



Regulating the IPT

Case Study: Bengaluru

Implemented by:



Funded by:



Role of auto-rickshaws



- **Alternative to public transport in most of the cities**
- **Feeder to public transport**
- **Provide last mile connectivity**
- **Cost and time-effective means of transport**
- **Bridge the gap between personal & public transport**
- **Provide both- individual and shared mobility option**
- **Have potential to reduce dependency on personal vehicles**
- **Source of livelihood options**

Auto-rickshaw sector

Eco system



Regulatory Institutions

Auto-rickshaw sector in India

National level

Ministry of Road Transport & Highways (MoRT&H)

1. The Central Motor Vehicles Act 1988
2. The Central Motor Vehicles Rules 1989

Ministry of Urban Development

1. National Urban Transport Policy 2006

State level

Karnataka Transport Department

1. The Karnataka Motor Vehicles Rules, 1989
2. The Karnataka Motor Vehicles Taxation Act 1957 (Karnataka Act 35 of 1957)
3. The Karnataka Motor Vehicles Taxation Rules, 1957

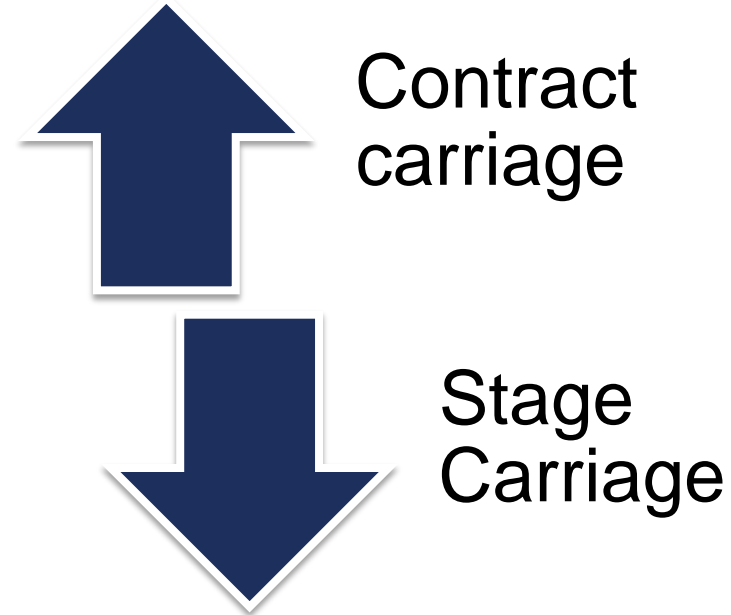
Local level

- Regional Transport Authority
- Regional Transport Offices
- Police Department

Issues

Carriage system

- Should the auto-rickshaw system be restricted to contract carriage system or stage carriage system or should be flexible ?
- Should specifications/sitting capacity of stage and contract carriage be different ?
- How should fares of contract and stage carriages be determined? Should they be same for contract or stage carriage or different ?
- Should sharing in contract carriage be permitted?



Issues

License

Learners
License
(LMV)

Driving
License
(General)

Learners
License
(Auto/ cab)

Permanent
Driving
License
(Auto/ cab)

- Long duration of procedure for obtaining license - waiver of 1 year waiting time for issue of commercial license?
- Lack of online facilities to deal with RTO
- Lack of awareness about the procedures for obtaining driving license
- How to eliminate middlemen ?

