

GOVERNMENT OF INDIA
MINISTRY OF HOUSING AND URBAN AFFAIRS
RAJYA SABHA
STARRED QUESTION NO. 49
TO BE ANSWERED ON DECEMBER 12, 2022

NEED FOR A REVISED NATIONAL URBAN TRANSPORT POLICY

NO. 49. SHRI S NIRANJAN REDDY:

Will the Minister of Housing and Urban Affairs be pleased to state:

- (a) whether Government intends to notify a revised National Urban Transport Policy (NUTP), having regard to the fact that the last NUTP was framed in 2014 and considering the explosive growth in urban population breaching the predicted figure of 473 million in 2021, if so, the details thereof;
- (b) whether Government has extended support for preparation of an ‘Integrated Land Use and Transport Plan’ for any city, if so, the details thereof; and
- (c) whether Government has commissioned or supported any pilot studies in sample cities in furtherance of NUTP 2014, if so, the details thereof?

ANSWER

THE MINISTER OF HOUSING AND URBAN AFFAIRS

(SHRI HARDEEP SINGH PURI)

- (a) to (c) A Statement is laid on the Table of the House.

STATEMENT

**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF THE RAJYA SABHA
STARRED QUESTION NO. *49 FOR ANSWER ON 12th DECEMBER 2022 REGARDING NEED
FOR A REVISED NATIONAL URBAN TRANSPORT POLICY ASKED BY SHRI S NIRANJAN
REDDY**

(a) to (c): No Sir. Urban Transport is an integral part of Urban Development, which is a State subject. As such, planning, management, execution & development of Urban Transport system including initiatives for integrated land use and transport plans are done by the respective State Governments/ Union Territories (UTs)/ Urban Local Bodies (ULBs). Government of India issues policy guidelines to State Governments on such issues related to urban transport from time to time. National Urban Transport Policy, which has been issued by Central Government in 2006, is a broad policy framework for management and implementation of sustainable Urban Transport system in cities. In order to meet the burgeoning traffic demand due to the growth in urban population, Government of India has issued various policy guidelines/schemes/initiatives/advisories viz. The Metro Rail Policy 2017, Transit Oriented Development Policy 2017, Value Capture Finance(VCF) Policy Framework, Service Level Benchmark for Urban Transport, Urban Transport Planning and Capacity Building Scheme, National Common Mobility Card, etc. Central Government is supporting State Governments/Union Territories/Urban Local Bodies for conducting transport related technical studies, preparation of Comprehensive Mobility Plans, Detailed Project Reports for Urban Transport projects etc. by providing financial support. Further, Central Government has funded various metro projects and currently 810 km of metro network is operational in 20 cities with a daily ridership of 85 lakh passengers. Besides that, another 980 km of metro network is under construction in different cities.

भारत सरकार
आवासन और शहरी कार्य मंत्रालय
राज्य सभा

तारांकित प्रश्न सं० 49*
12 दिसंबर, 2022 को उत्तर के लिए

संशोधित राष्ट्रीय शहरी परिवहन नीति की आवश्यकता

49. श्री एस. निरंजन रेड्डी:

क्या आवासन और शहरी कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या इस तथ्य के मद्देनजर, कि पिछली राष्ट्रीय शहरी परिवहन नीति (एनयूटीपी) 2014 में बनाई गई थी और वर्ष 2021 तक शहरी आबादी में विस्फोटक वृद्धि से 473 मिलियन के अनुमानित आंकड़े को पार कर जाने को ध्यान में रखते हुए, सरकार संशोधित राष्ट्रीय शहरी परिवहन नीति को अधिसूचित करने का विचार रखती है, यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार ने किसी शहर के लिए 'एकीकृत भूमि उपयोग और परिवहन योजना' को तैयार करने में सहायता प्रदान की है, यदि हाँ, तो तत्संबंधी ब्यौरा क्या है; और

(ग) क्या सरकार ने एनयूटीपी 2014 को आगे बढ़ाने के लिए आदर्श शहरों में कोई प्रायोगिक अध्ययन कराया है या अध्ययन में सहायता प्रदान की है, यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

उत्तर

आवासन और शहरी कार्य मंत्री
(श्री हरदीप सिंह पुरी)

(क) से (ग): विवरण सभा पटल पर रख दिया गया है।

विवरण

माननीय श्री एस निरंजन रेड्डी द्वारा संशोधित राष्ट्रीय शहरी परिवहन नीति की आवश्यकता के संबंध में पूछे गए दिनांक 12 दिसंबर 2022 के राज्य सभा तारांकित प्रश्न संख्या *49 के भाग (क) से (ग) के उत्तर में उल्लिखित विवरण

