainable urban transport. For systematic approach to the issue of public transport, Section 13 of the Act of 2019 mandates the Transport Authority to prepare a comprehensive Mobility Plan in accordance with the National Urban Transportation Policy guidelines and the plan shall include the following:-

- (i) infrastructure facilities and other works;*
- (ii) various modes of public transport systems and Mass Rapid Transit Systems and their integration;*
- (iii) procedures and process to resolve any issues in relation to any existing transport system or transport services being operated and in relation to any new systems or services;*
- (iv) such other matters as may be necessary for the development and implementation of such plans in order to achieve the object and purpose of the Act of 2019.*

Under Section 13(2) of the Act of 2019, the draft plan has to be published on the official website of the Metropolitan Transport Authority, inviting objections and suggestions before such date as may be specified, in the manner prescribed by rules and the fact of such publication shall be published in the Official Gazette by the Authority. The Authority, shall after giving adequate opportunity of being heard



to the persons concerned and after considering the suggestions, objections and representations, if any, if not, after recording the reasons for the same, modify the draft plan, if necessary. Section 13(3) states that the plan so prepared shall be submitted to the State Government for approval and the State Government may either approve such plan without modifications or with such modifications as it may consider necessary or reject the plan with directions to the Authority to prepare a new plan based on recommendations issued by the State Government in relation thereof. The State Government shall, as far as possible, within three months take decision in these matters. Under Section 13(4), all plans approved by the State Government shall be published on the official website of the Authority and the Authority shall publish the fact of such publication in the Official Gazette.

9. Under Section 14 of the Act of 2019, the Metropolitan Transport Authority has the power to implement a Comprehensive Mobility Plan and to formulate schemes. Under Section 14(2), the Authority may formulate a draft scheme, and recommend to the Government for considering along with the scheme made under Chapter VI of the Motor Vehicles Act, 1988 or otherwise for integrating road transport services with the approved Comprehensive Mobility Plan, giving all relevant particulars of the nature of the services proposed to be rendered in the urban mobility area specified along with the area or route proposed to be covered.

10. Schedule I to the Act of 2019 provides for urban transport which



is defined under Section 2(o) of the Act. Urban transport is defined as different modes of transportation available to the general public in the Urban Mobility Areas as delineated in Schedule I. As per Schedule I of the Act of 2019, urban transport consists of different modes of transport in an Urban Mobility Area that are available for use by all persons who pay the established fare and which are operated on fixed routes and with fixed schedules within the Urban Mobility Area, which include buses, tramways, metro railway, electric trolley bus, cable car, bus rapid transit system, light rail transit, inter-city railways, boats, water metro and any other mode irrespective of its fuel or propulsion type including private vehicles which meet the requirements of mass transportation. Schedule II to the Act of 2019 details the urban transport ancillary services, as defined under Section 2(p) meaning all ancillary services required for effectively operationalising and maintaining a modern integrated urban transport system and include the elements delineated in Schedule II, subject to the provisions of this Act.

11. Chapter V of the Act of 2019 deals with the Urban Transport Fund. As per Section 18(2), the Fund of the Authority is constituted from the grants, advances and loans sanctioned and funds received through allocations, including budgetary allocations, by the Central Government or the State Government to the respective Authority, the fine imposed and realised and compounding fee collected under the Act of 2019, compounding fee collected by departments concerned, in



cases of traffic violations detected through Intelligent Transport System and reported by the Authority and fees and user charges available to the Authority under Section 16. Any user fees or charges, prescribed by rules, to collect from the Urban Mobility Area under this Act, are to be deposited under the Fund.

12. Thus, the Urban Transport Fund which is important for the functioning of the Authority, includes even fines realised and compounding fees collected. The amount which is to be placed in the Fund has to be expended in the manner as prescribed under the rules. The Fund has to be administered by the Chief Executive Officer. As regards the Urban Transport Fund, in the counter affidavit, there is no reference whatsoever.

13. The Urban Transportation Fund under Section 19 of the Act of 2019 includes grants and loans from the Government. Under Section 25 of the Act of 2019, the accounts of the Authority are subject to audit by the Accountant General of the State. The Authority has to prepare every year a report of its activities and the report has to be placed before the State Legislature as per Section 26 of the Act of 2019. The Authority also has to submit audited annual statements. Under Section 44 of the Act of 2019, the State Government is empowered to make rules for the purpose of carrying out the functioning of the Act.

14. The above-mentioned scheme of the Act of 2019 shows the importance of a developing urban transport in the State. The



Government of Kerala has issued a notification constituting the KMTA for Kochi City. Yet this Legislative intent of establishing planned and sustainable urban transport in Kochi is being nullified by keeping this authority KMTA only on paper for the last more than five years. The Petitioners have placed on record that various difficulties are faced by a large number of commuters using public transport in the city of Kochi. The infrastructure of the city remains underdeveloped which has caused difficulties in respect of parking, systematic transportation and connectivity. Several infrastructural issues which require a scientific and planned approach towards urban transportation are not being implemented because a specialized authority for the same is not functional. KMTA is empowered under the Act of 2019 to regulate fares of urban transport which is not being carried out.

15. The issues pointed out by the Petitioners require a specialised body to find solutions. There cannot be any doubt that considering the functions of the Authority, it is essential in any city, such as Kochi, to have a robust public transportation system to have a functional and active Metropolitan Transport Authority. Since its inception, the KMTA has remained defunct, and neither a Comprehensive Mobility Plan nor a Transport Investment Program has been prepared, as envisaged under the Act of 2019. No meetings of the Authority have been conducted, the Urban Transport Fund has not been set up, and the annual reports have not been placed before the Legislature. Therefore, we had directed the Respondents to file their counter



affidavit.

16. In the counter affidavit, the Special Secretary to the Transport Department has stated that the Kochi Metropolitan Transport Authority was constituted on 30 October 2020 with the Minister of Transport, other *ex officio* members, and expert members. It is stated that the Authority started functioning on 1 November 2020 with its Chief Executive Officer. The Chief Executive Officer requested the Government for the appointment of staff on 17 November 2020 and two staff members of the Kochi Metro Rail Limited were deputed for handling urban transport on a contract basis. Whether the functioning of the KMTA can be sustained with two staff members on a contract basis is not explained. Then, it is stated that the Government has released an amount of ₹17,40,000/- for meeting the expenditure. Nothing is stated whether this would be adequate. In fact, the proposal for 2025-2026 shows that the requirement is at least 5 Crores. It is also stated that the fund released on 15 August 2023 could not be utilized for various reasons, including non-joining of the contract staff. To this affidavit, a plan proposal for 2025–2026 is now annexed in which, nothing is stated regarding who prepared it or whether it has been officially submitted, except that it is under consideration of the Government.

17. Considering this situation, we had directed the matter to be taken up by the Secretary of the Transport Department on a priority basis and a meeting was held on 15 July 2025 to rejuvenate the KMTA. The



minutes of the meeting held are on record which reads as under:-

*“MINUTES OF MEETING HELD ON 15.07.2025
REGARDING STEPS TO REJUVENATE THE
FUNCTIONS OF KOCHI METROPOLITAN
TRANSPORT AUTHORITY*

The meeting started at 12.00 noon with Special Secretary, Transport Department in the chair. (List of participants is attached).

Special Secretary Transport Department welcomed the participants. The Chief Executive Officer, Kochi Metropolitan Transport Authority (KMTA) briefed about the current scenario of functioning of KMTA.

The CEO, KMTA explained that the office of KMTA is not functioning due to non-availability of staff. Earlier there was an office with two temporary urban planners. However, the staffs left due to non-payment of salary and subsequently, the office was closed. He added that a plan proposal was submitted to Government in this regard for appointing staffs for the smooth functioning of the authority.

