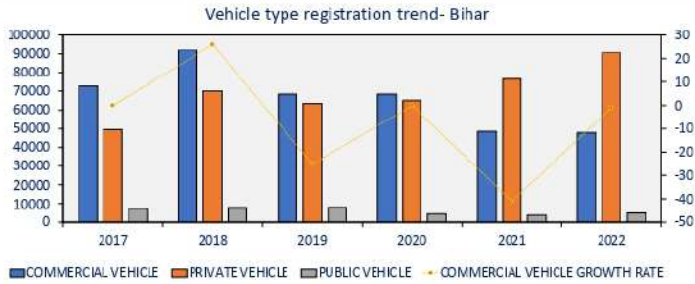
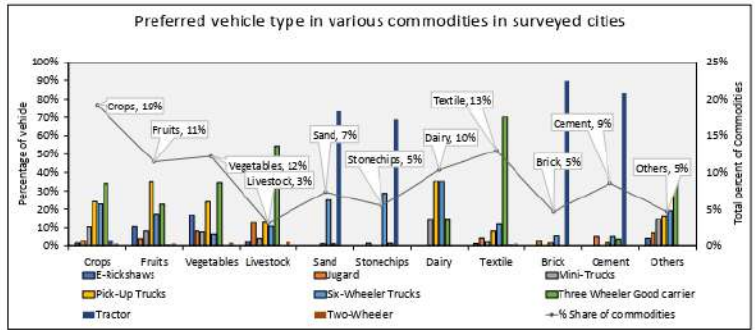
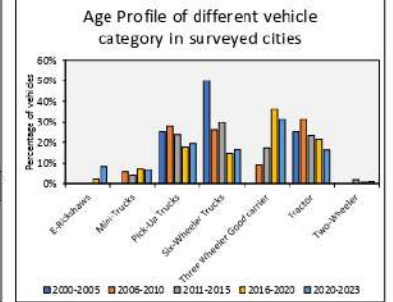
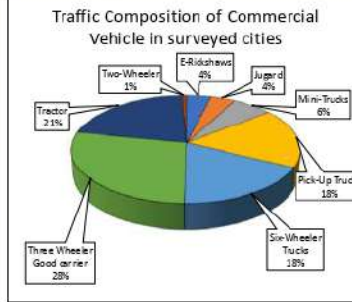


BACKGROUND

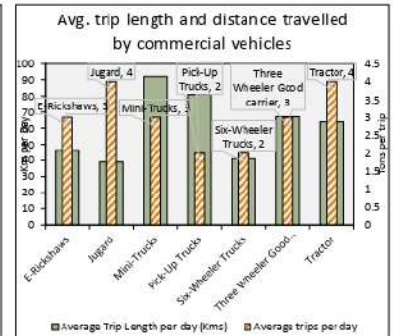
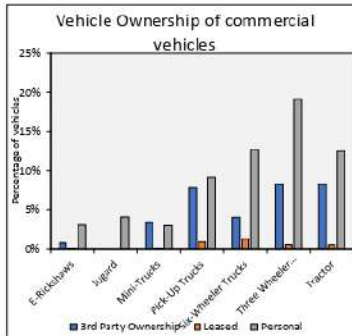
- As per study by NITI Aayog, 70% of Indian goods and services are operational through road routes and 17.5% through rail routes. It has a crucial role in propelling economic development and social integration within and inter state both.
- India has more than 2.8 million registered commercial vehicles that run over 100 Billion kilometers per year. It comprises only about 2% on-road vehicle share which is responsible for about 40% of emission and 33% of fuel consumption from road transport
- Bihar will attain 34% of urbanization growth by 2031, which will result in demand of more e-commercial activities and movement of goods. Bihar has witnessed an annual growth of 7% in passenger vehicles, 9% in private vehicles, and 4% in commercial vehicles.
- Among all registered vehicles (3-W, LCV, MCV, HCV) in between year 2017-22, 82% were diesel, 14% were electric (mostly 3-Wheelers) and 4% were CNG as shown in figure below.

KEY FINDINGS



RESEARCH QUESTION

- If commercial sector transportation has significant potential to contribute to clean mobility transition pathways, what is baseline data to be considered in terms of type of goods or services and vehicle types plying within inter and intra-cities of Bihar and Jharkhand.
- If certain commercial sector and vehicle type has greater potential of clean mobility transition, what could be the encouraging policy framework, technological options, and infrastructural reforms required for addressing anxiety and henceforth smooth adoption in major economic hubs of both the pilot states.



METHODOLOGY

INDICATOR	WHY ?	WHAT ?	RECOMMEND
	Type and number of commercial vehicles plying in major hotspots of urban areas.	Which vehicle segment is more important or have potential of transition	Vehicle owners and manufacturers perspective to infer probability of a adoption or transition
	Type of priority commodities transported in type of commercial vehicles	Payload characteristic of vehicle carrying specific kind of commodity	To analyze whether the current policies are fishable enough to achieve the target.
	Major origin and destination location for the exchange of commodities	Trip characteristic of vehicle such as delivery time, parking, driving conditions	Infrastructure reforms to address the faster adoption of electric commercial vehicles in major routes.



OBJECTIVE: Investigating characteristics of commercial sector transportation in emerging economic hubs for exchange of priority goods and services within inter and intra-cities.