(क) से (ग): जी नहीं। शहरी परिवहन शहरी विकास का एक अभिन्न अंग है, जो एक राज्य का विषय है। इस प्रकार एकीकृत भूमि उपयोग और परिवहन योजनाओं के लिए पहल सहित शहरी परिवहन प्रणाली की आयोजना, प्रबंधन, कार्यान्वयन और विकास संबंधित राज्य सरकारों/संघ राज्य क्षेत्रों(यूटी)/शहरी स्थानीय निकायों द्वारा किया जाता है। भारत सरकार शहरी परिवहन से जुड़े ऐसे मुद्दों पर राज्य सरकारों को समय-समय पर नीतिगत दिशानिर्देश जारी करती है। राष्ट्रीय शहरी परिवहन नीति, जो 2006 में केंद्र सरकार द्वारा जारी की गई है, शहरों में एक सुस्थिर शहरी परिवहन प्रणाली के प्रबंधन और कार्यान्वयन के लिए एक व्यापक नीतिगत ढांचा है। शहरी आबादी में वृद्धि के कारण बढ़ती यातायात मांग को पूरा करने की दृष्टि से, भारत सरकार ने विभिन्न नीतिगत दिशानिर्देश/योजनाएं/पहलें/परामर्शिकाएं जारी की हैं, अर्थात् मेट्रो रेल नीति 2017, ट्रांजिट ओरिएंटेड डेवलपमेंट पॉलिसी 2017, वैल्यू कैप्चर वित्त (वीसीएफ) नीतिगत ढांचा, शहरी परिवहन के लिए सेवा स्तरीय बेंचमार्क, शहरी परिवहन योजना और क्षमता निर्माण योजना, नेशनल कॉमन मोबिलिटी कार्ड आदि। केंद्र सरकार परिवहन से जुड़ा तकनीकी अध्ययन करने, व्यापक आवाजाही संबंधी योजनाएं तैयार करने, शहरी परिवहन परियोजनाओं इत्यादि के लिए विस्तृत परियोजना रिपोर्टों के लिए वित्तीय सहायता प्रदान करके राज्य सरकारों/संघ राज्य क्षेत्रों/शहरी स्थानीय निकायों की सहायता कर रही है। इसके अलावा, केंद्र सरकार ने, विभिन्न मेट्रो परियोजनाओं को वित्त पोषित किया है और वर्तमान में 20 शहरों में 810 किमी का मेट्रो नेटवर्क प्रचालित है और दैनिक यात्रियों की संख्या 85 लाख है। इसके अलावा, 980 कि.मी. का दूसरा मेट्रो नेटवर्क विभिन्न शहरों में निर्माणाधीन है।

SHRI S NIRANJAN REDDY: Sir, the reply correctly notes that urban transport is a part of urban planning which is a State Subject. I wish to ask the hon. Minister that the Central Policy of 2014, after mooted this particular point, specifically stated that the Central Government will contribute its mite by providing for a special law, separate from the Motor Vehicle Act. It would provide for an institutional framework and encourage States to have separate institutional framework. And it will carry out pilot studies in select cities.

Sir, may I ask the hon. Minister — the answer suggests that none of these pilot studies have been carried out since 2014 — whether the Government intends to do it now?

MR. CHAIRMAN: Hon. Minister, it is a pointed question.

SHRI HARDEEP SINGH PURI: Sir, it is a pointed question which merits a pointed reply. There is no policy of 2014. This is a State subject. There is a policy of 2006. ...*(Interruptions)*...Sir, I may be permitted to enlighten the hon. Member. The issue is...*(Interruptions)*...

MR. CHAIRMAN: Hon. Minister, I have one assumption that Senior Advocates are normally enlightened. And, the hon. Member is one.

SHRI S NIRANJAN REDDY: Sir, the 2006 policy, with the revised statement of 2014, suggests a 'Look Forward Policy' for considering urban transport planning, rather than 'look backwards' where they provide solutions retrospectively. Since pilot studies were contemplated to be undertaken for doing this, and as the answer suggests that they have not been done, does the Government intend to do it now?

SHRI HARDEEP SINGH PURI: Sir, the 2006 Policy, which remains in force, envisages a broad policy framework for management and implementation of sustainable urban transport system in cities. Since 2006 Policy, the Central Government has introduced Metro Rail Policy of 2017, the Transit-Oriented Development Policy of 2017, and the Value Capture Finance Policy of 2017. Since this is a State subject, the Central Government has made an offer that any State Government or any UT Government wishes to have a feasibility study, financed by the Central Government, we stand ready to do it.

The urban transport, let's say Metro Rail, from zero in 2002, has come up to 824 kilometres, which is operational. Another 1039 kilometres is under work. So, it is

rapidly expanding. I can give all other statistics too. If the specific question is whether any study has been funded, we must receive a demand to study and we are ready to fund it.