The Special Secretary pointed out that there was an allocation of Rs. 3 Crore (Rupees Three Crore Only) under the h/a "5075-60-800-63 Kochi Metropolitan Transport Authority" in the financial year 2024-25 and the same was not utilized. He added that non submission of plan proposal in the required time for the financial year 2025-26 has ultimately led to placing of token provision of Rs. 1 lakh in the said head. In this scenario, the Special Secretary suggested CEO, KMTA to present a proposal with the minimum requirements, enabling the functioning of KMTA.

The CEO, KMTA has informed that an office space of about 1000 square feet is required for the office of KMTA. Two Urban Transport Planners and two office staff preferably at the level of Section Officer and an MBA holder is necessary



for the functioning of the Authority. Office equipments including computers, furniture, panelling of office space etc. and a website is also required for KMTA. The Managing Director, Kochi Metro Rail Limited (KMRL) reiterated the importance of rejuvenating the functions of KMTA. He informed that after obtaining the approval of the Authority, KMRL has been authorised for the preparation of the Comprehensive Mobility Plan (CMP) & Alternative Analysis Report (AAR)/Feasibility Study Report (FSR) for Thiruvananthapuram, Kochi and Kozhikode districts from the budget provision of Kochi Metropolitan Transport Authority (KMTA).

The Special Secretary, Transport Department, enquired whether office space will be available near the Cochin Smart Mission Limited (CSML) office as it would be more convenient to the CEO, KMTA. MD KMRL informed that no more space is available in the said premise but would be available in Changampuzha Park Station or JLN Metro Station, Kaloor. The Special Secretary has directed CEO, KMTA for finding suitable office space after discussion with KMRL officials.

The Special Secretary, Transport Department requested MD, KMRL to fix the rent considering the present financial situation and MD, KMRL agreed to provide office space for KMTA in a subsidised rate.

The Special Secretary Transport Department directed CEO, KMTA to furnish a proposal to Govt. with the minimum requirements to enable the functioning of KMTA as detailed below.

1. The detailed estimate for posting Two Urban Transport Planners and two office staff preferably at the level of Section Officer and an MBA holder for the functioning of the Authority.



2. *The detailed estimate for Office equipments including computers, furniture, panelling of office space etc.*
3. *Proposal for developing a website for KMTA along with detailed estimate*
4. *Suitable office space after discussion with KMRL officials*

The Special Secretary, Transport Department added that the proposal for rejuvenating the functions of KMTA with minimum requirements may be approved, subject to the concurrence of the Finance Dept. The funds required for the purpose will be taken up with Finance Department for additionally authorizing the same in the h/a "5075-60-800-63 Kochi Metropolitan Transport Authority" in the financial year 2025-26. Further Special Secretary directed CEO, KMTA to furnish the proposal with in a week's time and to file an affidavit before the Hon'ble High Court as per the Order dated 27.06.2025, at the earliest.

The meeting ended by 12.30 p.m.

Decision

The CEO, KMTA was directed to:

1. *Find a suitable office space after discussion with KMRL officials.*
2. *Submit a proposal including minimum staff required, office equipments and creating a website for KMTA.*
3. *File an affidavit before the Hon. High Court as per the Order dated 27.06.2025*

List of Participants

<i>Sl. No.</i>	<i>Name</i>	<i>Designation</i>
<i>1</i>	<i>Sri. Nagaraju Chakilam IPS</i>	<i>Transport Commissioner</i>
<i>2</i>	<i>Sri. Shaji V. Nair IAS</i>	<i>CEO, KMTA</i>



3	<i>Sri. Loknath Behera IPS (Retd.)</i>	<i>MD, KMRL</i>
4	<i>Smt. Sheela M.</i>	<i>Additional Secretary, Transport Department</i>
5	<i>Sri. Gokul T. G.</i>	<i>Additional General Manager (Urban Transport), KMRL”</i>

Thus, even as of 15 July 2025, the position in KMTA is that an amount of ₹17,40,000/- could not be utilized, and the contract staff had not joined. The KMTA has no dedicated office space, no funds, no staff, no furniture computers, etc. This is indeed a sorry state of affairs of an authority whose functions are to provide the residents of Kochi city a planned and systematic public transport.

18. The benefits of effective functioning of the Metropolitan Transport Authority for Kochi city cannot be understated. The interventions by this Authority could be reduction in traffic congestion and carbon emissions, better integration of bus, metro, ferry and pedestrian systems, rationalisation of public transport fares and services, uniform fares for public transport, streamlined parking policies and increased access to last-mile connectivity, enhanced liveability and accessibility for residents and tourists, economic growth via infrastructure investment and urban renewal. A properly functioning Authority for the Kochi City can make an effective change in the urban transport as envisaged by the Kerala Legislature. By creating a Metropolitan Transport Authority for Kochi City but letting it remain on paper, the object of providing a sustainable and planned



urban transport system for the residents of Kochi City is being nullified.

19. We propose to set up a timeline for making the KMTA fully functional to perform its duties. First and foremost, the State Government has to ensure that the KMTA is constituted as per Section 3 of the Act of 2019, having adequate representation of expert members. Basic requirements, such as dedicated office space, computers, and furniture, have to be made available on priority basis. Adequate staff has to be provided. At least, adequate temporary measures for the above should be put in place till a final arrangement is ensured.

20. After it is so made functional, the KMTA will take up its functions on priority basis. As per the Section 12 of the Act of 2019, the Authority will have to plan and implement programmes for investment, financing, construction and operation of urban transport and ancillary services. It will develop and manage integrated and stand-alone transport facilities, establish a command and control centre, and issue standards, guidelines and performance indicators. The Authority will have to regulate technical, performance and environmental norms, administer the Urban Transport Fund, and set up systems for smart ticketing, user information, traffic management and offence detection. It will have to also collect and disseminate transport data, promote consumer awareness, advance skills through training and research, and make recommendations to the railways for improved services and



efficiency.

21. Considering that the Authority has remained on paper for the past five years despite its creation, we are not inclined to grant longer time. The State has to give it priority in view of its lapses so far. Thus, the Kochi Metropolitan Transport Authority should be made functional by 1 November 2025 (the Kerala Day), at least with adequate temporary measures for operationalisation of the Authority for the above requirements, if final arrangement is in process by then.

22. Accordingly, the following directions are issued:

- A) The Chief Executive Officer of Kochi Metropolitan Transport Authority – KMTA will submit a proposal to the State Government with full particulars as regards the infrastructural requirement, including office space, movables, and adequate staff members, both on permanent basis and as ad hoc arrangement till a final arrangement is put in place.
- B) The Respondents – State and the Chief Executive officer of KMTA will take all the steps necessary to make the KMTA functional by 1 November 2025.
- C) The KMTA and the State Government will take necessary steps to constitute the Urban Transport Fund in accordance with Section 18 of the Act of



2019, and upon its constitution, to transfer the amount in terms of Section 18(2) of the Act of 2019.

- D) The KMTA, upon being made functional as above, will initiate the process of preparation of a Comprehensive Mobility Plan for Urban Mobility Area as per Section 13 of the Act of 2019.
- E) Upon it made functional, KMTA will take steps for the following statutory functions:
- i. Preparation of a Transport Investment Programme;
 - ii. Planning for finance mobilization, construction and operation relating to urban transport and the Urban Transport Ancillary Services;
 - iii. Development and management of integrated or stand-alone transport network facilities to aid and enhance the efficiency of urban transport for the user;
 - iv. Creation and management of a Common Command and Control Centre for integration, co-ordination and management of urban transport;
 - v. Development, issuance and publication of standards, and guidelines relating to the development and operation of urban transport facilities;
 - vi. Development and issuance of performance indicators for urban transport services within the territorial jurisdiction of the Authority;
 - vii. Development and enforcement of technical and performance standards on all strategic and operational



matters that have a direct effect on the level of service provided to the users of urban transport;

- viii. Development of protocols to give directions to the authorities concerned to take necessary steps for the regulation and enforcement of environmental standards related or incidental to urban transport or the Urban Transport Ancillary Services;
- ix. Setting up and operation of an operation control centre, a web-based user information system and a helpline to provide integrated information to the users of urban transport and to collect demands, complaints and suggestions of passengers;
- x. Setting up and operation of a smart card-based ticketing system for payment of user charges for use of the urban transport and Urban Transport Ancillary Services in consultation with the authorities concerned;
- xi. Setting up and operation of technology-based solutions for traffic management, transport planning, design of transport systems and selection of mode of transport in consultation with the authorities concerned;
- xii. Development of protocols for detection and reporting of traffic offences to the authorities concerned and to recommend action with the help of the Intelligent Transport System to be established by the Authority;
- xiii. Development of protocols for collection of information on urban transportation within the Urban Mobility Area and to provide the same to the Government agencies concerned or other agencies approved by the Authority;
- xiv. Taking steps for publication and display of



information for the users of urban transport to promote consumer awareness of the integrated urban transport system;

xv. Development of protocols for promoting skill advancement of persons engaged in the operation and maintenance of urban transport through education, training and research.

xvii. Such other functions specified under the statute.

