

# Passenger transport mode

## Modal share

### Level 1

This level assumes that the share of rail grows to 12% in 2050, whereas share of air travel grows to 4%. This could be possible as more planned airports in smaller cities become operational and money value of time increases.

### Level 2

Level 2 envisages a focus on rail based mass transport systems. Metro and suburban rail systems would be extended to a number of urban. Faster train sets are expected to operate for inter-city rail passenger services, increasing intermodal share of rail to 15% by 2050. Demand for faster intercity travel could maintain civil aviation shares at about 2.6%.

Share of road, rail, waterways and air travel for passenger transport in 2015 in Maharashtra was estimated at 95 : 4.4 : 0.1 : 0.5 in percentage terms. With improvements in road infrastructure and increased penetration of private modes of road transport, railways have been losing share in the overall passenger traffic. Air travel in Maharashtra is also expected to take off with 16 new airports planned and impact of PM's UDAN scheme.

### Level 3

Level 3 assumes increasing share of rail to 17.5%, and reducing air travel to 1.4%. This could result from focused policies towards incentivizing suburban rail services, introduction of high-speed rail corridors and projects like Regional Rapid Transit System (RRTS).

### Level 4

Level 4 assumes share for rail would increase to almost 19.3%, and air would reduce to 0.7%. This could be due to focused policies to enhance investments in rail based public transport like metros in all urban cities and Rapid Rail Transit Systems for all urban conglomerates. For inter-city travel, High Speed Rail at 300 km/hour and bullet trains for high demand passenger corridors could help reduce the incidence of air travel.