DR. FAUZIA KHAN: Mr. Chairman, Sir, on 8th December, this year, the World Bank launched a toolkit on enabling gender-responsive urban motility on public spaces in India, with the aim of suggesting ways to make public transport in India cities more inclusive for women travelling requirement. ...*(Interruptions)*...Just one more minute, Sir.

MR. CHAIRMAN: Madam, you have put your question very pointedly. ...*(Interruptions)*...

DR. FAUZIA KHAN: But, Sir, about this toolkit, I want to know what measures the Government is taking to make sure that travel for women becomes more accessible and safe.

SHRI HARDEEP SINGH PURI: Sir, gender sensitivity is at the heart of all our urban policies. Whether it is urban transport or any other form of transportation, the gender sensitivity lies in the fact that the Urban Pradhan Mantri Awas Yojana envisages that the title of the home has to be in the name of the lady of the house, or, co-jointly. ...*(Interruptions)*... Equally, in all other areas, we have gender sensitivity. ...*(Interruptions)*... The hon. Member has mentioned about World Bank Toolkit. I don't know why you are worried about toolkit. The World Bank is an international organization. They can prescribe certain things. But, we have very good things. So, the very specifics on what they want on gender sensitivity, I suspect our own plans. In our urban transport, we are way ahead of anything that the World Bank may be recommending.

MR. CHAIRMAN: Dr. Ameer Yajnik. I find more advocates are putting questions to the former diplomat.

DR. AMEE YAJNIK: Thank you, Sir. I would like to ask the hon. Minister what steps the Government is going to take to incentivise State and local Governments to electrify urban transport, especially buses and point-to-point modes of urban transport and encourage people to use public transport system when the public

transport share is going down. ...*(Interruptions)*... It was 50 per cent till 2013. Now, the use of private transport is going up.

SHRI HARDEEP SINGH PURI: Sir, I am happy that such questions are put. Insofar as I am concerned, I wear another hat, or I should say, a turban which deals with petroleum and natural gas. We are constantly on the look out for moving from the use of petrol and diesel to electric vehicles, to moving towards green hydrogen, etc. There are a large number of steps that we have taken. For instance, I can tell you; on bio-fuels, we have gone from 1.4 per cent - a biofuel mixing in 2014 -- to 10 per cent, which we did five months earlier. We had a target of 20 per cent bio-fuel mixing. From 2030, we have brought it forward to 2024-25. My oil companies, the OMCs, have set up 22,000 electric vehicle charging stations. I would like to assure the hon. Member, my heart is exactly in the area she has pointed out. All the new roll-out of vehicles which are coming in the next year, most of them will be electric vehicles. Now, what I am doing is only a part of what is being done by the Government of India. My colleagues who deal with the Ministry of NHAI and Heavy Industries, they are all dealing with this. So, there is a large bouquet of incentives which are there for electric vehicles. I would be very happy to sit down with the hon. Member and discuss it.

MR. CHAIRMAN: Dr. L. Hanumanthaiah. Keep in mind the hon. Minister has physical hat and figurative hats.

DR. L. HANUMANTHAIAH: Sir, my question is straightaway pointed. In almost all the cities, the urban transport has become very congested. There are no broader roads because the cities were built long, long ago. Now, my question is this. You have started metro rail in some of the cities, which is not affordable to the poor people. That is the main concern.

MR. CHAIRMAN: Please put your question.

DR. L. HANUMANTHAIAH: Can you make the metro transport affordable to the poor people of all the cities across the nation?

SHRI HARDEEP SINGH PURI: Sir, the Member has made a comment and then asked a question.

MR. CHAIRMAN: He is entitled to that.

SHRI HARDEEP SINGH PURI: Whether cities are congested or there has been autonomous urbanisation which has taken place from rural areas to urban areas, it is a fact. But it is a State subject and States will have to devise their own policy. On what we can do from the Centre, as I mentioned, we encourage public transport, urban transport under different schemes; we encourage the purchase of buses; we encourage the metro system. The metro system, by definition, is a capital intensive system. Now, as regards the affordability, I agree; but metro systems have to be self-sustaining. There are some State Governments which would want to make metro system free, which means the Metro will become like their State Transport Undertaking buses; in other words, collapse. So, a judicious balance has to be found. But we are on the path of those who are advocating bringing in of more public transport and that is why we have gone from 0 to 824 kilometers, and another 1,039 kms. Coming up. That, in itself, is a testimony to the fact that public transport is being encouraged. We are already one of the largest metro operators. Very soon, we will overtake South Korea. Then, we will overtake Japan to become the third largest. I am sure, the time will come we would be the second largest metro operator in the world.

MR. CHAIRMAN: Question No. 50.