23. We place the responsibility on the Secretary of the Transport Department of the State of Kerala to ensure that the State Government makes the KMTA functional by 1 November 2025 to commence its statutory functions.

24. With the above directions, the writ petition is disposed of.

Sd/-
NITIN JAMDAR,
CHIEF JUSTICE

Sd/-
BASANT BALAJI,
JUDGE



APPENDIX OF WP(C) 10082/2025

PETITIONER EXHIBITS

Exhibit P1	THE TRUE COPY OF THE CMO PETITION DATED 17.12.2023
Exhibit P2	THE TRUE COPY OF THE PETITION DATED 17.12.2023 ISSUED TO PRIME MINISTER'S OFFICE BY THE PETITIONERS
Exhibit P3	THE TRUE COPY OF THE DIRECTION ISSUED BY 1ST RESPONDENT DATED 08.01.2024
Exhibit P4	THE TRUE COPY OF THE FOLLOW-UP PETITION DATED 26.10.2024
Exhibit P5	THE TRUE COPY OF THE DIRECTION ISSUED BY 1ST RESPONDENT DATED 18.11.2024
Exhibit P6	THE TRUE COPY OF THE REPLY LETTER ISSUED BY THE 2ND RESPONDENT DATED 01.02.2025
Exhibit P6(a)	THE TRUE COPY OF THE ENGLISH TRANSLATION OF EXHIBIT P6 LETTER IS PRODUCED
Exhibit P7	THE TRUE COPY OF THE COMPUTER GENERATED STATUS OF FILE NO E2/193/2024 DOWNLOADED IN THE MONTH OF FEBRUARY

Annexure IV: List of Participants

Sl.No	Name (Shri/Smt/Ms)	Organization
1	Dr. M Ramachandran I.A.S. (Retd.)	Chairman, KIF
2	Loknath Behera I.P.S. (Retd.)	Managing Director, KMRL
3	Nagaraju Chakilam I.P.S.	Transport Commissioner
4	S.K. Mahesh Kumar I.P.S.	Inspector General of Police, Traffic and Road Safety, Kerala Police
5	Dr. D Dhanuraj	Chairman, CPPR
6	Dr. Mahalakshmi Sankar	Centre for Sustainable Initiatives, St. Albert's College (Autonomous)
7	Dr. Rajan Chedambath	Director of c-hed, KMC
8	Justice (Retd.) Shri Satheesha Chandran	Board Member, KIF
9	Paul Antony I.A.S. (Retd.)	Board Member, KIF
10	Mariya Abraham	Board Member, KIF
11	Vice Admiral (Retd.) Shri M P Muralidharan	Member, KIF
12	Justice (Retd.) Shri Ajithkumar	Member, KIF
13	Mohan Kesava Pillai	Member, KIF
14	Roy Kuriyan	Member, KIF
15	Mallika Ramachandran	Member, KIF
16	S. Suresh	Member, KIF
17	G. Prasannakumar I.A.S. (Retd.)	Member, KIF
18	Rajmohan Varma	<i>Invitee</i>
19	Gopinathan	CPPR, Consultant
20	Shebin Baby	CCRRA
21	K J Sohan	Fort Kochi Co-operative Society
22	Jyothi Anna John	Deputy Town Planner
23	Manju Javahar	Deputy Town Planner
24	Subhash S	Town Planner
25	Greeshma P N	Deputy Town Planner
26	Sree	Town Planner
27	Nikhil Ali	CPPR
28	Chaithra N	CPPR
29	V K George	Oriental Insurance

Sl.No	Name (Shri/Smt/Ms)	Organization
30	Muhammad Nizar	ACP Traffic West
31	Nissam S	IOP Traffic West
32	Gokul	KMRL
33	Sumi	KMRL
34	A A Ashraf	ACP Traffic West
35	Mitzie Thoams	Town Planner
36	Nishanth P R	Technovia
37	Anthony BJ	KSBL
38	R Shyam Shankar	Zeco Mobility (Opc) Private Limited
39	K B George	<i>Invitee</i>
40	Nived Priyadarshan	XPLOR
41	P. C Cyriac I.A.S. (Retd.)	<i>Invitee</i>
42	AP Kumar	Soles of Cochin
43	P Prasan	SPP Architects
44	Arjun Thambi	Tuxki India
45	Philson K P	Tuxki India
46	John Thomas	<i>Invitee</i>
47	K Kannan	Proful Scape
48	Joby	ACV
49	Shaji PJ	KMRL
50	Dr. M A Ramnavas	<i>Invitee</i>
51	Hari G P	Trans Green Ventures Ltd
52	Dr. George Joseph	<i>Invitee</i>
53	T B Venugopal	Better Kochi
54	Dr. N M Sharafudeen	INMECC
55	S Suresh	<i>Invitee</i>
56	Induja S Nair	CCRRA
57	Dr. Shaly M O	KAPS
58	Aswathy Jiji	Kochi City Police
59	Ansila Mehaboob	GIZ
60	Manoj Kumar P O	KMCC
61	K M Mohamed Sageer	KMCC
62	A.C.K Nair	Member, KIF

Sl.No	Name (Shri/Smt/Ms)	Organization
63	Vivek Raja Shekhar	SICCI
64	Elizon Mathew	CSML
65	Ramesh	Soles of Cochin
66	Dr. Rajan	C-hed
67	Seshadri A	ANG Enterprises
68	Lijo M G	Dhanam Business
69	R C S Pillai	Career Matrix
70	Nijeesh	The Times of India
71	Simon Edappally	EJADES Ltd
72	Sidharth T N	XPLOR
73	Shine Antony	S-VYASA
74	Sunny Antony V	Self-employed
75	Abhas P	Media
76	Vijesh V	MVD, RTO
77	Abhay	KMA
78	Binu Varghese	EJADES Ltd
79	Amal Baiju E	Albertian Institute of Management
80	Anjaly Rose Varghese	Albertian Institute of Management
81	Joel Judson	Albertian Institute of Management
82	Nauheed V H	Albertian Institute of Management
83	Sakshi Dilip	Albertian Institute of Management
84	Jose George	Albertian Institute of Management
85	Varsha S Jacob	Albertian Institute of Management
86	Ann Mariya Eldhose	Albertian Institute of Management
87	Nikitha Johnson	Albertian Institute of Management
88	Rumaisa MS	Albertian Institute of Management
89	Judson	Albertian Institute of Management
90	Nandana Satheesh	CPPR
91	Aishwarya M	CPPR
92	Silas Sunny	CPPR
93	Vijith M. S	KIF

Annexure V: Session Photos



Dr. M. Ramachandran, Chairman, Kochi International Foundation, and formerly Secretary in the Ministry of Urban Development, Government of India, addressing the audience



Shri Loknath Behera, Managing Director, Kochi Metro Rail Limited, formerly Director General of Police and State Police Chief, Kerala, addressing the audience



