

Impact of Covid-19 on India's Transport Sector

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Impact of Covid19 on India's Transport

- COVID-19 is a demand-cum-supply shock. There is a predictable reduction in travel and commercial activity. Consequently, it has impacted transport activity more severely...

India implemented a 68-day lockdown in four phases stretching from March 25 to May31

As on 1 June 2020:

199,257 cases of Covid-19 infections and 5,606 deaths

Test positivity rate: 4%

Death rate: 3.3%

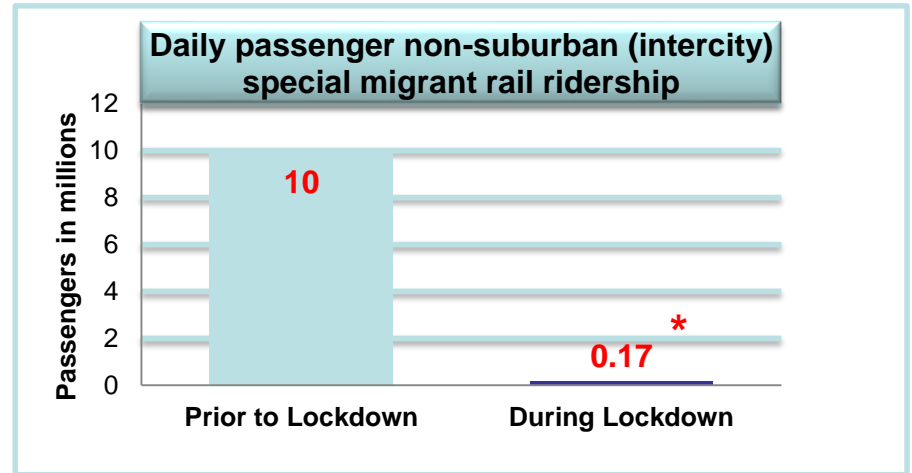
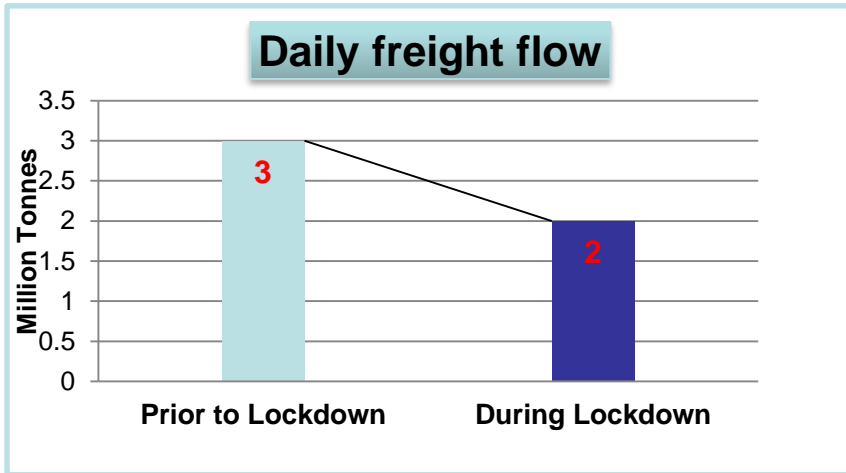
India's infection cases: 10 per million people

