



**NITI Aayog**

(National Institution for Transforming India)  
Government of India

# Getting the ITS Governance right

— Anil Srivastava, NITI Aayog

# Approach to Governance: Policy Guidelines

1. Standardisation
2. Innovation and Competition
3. Recognise role of ITS
4. Commitment to Funding
5. Planning for Deployment
6. Partnership and Collaboration
7. Private Investment
8. Performance Based Investment Decision
9. R&D and Education

# Focus on Governance? Required.....

## Dimensions

1. Institutional Set Up
2. Capacity Building
3. Technology
4. Data Repository
5. Radio Frequency Delicensing
6. Traffic Management

## 1. Institutional Set Up

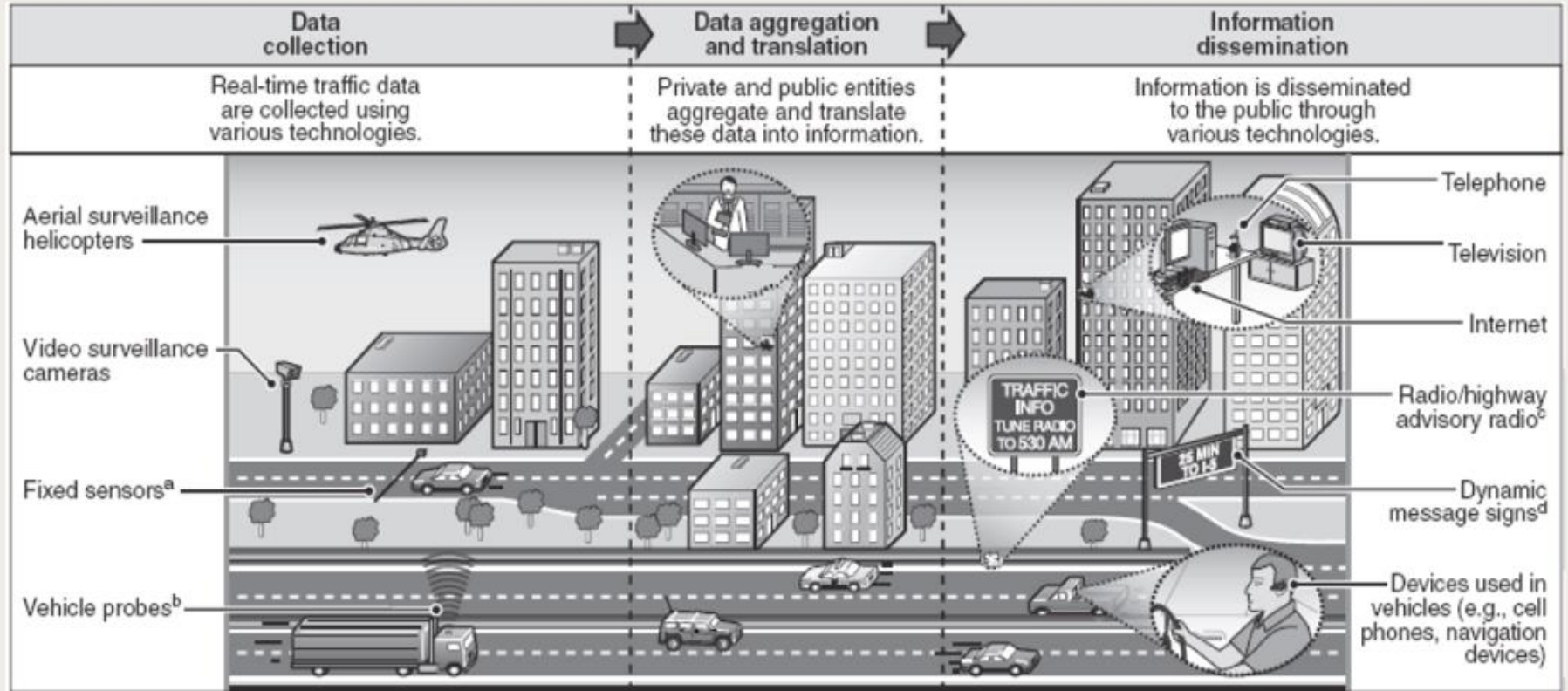
- Need to set up a single institutional set up like a National Institute of Intelligent Transport System and Research.
- To coordinate all research, capacity building, technology development etc. in the field of promote ITS.
- Representation of technical officers/research staff from various transport service organisations such as Roads, Railways, Air transport. ports and shipping, logistics and urban transport besides city development organisations and ITS technologists.
- Proposed that all stakeholders should join the larger ecosystem, and work toward single national objective which will ensure wide acceptability of the ITS technology and economies of scale.