Shri Nagaraju Chakilam I.P.S., Transport Commissioner, Government of Kerala, addressing the audience



Shri S.K. Mahesh Kumar I.P.S., Inspector General of Police, Traffic and Road Safety, Kerala Police, addressing the audience



Dr. D Dhanuraj, Chairman, Centre for Public Policy Research, Kochi, addressing the audience



Dr. Mahalakshmi Sankar, Head, Centre for Sustainable Initiatives, St. Albert's College (Autonomous), addressing the audience



Audience at the event



Audience at the event

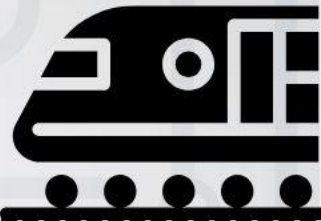
Annexure VI: Materials from the session

THE FUTURE OF MOBILITY IN KOCHI

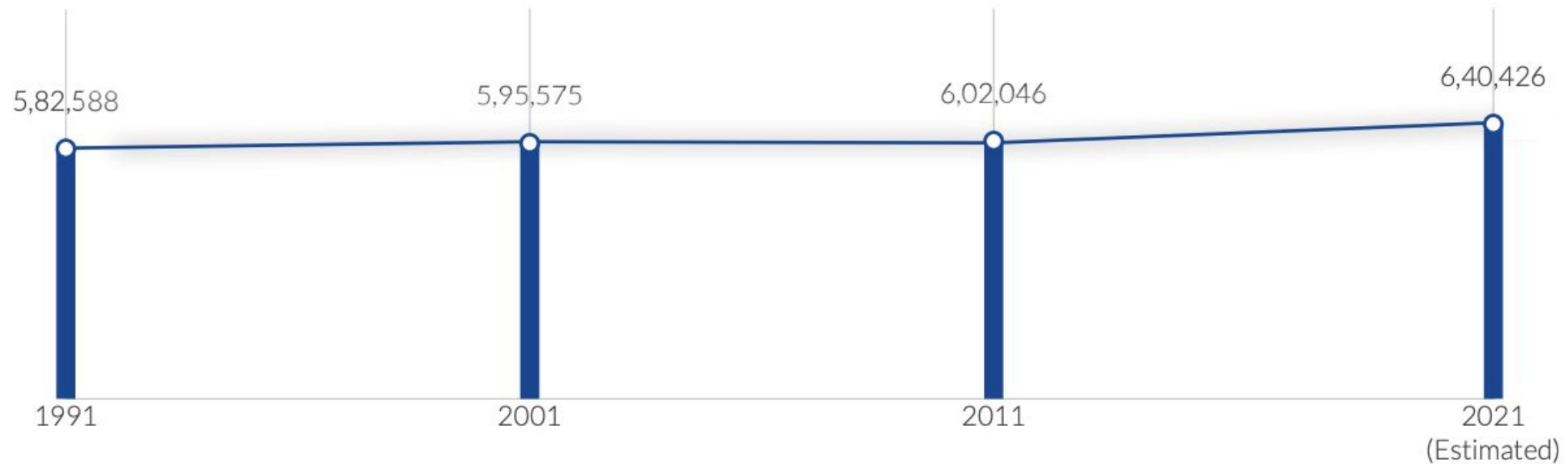
Towards an Integrated and Inclusive Transport Vision for a Rapidly Motorising City



4TH AUGUST 2025

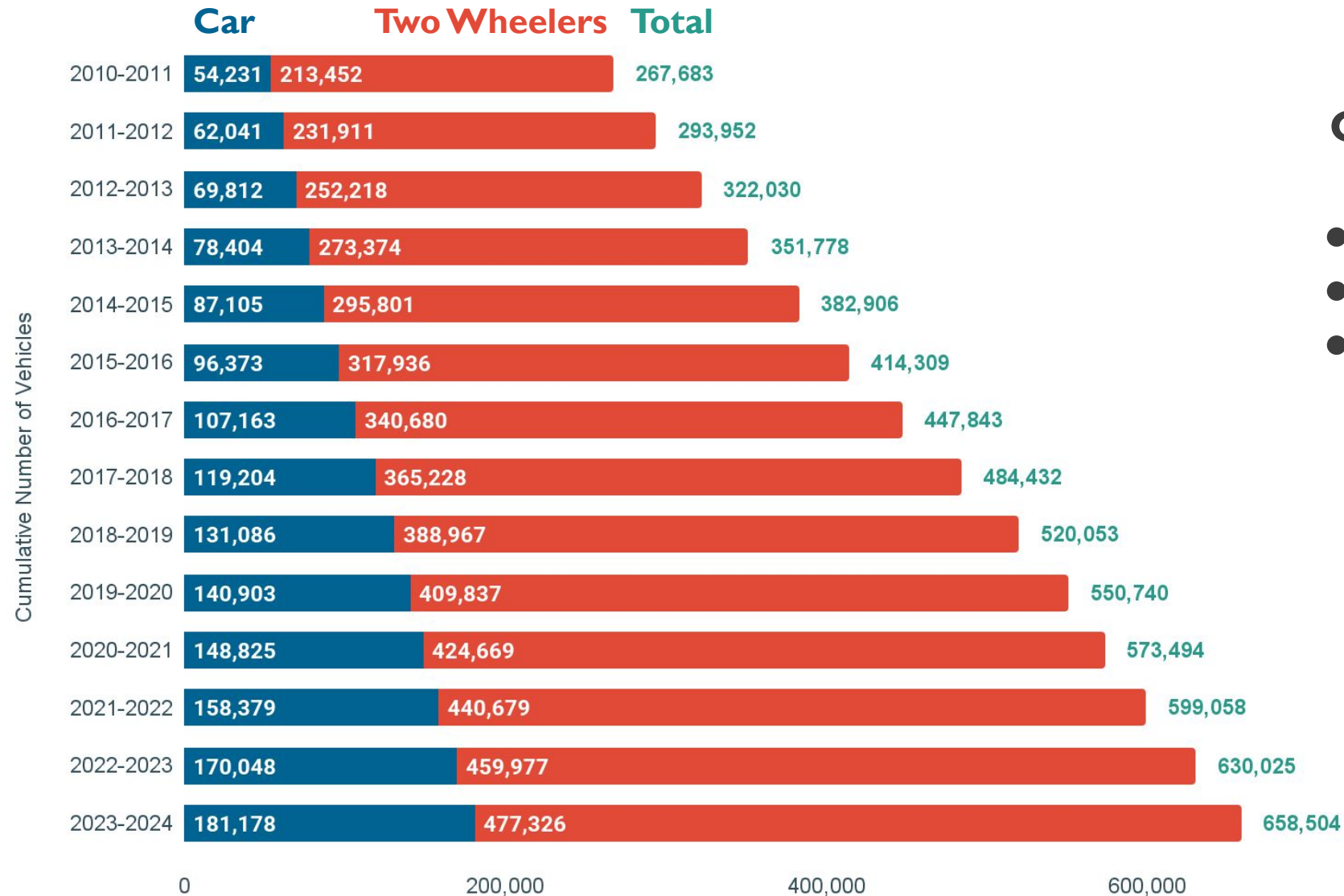


Kochi City Population Growth



Source: (Office of the Registrar General & Census Commissioner, India; Ministry of Home Affairs, Government of India, 2023) (Office of the Registrar General & Census Commissioner, India, 2021) (Office of the Registrar General & Census Commissioner, India, 2022)

