

Institutions for Transport Governance: Summary of Key Recommendations

Transport System Governance

- Institutional framework that
 - supports and motivates a supply response to emerging demand for mobility and freight services
 - enables a strategic and pro-active response to transport planning for policy goals (inclusion, energy efficiency, etc)
- Three aspects of governance, chapter focuses on technical more than others.
 - Technical: generating and regenerating policy and investment strategies
 - Policy: selecting options to meet social goals.
 - Implementation
- Capacities to be built:
 - Goal orientation: transport as a tool for development, not a collection of projects.
 - Integrated analysis: ability to identify interaction, compare impact, and effectively allocate resources across geography, between modes, among physical infrastructure; policy/regulation of access; and incentives for operation.
 - Long-range planning – anticipation of need.
- “Integration” = creation of circulatory systems for statistical information, user feedback, and constructive interaction between levels of government and agencies focused on particular modes of transport. NOT creation of monoliths.

Role of Government in Transport System

- High-level design of the network, particularly siting of trunk infrastructure and high-traffic nodes.
- Preventing monopolization of fixed facilities (e.g. roads, railroad tracks, airports, ports), to maintain incentives for service providers to minimize costs for high quality service.
- Designing and enforcing safety regulation for services operating on the physical infrastructure (airlines, bus transport, etc).
- Creating and enforcing of norms for network use such as speed limits, traffic rules, etc.
- Ensuring that the transport system meets social goals such as environmental sustainability, energy efficiency, and social/economic inclusiveness.

Current Scenario

- Highly fragmented:
 - National: India one of the few countries with separate ministries for modes of transport.
 - Urban: responsibilities divided among three levels of government, limited interaction and information sharing.
- Too centralized:
 - National government plays more of a role in roads, airports, urban transport than peer countries, also more than warranted by principle of subsidiarity.
 - State and national governments dominate urban transport; international practice and principle of subsidiarity support devolution to metropolitan level.
- Limited technical capacity:
 - “Capacity gaps” common theme across all working groups.
 - Planning Commission Transport Division has ~15 staff; European Commission Directorate of Transport (similar role) has ~2300.

Governance 2030

- Merge all transport functions into one Transport Ministry.
 - India is one of the only countries in the world with mode-specific ministries. Only country among the 100 largest economies.
 - Current ministries to become departments, headed by MoS.
- Implement 74th Amendment, including Metropolitan Planning Committees
 - Urban transport governance is an urban/metropolitan function in most countries. Should also be at this level in India.
 - Transport should not be independent of other aspects of urban planning and governance.
- Establish regulatory framework to optimize capacity of physical network.
- Increase numbers, quality of transport planning professionals, inside and outside government.

Agenda 2013

- National
 - Establish national Office of Transport Strategy (OTS) as autonomous agency of the Planning Commission (similar to proposed Independent Evaluation Office)
- State
 - Analogous Office of Transport Strategy.
 - Devolution in keeping with subsidiarity, e.g. urban transport to be state subject, state freedom to develop/operate local airports.
- Metropolitan
 - Transport planning “centres of excellence” in all cities

National Office of Transport Strategy

- Mandate: continue work of NTDPC.
 - technical support for recommended investment programs,
 - evaluate alternatives for the institutional reforms,
 - set up new entities as proposals are accepted
 - updating the Committee's analysis in coming years.
 - Recommend committees/working groups/GoM for projects and transport initiatives not solely within the jurisdiction of another Ministry or state agency
 - Initiate and fund R&D on transport
 - Recommend updates for transport statistics & performance indicators for system and Ministries.
 - Establish and manage transport data centre to serve Ministries, Planning Commission, researchers.

National Office of Transport Strategy

- Powers
 - Director to have rank of MoS, selected from global search.
 - Statutory authority to obtain any and all available data related to transport from Union and State government authorities within a specified time.
 - Representation on all government committees or other bodies related to infrastructure planning at the national level, including the Cabinet Committee on Infrastructure, the National Investment Board/Cabinet Committee on Investment, High Powered and High Level Committees concerning Transport.
 - Independent human resource policy
 - Independent budget

State OTS

- Powers and structure analogous to national OTS
 - Independent budget & human resource policy.
 - Director to have rank of State Minister
 - Affiliated with Chief Minister's office or State Planning Commission
- Liaison between state government and national OTS
 - Advocate for state interests in national transport planning/investment
 - Maintain state transport data centre according to guidelines set by national OTS

Further Devolution to State Governments

- Urban transport to be made a state subject
- Autonomy to independently develop local airports as part of rural transport strategy

Recommendations for ULBs

- Establish centre of excellence in transport planning in all cities with over 1 million in population.
 - Mandate to serve as technical advisors on urban transport.
 - Can be located at university, think tank, or established as PPP.
 - Core funding from government, can accept additional funding from others.
- Mandate single metropolitan transport data centre.
- Public transport triage:
 - National fund for unified ticketing.
 - Mandatory independent cost-benefit comparison of bus and rail based options for urban transport for all ULBs considering metros.