## 2. Capacity Building

- Very few institutes of higher learning. ITS training in the country at academic institutes takes the centre stage at policy making level.
- **Teaching , Research and Dissemination:**
  - Develop ITS courses at the leading technical institutions and engineering colleges
  - Establishment of ITS Labs at all leading institutions
  - Encourage MoU collaboration between institutes
  - Develop academic resources
  - Organise an Annual International Conference
- **Training**
- **Manuals/Toolkits for Professionals , Policy Planners and Government officials**
- **Finance and Budgetary support**

### 3. Technology

## Technologies Associated with Real-Time Traffic Information Systems- Requires coordination with Multiple Agencies



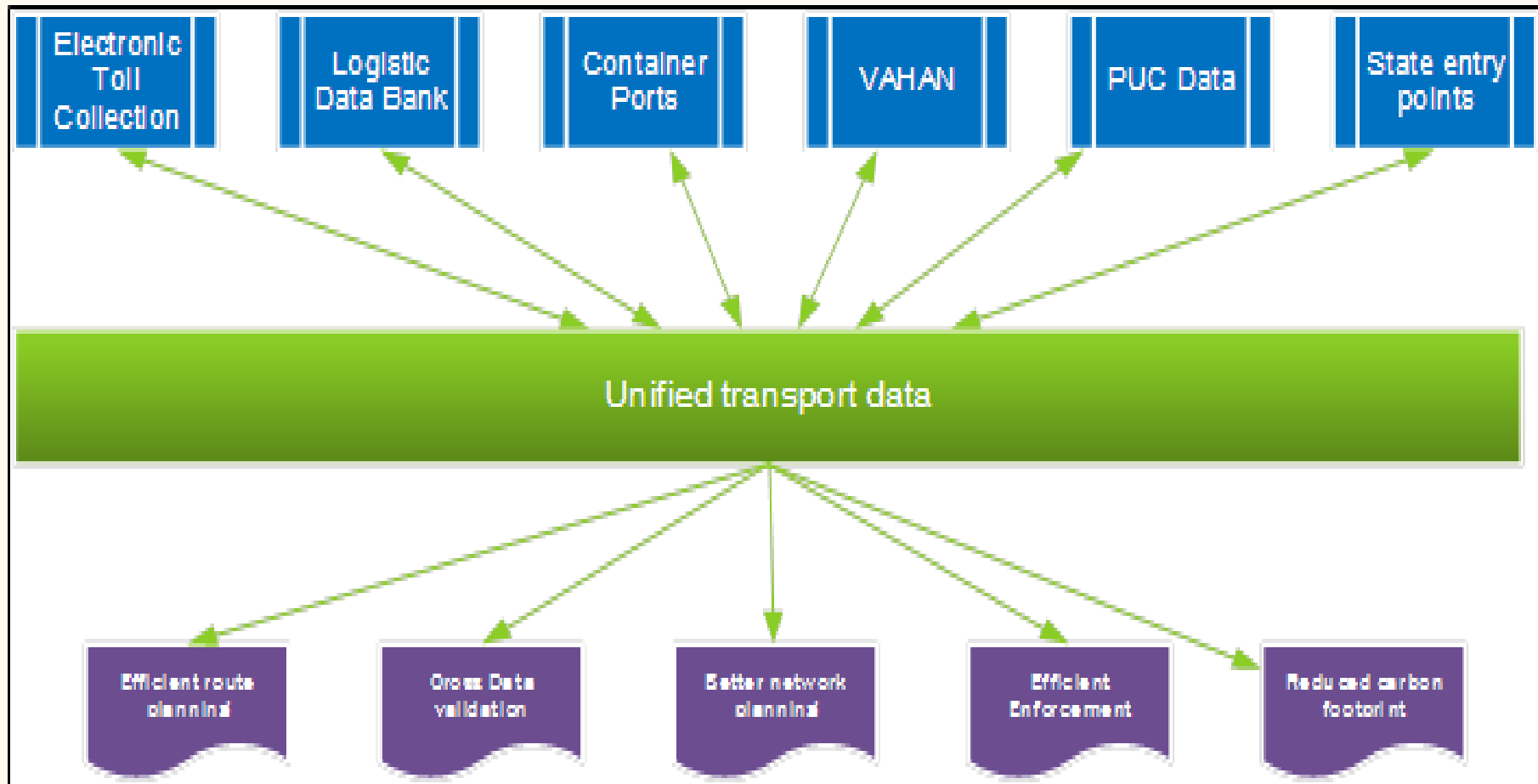
## 4. Data Repository

Data is the new oil.

It is the future business driver, as good as currency in the decades to come

It is thus proposed to create a National Data Exchange so as to create a culture of data integrity and data sharing.

This will be complemented by a Unified Transport Data cross platform, Data Centers in each city and establishment of an Online Data Capture Network on traffic parameters.





## 5. Radio Frequency Delicensing

- Globally harmonized frequency bands need to be delicensed for automotive use on non-exclusive, non-interference basis for public use
- This would permit auto manufacturers to introduce globally proven advanced safety technologies such as Radar Based Advance Driver Assistance Systems in India as well as promote Make-in-India
- Full spectrum release commensurate with emission power and technological requirements in sync with global norms such as European Standard 302 288

## 6. Traffic Management

- Owing to absence of lane driving in many parts, Automatic Traffic Count Classifiers installed by the National Highways Development Authority of India thus did not function optimally.
- Developments in ICT & sensor technology make it possible for ATCCs to function well now.
- They key drivers in this domain will be AI driven technological Sensor solutions coupled with independent toll audit systems and stakeholder sensitization towards online traffic flow data collection.

**Thank You**