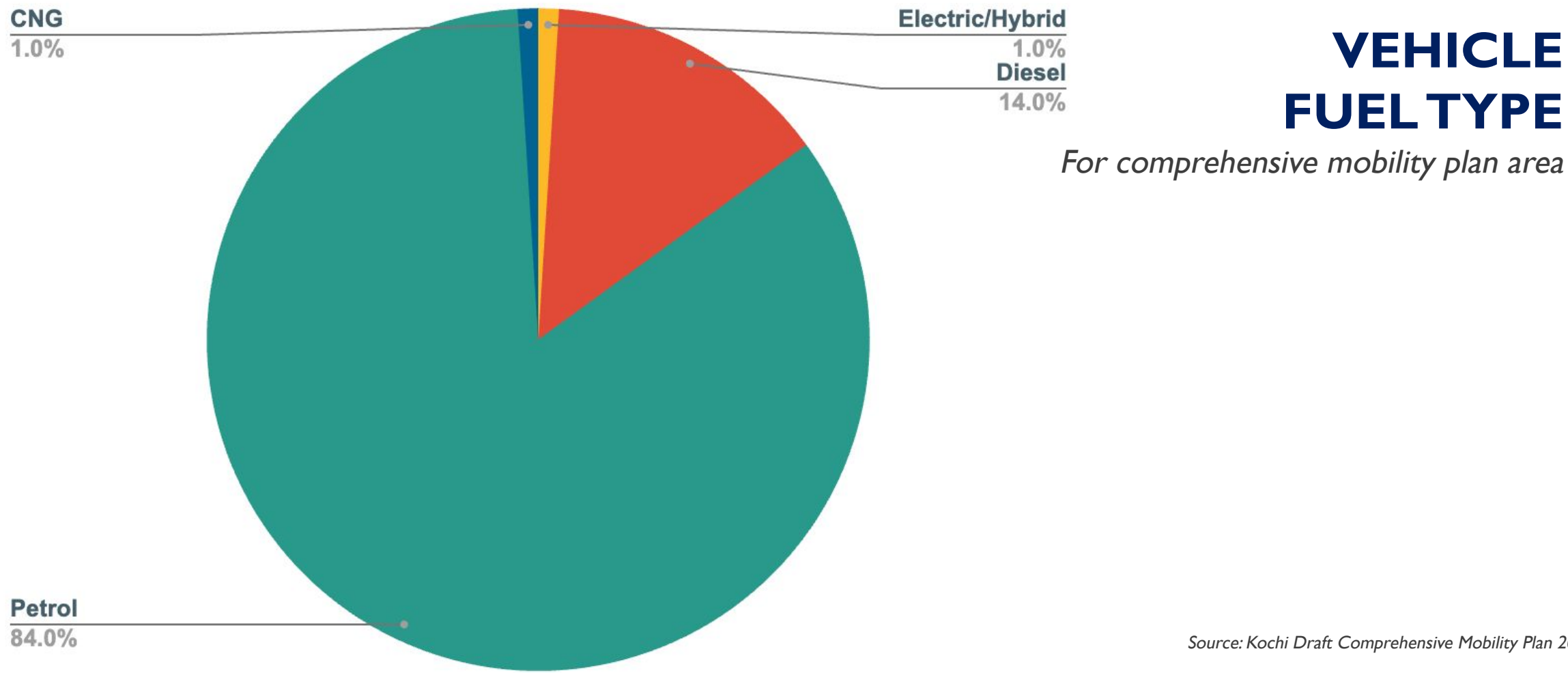
Cumulative Vehicle Registration - Kochi



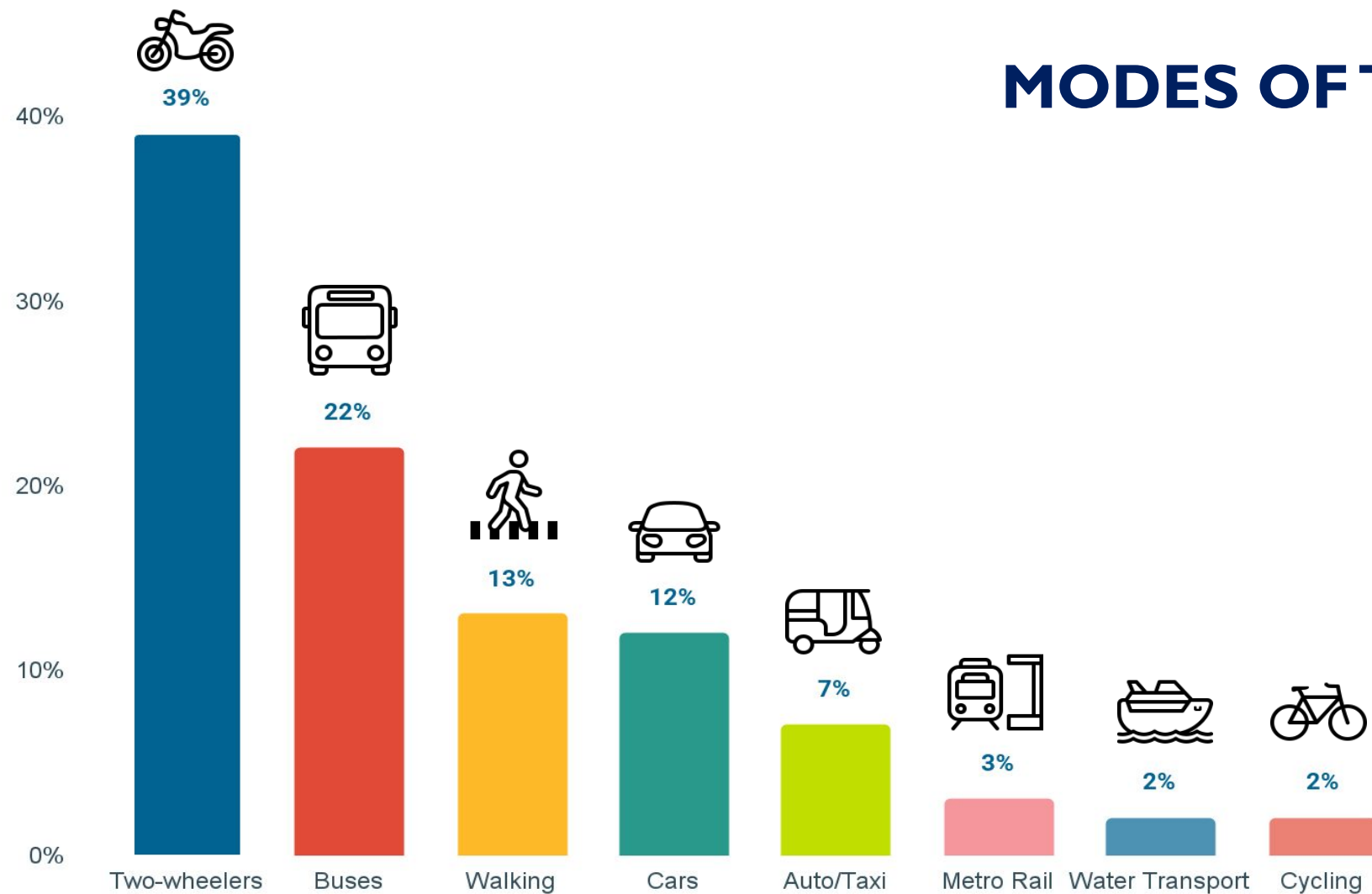
Growth rate of vehicles

- Cars - 234%
- Two-Wheelers - 123%
- Total - 146%

Source: MoRTH registration at
Ernakulam and Mattancherry RTOs, in OMI
Foundation 2024