After 1 year 6 month

ಆಟೋ ಚಾಲನೆ ಪರವಾನಗಿ ಮಾಹಿತಿ ವ್ಯವಸ್ಥೆ
AUTO DRIVING LICENCE DISPLAY SYSTEM

KA-11	ಜಾಲಕನ ಬಗ್ಗೆ ಮಾಹಿತಿ DRIVER DETAILS	ಕಾರ್ಡ್ ನಂ./Police SI No. 403114/16
	ಬಿ.ನಂ. ಸಂಖ್ಯೆ : D.L. No. : 20130001335	
	ಬ್ಯಾಜ್ ಸಂಖ್ಯೆ : Badge No. : 9807	
	ಹೆಸರು/Name : ರಂಜಿತ್. ಯು. ಸಿ	
	ವಿಳಾಸ : Address : RANJITH. Y. C #56, 2ನೇ ಕ್ರಾಸ್, 2ನೇ ಮುಖ್ಯ ರೋಡ್, ವೃಷಭಾವತಿ ನಗರ, ಕಾಮಾಕ್ಷಿಪಾಲ್ಯಾ, ಬೆಂ-79	
INDIA		#56, 2ND CRS, 2ND MAIN ROAD, VRUSHABAVATHI NAGAR, KAMAKSHIPALYA, BNG-79
	ಆಫೀಸು ಸಂಖ್ಯೆ : Blood Group : 9060040110	ವಿಧಿ : Validity : 21/03/2019

Issues

Permit system



- Should the number of permits issued be regulated by government or market?
- How should the role of mafia and black market with open and closed permit system in cities be eliminated?

Issues

Fare fixation

Should there be a formula for automatic fare revision?

Should the prices be revised with revision in cost of fuel prices ?



Issues

Infrastructure

- Inadequate number of well-distributed and appropriately located auto stands
- Lack of registered pre-paid/ fixed stands across city
- Lack of signage to identify auto stands



Issues

Financing & Ownership

Hypothecation agreement

- An agreement between a borrower and a lender where by the borrower pledges asset as collateral on a loan without the lender taking possession of the collateral.

Banks

- Low interest rate
- Time consuming
- Complicated procedure
- Sense of Ownership

Hire purchase agreement

- Hire purchase is a financing arrangement where the goods taken on hire purchase remain the property of the supplier/lender till the last instalment is paid by the borrower.

Private financiers

- High interest rate
- Less time consuming
- Easy method
- No ownership till last installment

Issues

Insurance

The Rashtriya Swasthya Bima Yojna (RSBY)



- Health related issues of auto-rickshaw drivers
- The government will be paying 50 per cent of the premium amount, thereby extending health insurance support
- Cashless health insurance

Atal Pension Yojna (APY) scheme



- The transport department will provide pension to the licensed auto-rickshaw drivers, who complete 60 years of age
- The scheme will also cover the spouse
- Fixed minimum pension ranging between Rs1,000 per month to Rs 5,000 per month, at the age of 60 years

- What provisions are made in insurance policies for auto-rickshaw drivers who drive rented auto-rickshaws ?
- 98% of the drivers who were surveyed during the baseline study do not have a life insurance or a health insurance.

Issues

Vehicle Technology (1)



- Is there awareness about the health and environmental benefits of conversion from 2 stroke to 4 stroke? Is the subsidy amount offered adequate as compared to actual conversion cost ?
- How much time does it take to transfer the subsidy amount to the beneficiary ?
- Are there adequate provisions for vehicle fitness and scrapping?

Issues

Vehicle Technology (2)



- Do we need GPS/panic button to ensure safety of passengers especially women ?
- Should aggregation of auto-rickshaws be encouraged ?
- Are there adequate provisions for pollution checks and environment issues?
- Are there adequate arrangements to check the meters?

Issues

Auto union



- Is the role of auto unions governed by social agenda or political agenda ?
- Should the auto unions facilitate the auto drivers ?
- Do the auto unions manipulate the permit system?
- Do the auto unions sensitize the auto drivers about the offenses and penalties?