Death: 0.4 per million people

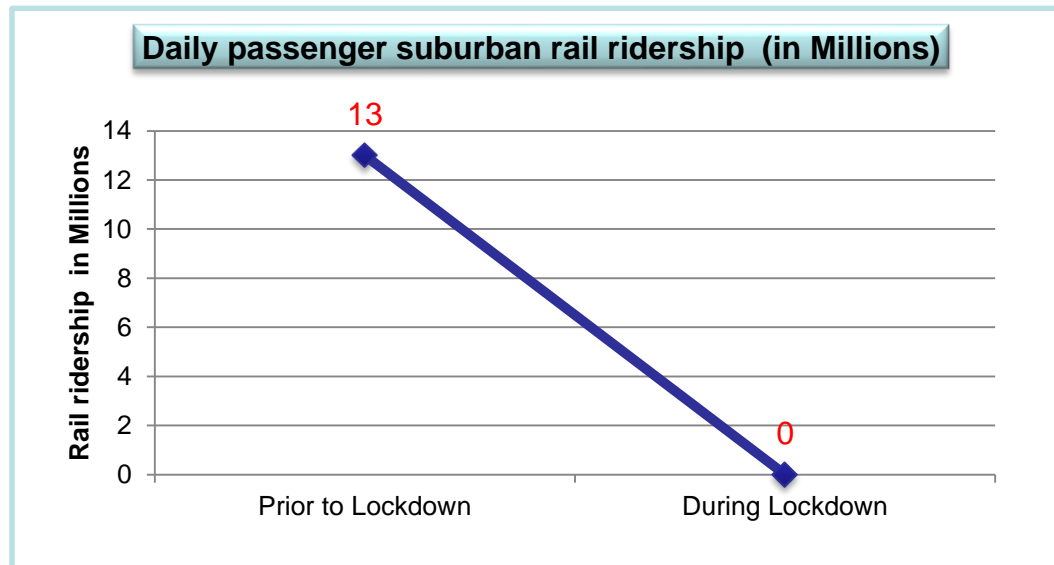
- Transport sector accounts for 4.8% of the India's Gross Value Addition
[Road Transport **3.1%** | Railways **0.8%** | Air **0.2%** | and water transport **0.1%**

- The motor transport accounts for employment of 1.3 million i.e 8.7% of the Industrial Employment in 2017

Movement of rail passengers and cargo during the lockdown is a fraction of pre covid-19 levels



* 0.17 is the total ridership during the month of May 2020



Movement of Road Passenger and Freight Flows

Number of people carried by Public Road Transport Undertaking Buses (per day)

PRIOR TO LOCKDOWN	DURING LOCKDOWN
70 Million	4 million*

* During the period May 2020

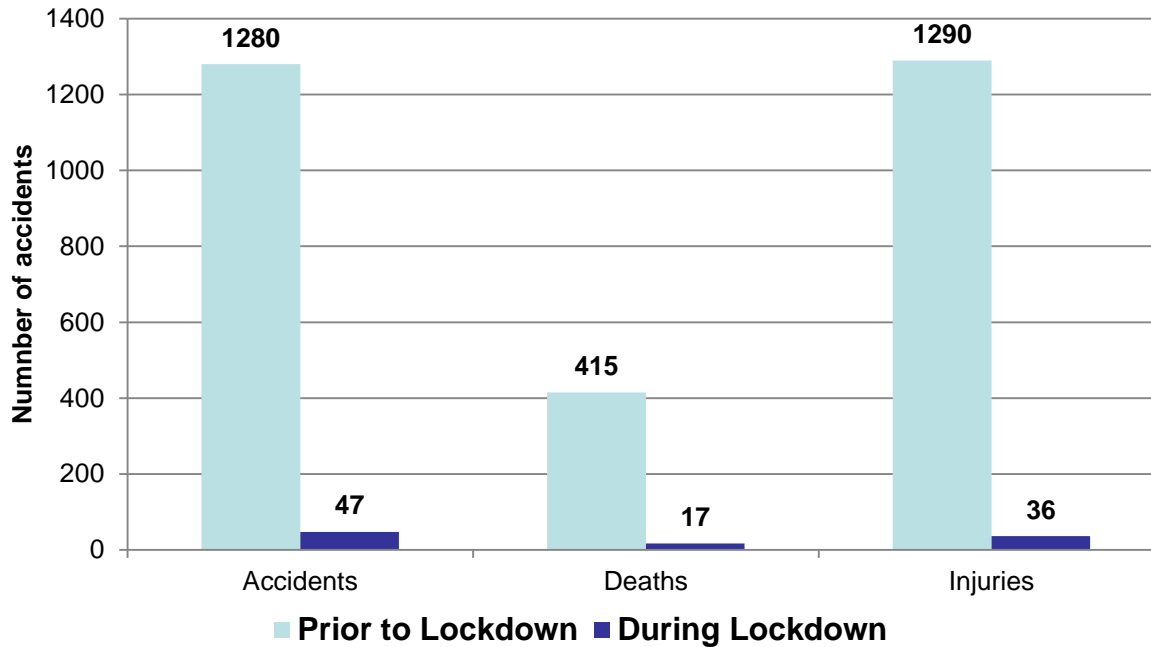
Freight Flows

7.3 million goods carriages in use, of which about 1.2 million freight carriages operate under national permit scheme allowing them to ply on interstate routes carrying freight between ports and hinterland

According to transporters, about 40% of national-permit trucks are plying on the roads after start of lockdown, aggravating flow of cargo between states and ports.