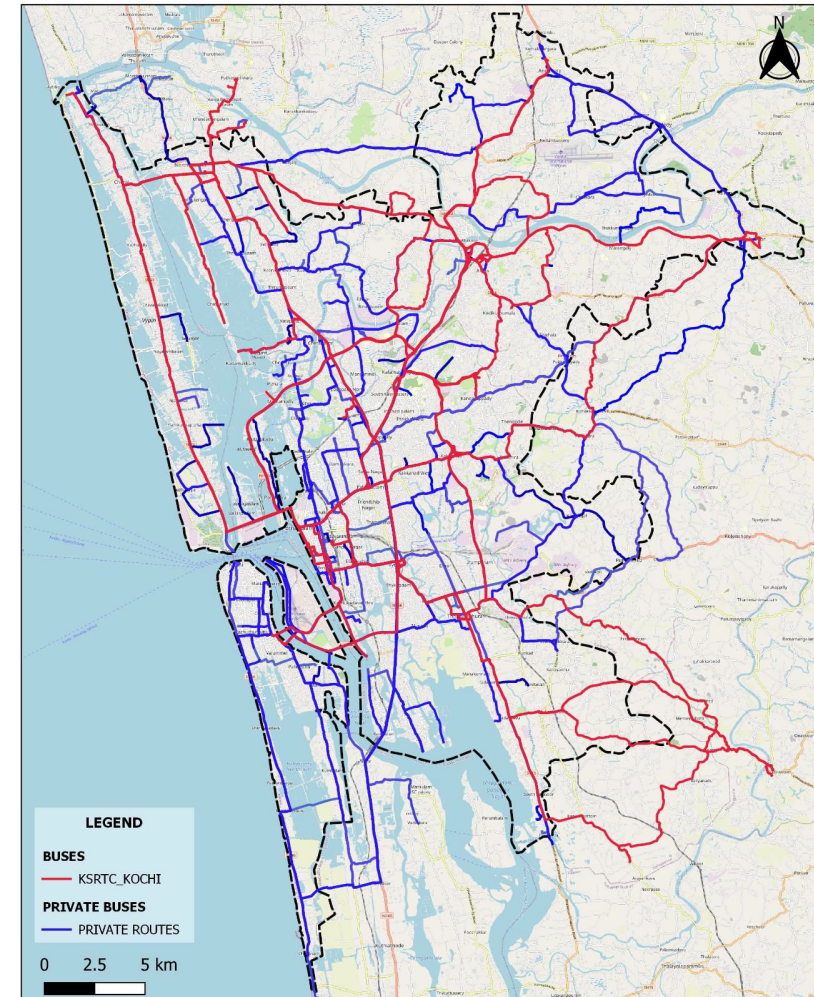
Source: Kochi Draft Comprehensive Mobility Plan 2024



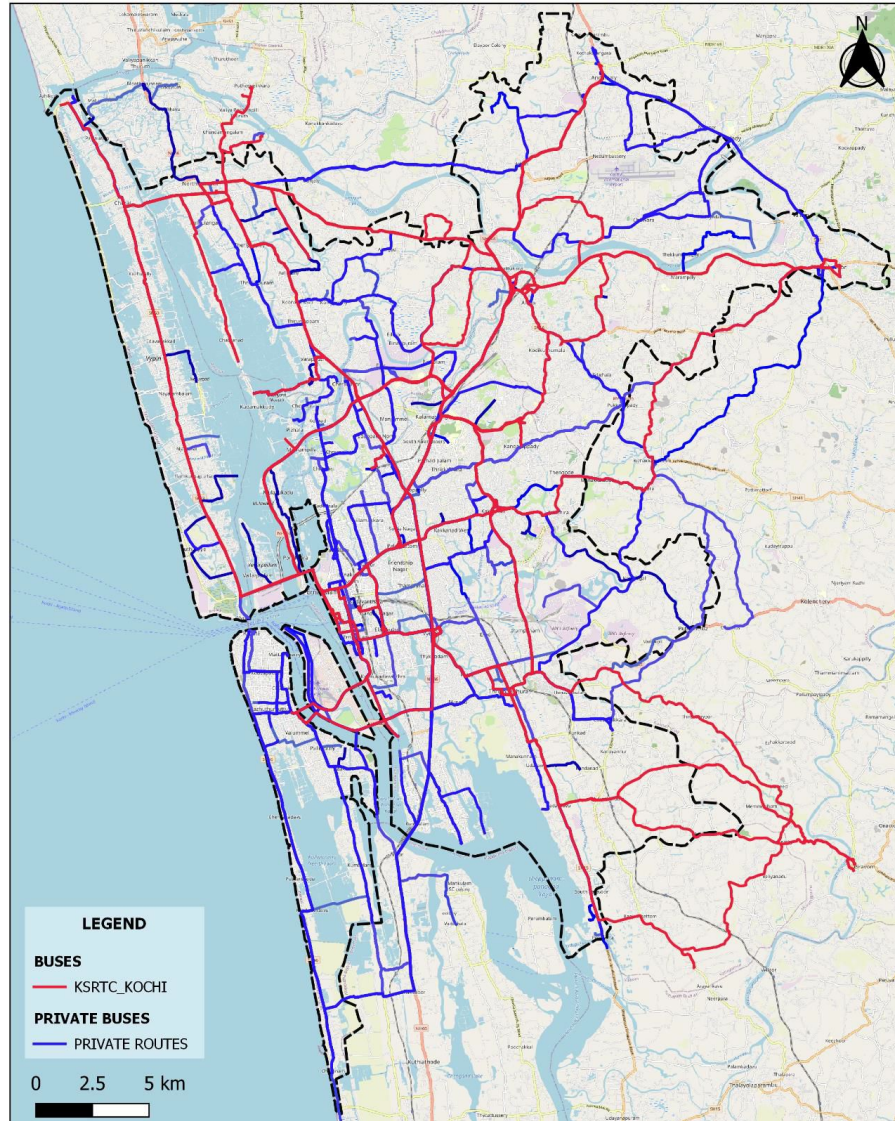
Source: Kochi Draft Comprehensive Mobility Plan 2024
(based on Primary Surveys-2022-23)

Public Transportation - Buses

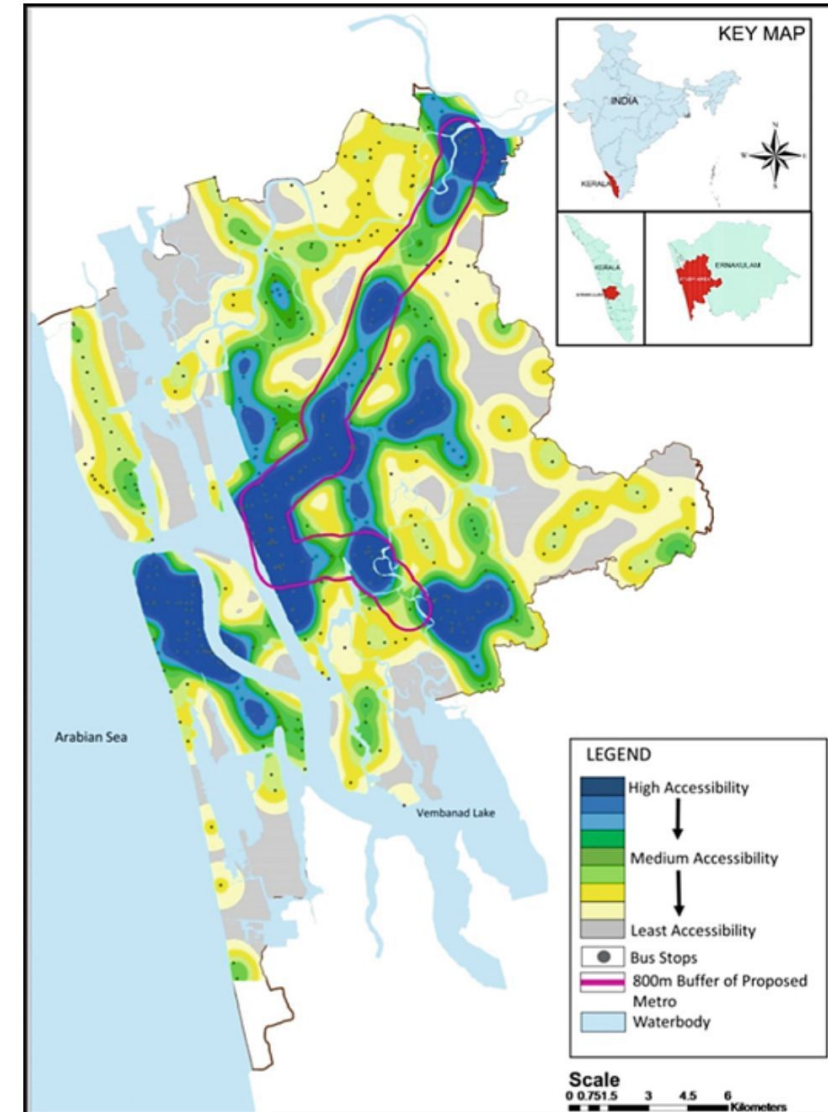
- City bus services covers 80 percent of the major roads.
- KSRTC
 - 49 routes
 - 926 services (largely mofussil services)
 - Average daily ridership : about 1,00,000
- Private bus operations
 - 428 sub-urban and regional services
 - 1053 services (20 city circular services)
- KMRL Feeder Bus Services
 - 15 Buses