Issues

Customer perspective

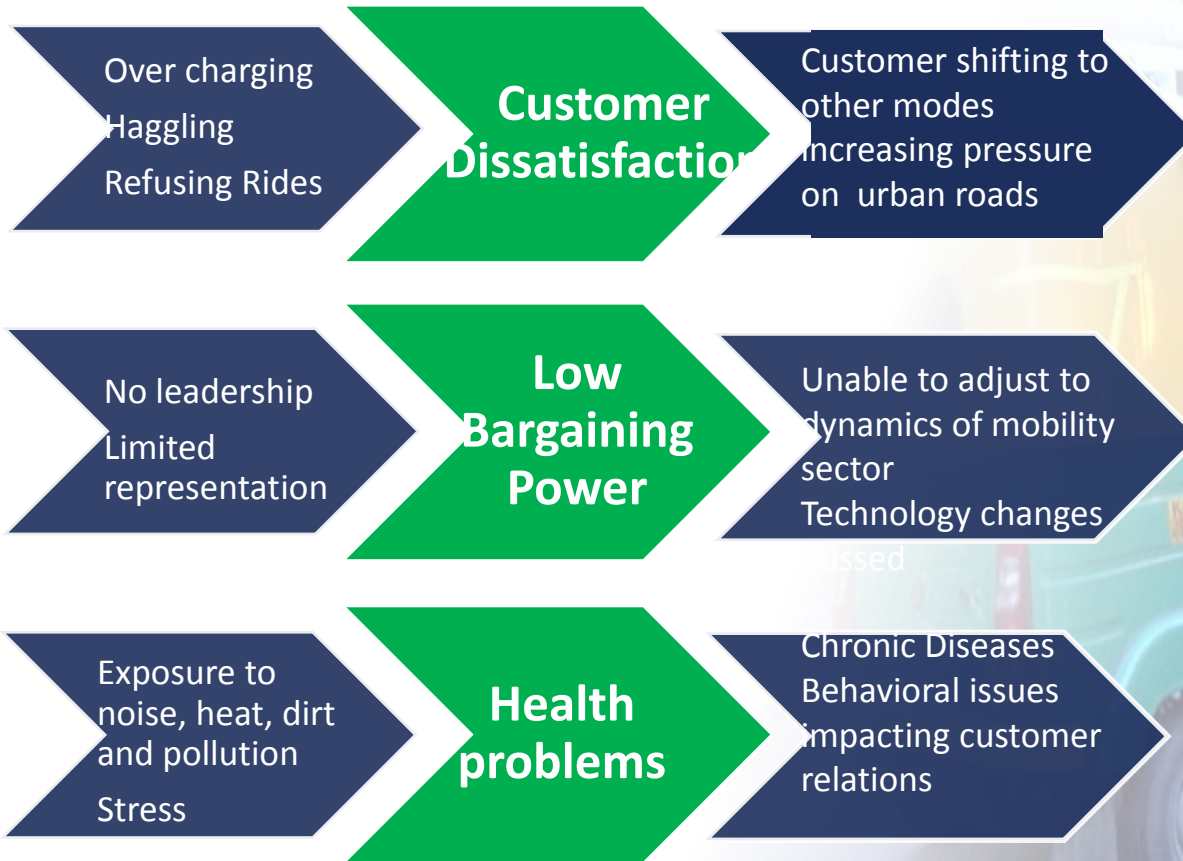


- **Complaints: Refusal to ply to given destination, overcharging, faulty /tampered meters, rude arrogant behaviour, and harassment**
- **Lack of convenient accessible auto stands**
- **Lack of reliable Public complaint system**

Project So far

The system today

PROBLEMS



THE SYSTEM TODAY

OPPORTUNITIES

EFFICIENT URBAN TRANSPORT SYSTEM

Auto rickshaws have the potential to be the most **user-friendly, efficient, cost effective** mode of transport. They can sustainably **complement** other methods of public transport.

OUR GOALS



Our aim is to make the **environment friendly** Auto-rickshaws to be the mode of **choice** for urban transport, while at same time improving **livelihood status** of auto drivers.

Scale up a replicable and integrated model of **sustainable auto-rickshaw** transport, based on **clean technologies**.

THE BIG QUESTION

Can auto rickshaw
be...



...environmentally
friendly?

...more **user** friendly?

...operated
profitably?

THE STRATEGY



Access to **green auto-rickshaws** for drivers + empower the **auto-driver community**

- Capacity building
- Facilitate loans
- Organise drivers into federative structure / code of conduct

Triggering **positive shift** among users

- Behaviour Change Campaign (BCC)**
- Information and education
- Customer feedback

Clear **Policy Framework**

- Friendly **regulatory framework**
- Identify policy gaps
- Promote discussion

OUR TARGET

Primary:

- **13500 Auto-Rickshaw drivers** and their families in **Bangalore** and **Chennai**
- Civic authorities in these 2 cities
- **2.5 mn urban citizens / users**

Secondary:

- Auto Rickshaw **manufacturers**
- **Financial service providers**
- People of Bangalore and Chennai.