Impact of Covid19 on Freight and Passenger Activity

Road accidents per day

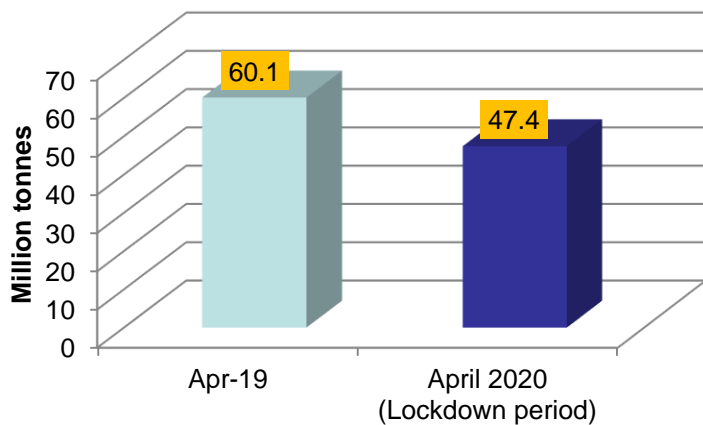


India accounts for almost 11% of the accident related deaths in the World.

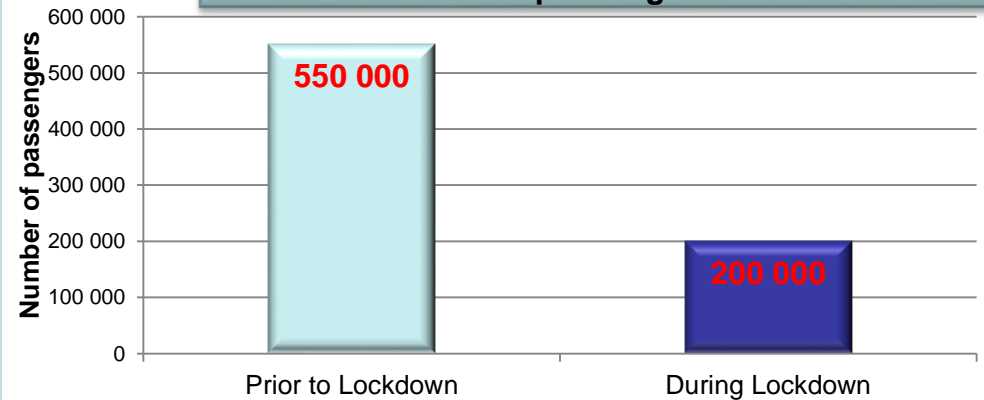
A total of 4,67,044 road accidents have been reported in 2018, claiming 1,51,417 lives and causing injuries to 4,69,418 persons