Bus Routes



Bus Stop and Public Transport Accessibility



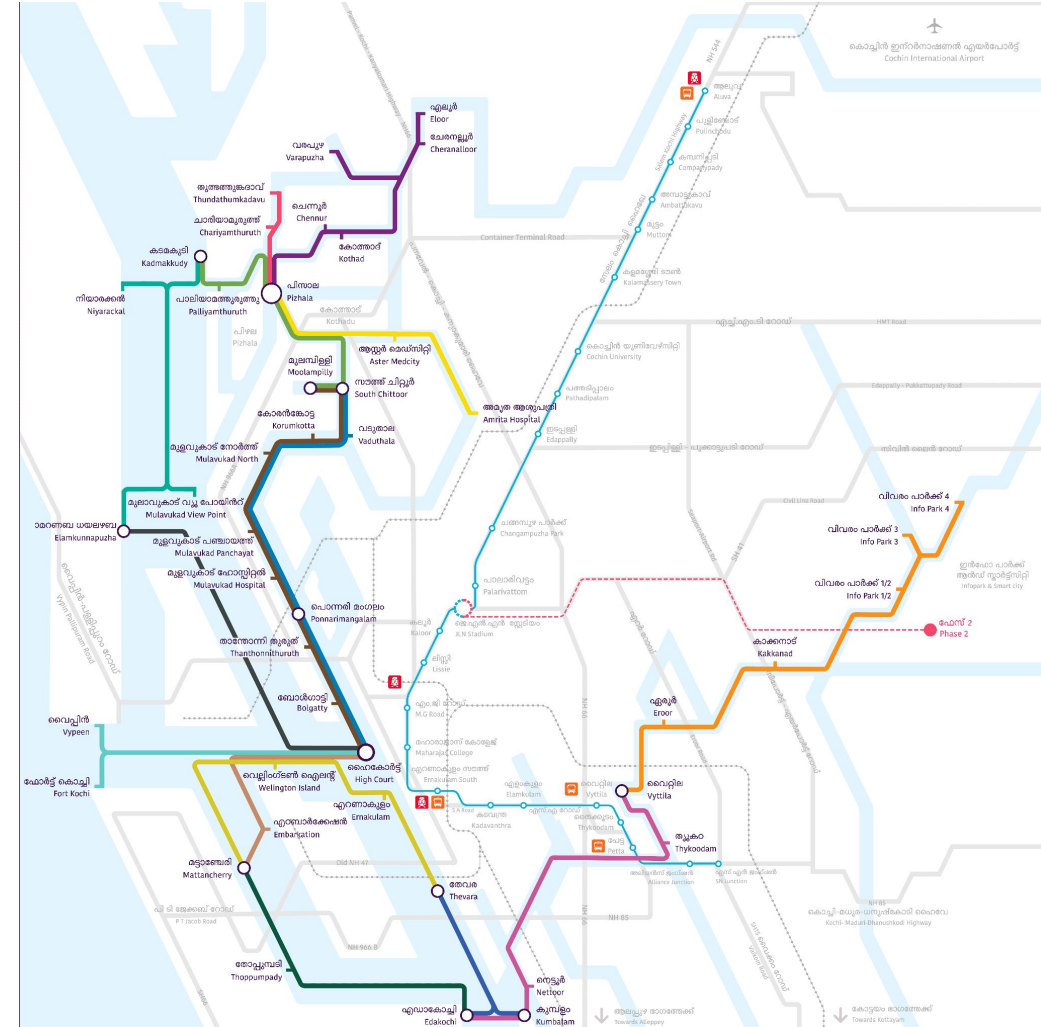
Public Transportation - Metro Rail

- Operational length : 28.12 km
- Average daily ridership : ~1 Lakh
- Headway
 - Weekday Peak: 7 mins
 - Weekday Off-Peak: 7 mins
 - Weekend: 9:30 mins
- Last-mile connectivity: Feeder Bus, e-Autos, PBS services

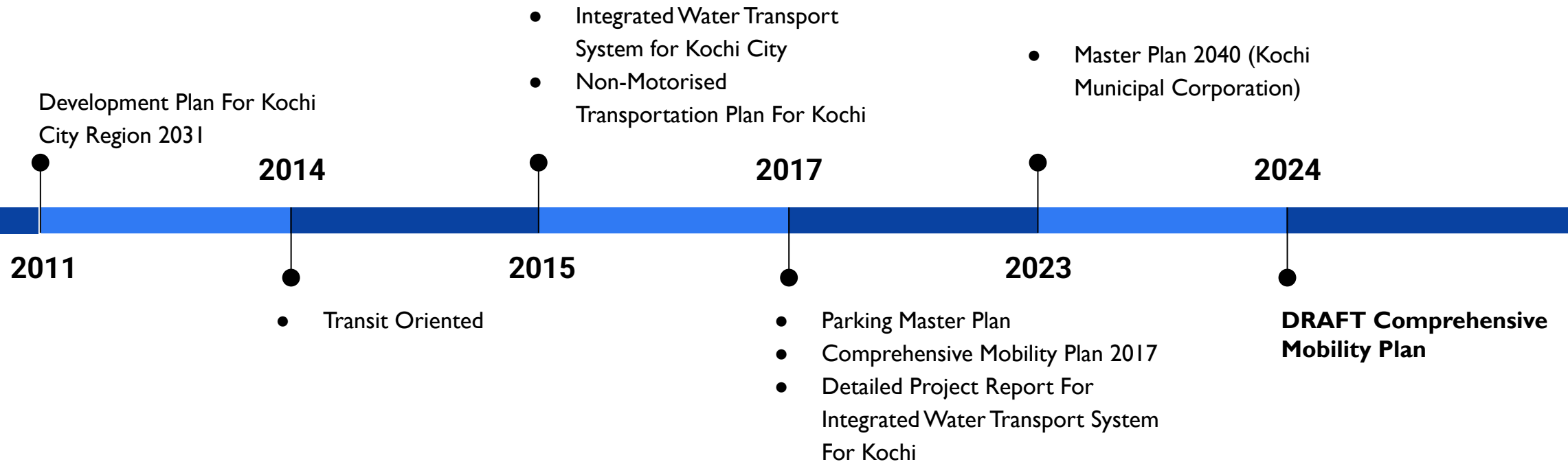


Public Transportation - Water Metro

- 24 Km Operational length (Planned: 76 km)
- 5 Routes (Planned: 15 Routes)
- 10 Terminals
- 19 Boats (Planned: 78 Routes)
- Average daily ridership : 5,500
- Headways
 - High Court to Fort Kochi: 15-20 min
 - Vytilla to Kakkanad: 20-30 mins