EXPECTED OUTCOMES

- The auto rickshaw becomes **environmentally, economically, financially and socially efficient** for passengers.
- The **demand for eco-friendly** auto rickshaws in the cities of Bengaluru and Chennai **increases**.
- The **regulatory framework** is improved to **promote** the use and purchase of eco-friendly auto rickshaws.



CONTRIBUTION TO SDG's



8.3: Promote **development-oriented policies** that support entrepreneurship and micro-sized enterprises;
8.4: Improve **global resource efficiency** and decouple economic growth from environmental degradation;
8.8: Protect labour rights and promote **safe and secure** working environments
8.10: Expand access to **insurance** and **financial services**.



- **Roundtables** with authorities, producers and other stakeholders for developing a **Sustainable Auto-rickshaw Action Plan** ;
- Creation of a **Driver Federative Structure**;
- Development of **insurances schemes** and **financial product** for drivers;
- Agreements with **rickshaws' manufacturer** to facilitate purchase of eco-friendly auto-rickshaw
- Develop CSR code of conduct with rickshaw eco-system partners.



13.1: Strengthen resilience and adaptive capacity to climate-related hazards;
13.3: Improve education and awareness-raising about climate change.



- **Behavioural Change Campaigns** (BCC): to increase the demand of eco-friendly auto-rickshaws and awareness about pollution.;
- **Participatory sessions** to identify critical policy issues;
- International **seminars** to exchange best practices;
- Elaboration of a **Sustainable Auto-rickshaw Action Plan**;



17.9: **International support** for implementing capacity-building in developing countries;
17.16: Global and **multi-stakeholder partnership**; **public, private and civil society** partnership.



- **Project** partnership: founded by European Union, organizations from 3 countries, collaboration with private, public civil society partners;
- Organizing sessions, seminars, roundtables and events with people and expert from **other projects and organizations**;

CONTRIBUTION TO SDGs(2)

1 NO POVERTY



1.4: Ensure that all people have equal rights to **economic resources**, basic services, ownership and control over land and other forms of **property**, appropriate new **technology** and financial services, including **microfinance**.



- Promotion of drivers in **Social inclusive programmes** such as insurances, labour market programmes and training.

9 INDUSTRY, INNOVATION AND INFRASTRUCTURE



9.4: Increase the access to **financial services**, affordable credit and integrate small-entrepreneurs into **value chains and markets**.



- Marketing strategy for proposing **advertisement spaces** on auto-rickshaws;
- Training** on technical, environmental, economic and social issues;

11 SUSTAINABLE CITIES AND COMMUNITIES



11.2: Provide access to safe and **sustainable transport systems** for all;
11.6: Reduce the adverse **environmental impact** of cities, with special attention to **air quality**.



- Behavioural Change Campaigns (BCC)**: promote the use of 4-strokes auto-rickshaws;
- Analysis of carbon foot-print of 4-stroke auto-rickshaws.

12 RESPONSIBLE CONSUMPTION AND PRODUCTION



12.1: Implement programmes on sustainable consumption and production;
12.8: ensure that people have the information for sustainable development and lifestyle.



- Behavioural Change Campaigns (BCC)**: increase passengers awareness about air pollution;
- International exchange seminars.
- Benchmarking study and exchange of best practices on urban transport regulation;

PROGRESS TILL DATE/ UNIQUENESS

- **17000** drivers identified, 2891 enrolled to the project and **1723 organised in groups**;
- A research study on benchmarking **best practices** in urban transport.
- **Carbon foot-print analysis** of 2-strokes and 4-strokes autos .
- **One Policy round table** in Bangalore with key stakeholders.
- Strategic collaboration with **city Transport Department** to support shift from 2 to 4-strokes.

- Collaboration of international and local organisations – **cross learning experience**;
- Clear exit strategy: **Driver Federative Structure**/ Code of conduct
- Relevant and **replicable** to other cities
- **Comprehensive approach**: demand, supply and regulatory framework
- Project Management as per **EU administrative guidelines**.

PROJECT PARTNERS

