Sustainable Urban Transport Development in India

A Proposed Framework for World Bank Support to India

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Workshop: transport sector and Bank Development strategies, Ahmedabad July 15, 2006
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- Issues and approach
- World Bank engagement in Urban Transport
Urban Transport Issues in India

- Rapidly increasing transport demand due to rapid economic growth, urbanization, and motorization
- Large share of 2W/3W
- Natural trend goes to more roads and flyovers
- Land acquisition is difficult
- Large slum population to be resettled
A paradigm shift is needed

- From car oriented planning and road investments
- To people movements planning and investment
Key elements of the approach (1)

- Integrated urban land use and urban transport planning and development
- Priority to public transport infrastructure, NMT and pedestrians
- Door to door approach
- Traffic management / road safety
- Demand management
- Coordination among fragmented institutions
- Increasing financial mechanisms and resources
A flexible approach towards Mass rapid Transit

- MRT is part of a multi modal system
- MRT is shaping the future development of the city
- BRT: an affordable solution for many cities
  - Lower cost than metro
  - Flexibility in operation and evolution
The PPP approach

- Public transport is more than infrastructure; it is a system
  - Operation and maintenance
  - Financial sustainability
  - Innovation
- Competition can bring efficiency in these objectives
- World wide experience: Bogota, Europe
- Indore experience
Government of India
Ministry of Urban Development
Providing Strong Leadership

- Jawaharlal Nehru National Urban Renewal Mission (JNNURM)
- National Urban Transport Policy
- National Sustainable Urban Transport Program (proposed GEF project)
Objectives for World Bank Support

To help India develop urban transport systems that:

- provide access and mobility for all
- are clean, safe, economically sound,
- promote development
- are affordable to users and governments
Key indicators:

- Improved NMT coverage and facilities
- Improved public transport coverage, speeds and reliability
- Increased public transport ridership
- Reduced road and pedestrian accidents and fatalities
- Reduced urban transport generated air pollutants
- Increased public satisfaction with transport in general, public transport in particular
Priority Areas for World Bank Support

- Public transport infrastructure, services, and regulation
- Traffic management policies and instruments
- Non-motorized transport facilities (e.g., sidewalks, bikeways)
- Integrated urban land use and transport planning
  - Consideration of economic, environmental and social factors
  - Broad stakeholder participation
Priority Areas for World Bank Support

- Planning for major urban transport investments
  - Consideration of alternatives, land use impacts
  - Improved travel demand and traffic analysis
  - Environmental/economic/social/financial evaluation
  - Financial instruments and capital investment programming

- Fuel and vehicle technologies and urban air quality management

- Capacity building for GOI, state, and local institutions and officials
World Bank Support Instruments

- Investment lending (loans)
- Development policy lending (grants or loans)
- Technical assistance/capacity building (grants, loans, staff)
- GEF (grants)
- Carbon finance
MUTP : an example of World Bank assistance (single investment loan)

- Strong financial support:
  (IBRD/IDA financing: USD 542 million out of USD 945 million)
- A multidimensional support:
  (Investment financing, Technical assistance, Resettlement and relocation)
- Careful preparation
  (comprehensive transport plan, economic rationality, safeguard measures, institutional reforms)
- Intense supervision
MUTP : a proving ground for a key challenge

- Resettlement and relocation:
  - 17,400 Households (approx 100,000 people); 80% completed
  - 2,600 shops; 14% completed
- Lessons learned to create a win-win case
  - Requires large time from professional resources
  - Quality of base line data and recording
  - Importance of the consultative process
  - Grievance redressal mechanism
  - Post-resettlement activities for graduation to sustainable relocation
Global Environment Facility (GEF)

- Provides grants for urban transport activities which help generate global environmental benefits (e.g., GHG reductions)
- Focus on capacity building and demonstration
- GEF grants are “co-financing,” complementing and leveraging other financing sources
- Support incremental activities which would not happen without GEF
GEF SUTP

- Program under preparation by MOUD and the World Bank
- Capacity building at national/state and city level
- Preparation of several demonstration city projects
Thank You