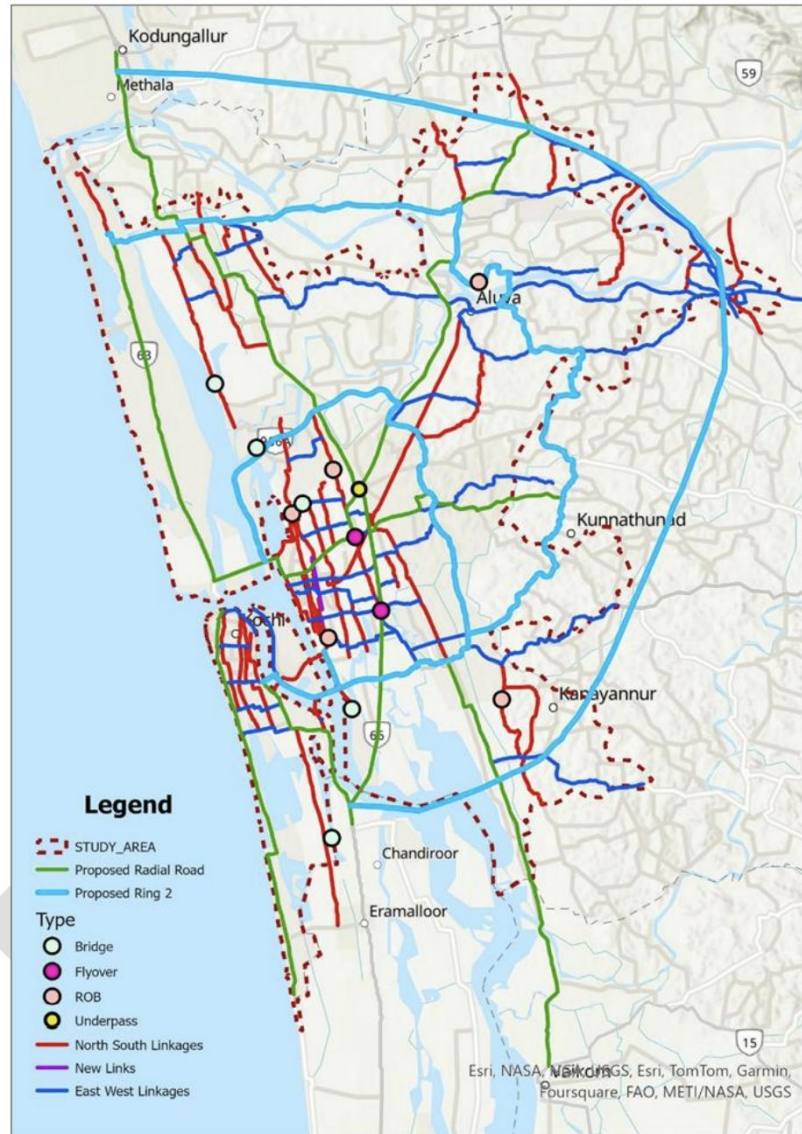


Kochi Urban and Transport Plans

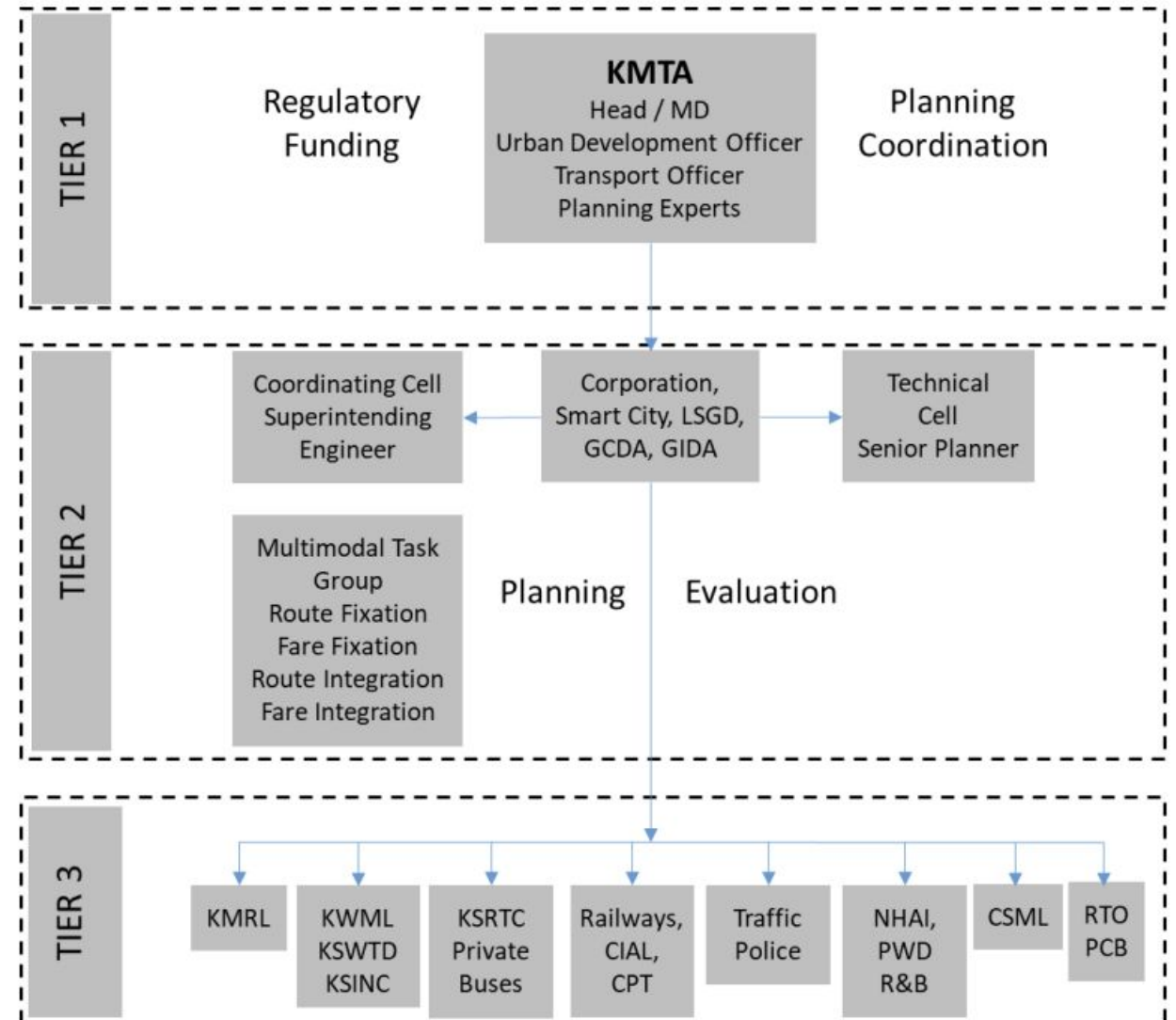


Source: Kochi Draft Comprehensive Mobility Plan 2024

Proposed Ring Road



Recommended UMTA Structure in CMP





Centre for Public Policy Research

New Link Road, Elamkulam

Kochi, Kerala, India

www.cppr.in | cppr@cppr.in

HOW KOCHI MOVES

ANALYSIS OF URBAN MOBILITY

Kochi

- Tier II city
- Commercial capital of Kerala
- GCDA area 632 Sq Km
- Population 2.4 Million
- Presence of all modes of transport



Vehicle Registration Trends

- Annual growth rate: 7%
- Vehicle composition: 67% two-wheelers, 27% cars
- Road capacity exceeded:
Volume-Capacity ratio is 119:100



Modal Share of Daily Trips

- Two-wheelers: 39%, Buses: 22%
- Metro: 3%, Cars: 12%
- IPT (autos): 7%, NMT: 15%, Others: 2%



Pedestrian Infrastructure

- Only 28% of roads have ROW >18m
- Only 25% of roads have footpaths; just 7% have >2m width



Speed and Congestion

- Average speed (Off-Peak): 33.8 km/h
- Average speed (Peak): 20.7 km/h
- Congestion Index: 34.06%



Trip Characteristics

- Trips per person increased
1.21 (2008) → 1.32 (2024)
- Average trip length: 5.5 km → 7.53 km





097457 09174



cppr@cppr.in



www.cppr.in



First Floor, Mandoli House,
New Link Rd, opp. Metro Pillar 821,
Kochi, Kerala 682020, India