Govt of India. Transport Research Wing. 2018

Traffic at India's 12 major ports



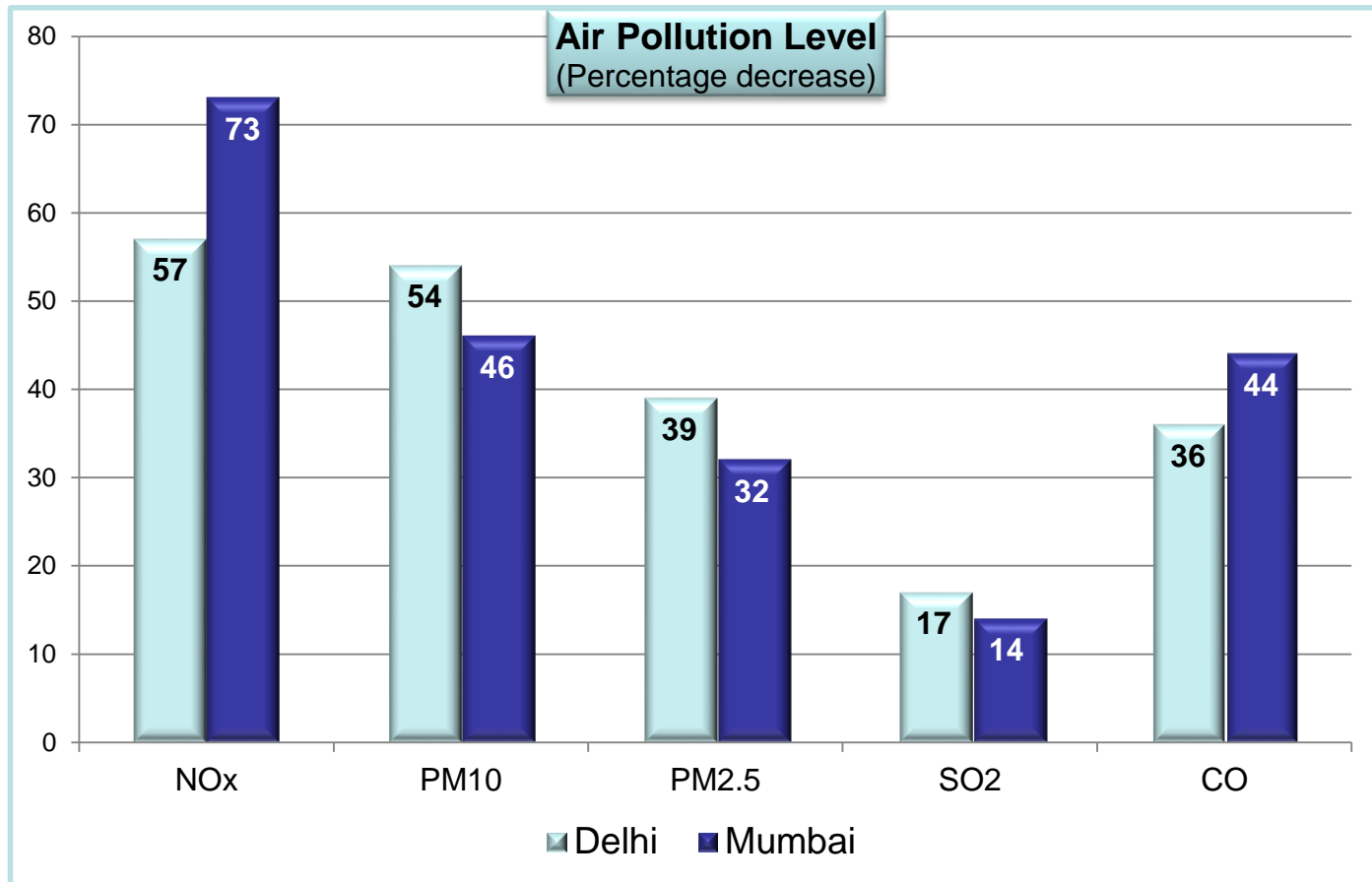
Average pre covid-19 daily domestic-cum-international passengers



* For the month of May 2020

AIR POLLUTION LEVELS

[Comparison of 10-day period before and after the lockdown
March 12-21 (before the lockdown period) and
March 22-31 (during the lockdown period)]



Learning

- Reduced vehicular activity has played an important part in reducing pollution, and hence a move towards more efficient public mode of transportation needs to be made
- Electric buses should be poured in and metro connectivity should be enhanced with last-mile connectivity.
- Reducing emission intensities of production through penetration of cleaner fuels, end of pipe controls and effective monitoring and enforcement is the key.
- To make proper assessment of CO₂ emissions from transport sector, it would be important to study the travel characteristics of India and transport fleet composition to obtain the age and technology distribution of vehicles on the road
- Fallouts from exposure to COVID-19 should be converted to an opportunity for the transport sector to reassess and devise an appropriate revival strategy.

Way Forward

There is a need for formulation and adoption of adequate health and sanitization guidelines for public transport and freight services. TERI has proposed solutions for the state governments, local authorities and transport operators which will have a considerable bearing on health and safety, accessibility, economy and environment. These will ensure safe distancing from each other during travel, contain the spread of COVID-19 virus and reduce road accidents, facilitate improved, efficient and clean mobility, minimize the costs and reduce the impact on air quality

Establish COVID-19 “container clinics” along India’s golden quadrilateral corridors of national highway network

A robust statistical system for transport sector and road transport in particular, that is high quality, timely and accessible. Big data and artificial intelligence are key elements in such a process to acquire real-time information

Finally, there is scope for cooperation and mutual learning through multilateral forum like ITF through collaboration and joint study/research programmes