



CYCLE RICKSHAWS

Wheels from the past, pedalling into the future...

Cycle rickshaws are so many things at once. They are something from the past, as relevant in the present and waiting to be the future of urban India. They are pollution free, sustainable and an instant source of livelihood for many in our cities. They are personal and contemporary reflections of art. They are an affordable mode of transport for the middle and low income groups.

The dramatic, miserable depiction of a cycle rickshaw driver in the Bollywood classic 'Do Beegha Jameen' (1953) may still be true for so many rickshaw drivers across India - poor migrants with families to feed in their native villages with only the rickshaw as their source of livelihood. Probably the impression of cycle rickshaws as inhumane comes from these stories impressed on our minds. Initiatives like Eco Cabs in Fazilka, however prove us wrong. Cycle rickshaws, suitably recognised, modified and organised can become integral part of sustainable urban transportation.

This calendar brings out the many aspects of a cycle rickshaw and hopes to create a legitimate and popular place for it in our cities.

SUM Net is a democratic, secular, membership-based coalition of individuals, voluntary organizations, and civil society networks and movements.

SUM Net seeks to improve the overall quality of life for all by securing deeply democratic processes of decision-making to ensure that urban transportation systems are universally accessible, socially just, safe and secure, economically viable, and environmentally sound.

CALENDAR
2016

SUM Net India



Dr. Thomas Hoffmann

Photo for month: July

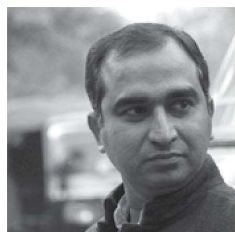
Works as geographer and geographic didactic at a Teacher Training Center at Karlsruhe, Germany. He is mainly engaged in geography didactics and Education for Sustainable Development on national as well as international level. His regional interests are around Asia in general and South Asia in particular, where he conducted field research in several parts of the Himalayas. He shares his interest in rickshaws with Walter Keller, with whom he organised an exhibition about rickshaws, which was presented all over Germany.



Savita Bharti

Photos for month: January, February, March, May, September, October

Works with the Centre for Environment Education, Pune. Her new found passion for photography is taking her to document facets of life that otherwise go unnoticed. Cycle rickshaws mean a lot of things to her - easily accessible, affordable and comfortable mobility along with the interaction that it provides with the people and surroundings. She thinks that cycle rickshaws need to be encouraged for our own good.



Navdeep Asija

Photo for month: August

Founder of dial-a-cycle rickshaw concept known as Ecocabs that has won the 2011 National Award of Excellence by Ministry of Urban Development, Government of India. Asija is pursuing his Ph.D. for Road Safety from the Indian Institute of Technology Delhi and has been recently appointed by Honourable Punjab and Haryana High Court as the Traffic Advisor for the state of Punjab. He has also been associated with Home Affairs and Justice, State of Punjab, India.



Walter Keller

Photos for months: June, December

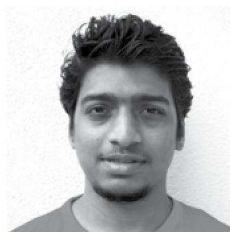
From about the mid 1980s he has been involved in cycle rickshaw issues. In Asia, particularly in India and Bangladesh, he has been travelling a lot by this mode of transport and has seen the decline of rickshaws in many countries due to Government restrictions. In 1995 he produced a large photographic exhibition on the history of the cycle rickshaw in Asia which was shown in Germany and Switzerland over a period of more than 2 years.



Ritwik Chatterjee

Photos for months: April, November

Based in Delhi, he works in Piramal Foundation to improve the government elementary education system. Besides that, he likes capturing stories, either through pictures or words. He is fascinated by how cycle rickshaws in different cities, speak different stories about a city's art, history, people and day-to-day life.



Prashant Acharekar

Cover Photograph

A programmer by profession, living in Mumbai, he finds beauty in the most mundane things of life, which reflects in each of his pictures. His love for photography is complemented by his love for travel. He captured the cycle rickshaw as an indivisible part of Kolkata when he visited the city in 2007.

Parisar

'Yamuna', ICS Colony, Ganeshkhind Road, Pune 411 007
Ph: 020 25529122

Institute for Democracy and Sustainability (IDS)

House No-7, Street No-1, Block-A, Himgiri Enclave, Pepsi Road,
Main Burari Road, Delhi-110084
Email: idsinitiative@gmail.com | Ph:+91-9868200316

<https://www.facebook.com/sumnetwork/> | www.sumnet.in



ABOUT SHAKTI SUSTAINABLE ENERGY FOUNDATION

Shakti Sustainable Energy Foundation works to strengthen the energy security of India by aiding the design and implementation of policies that support energy efficiency and renewable energy.

Disclaimer

The views expressed in this document do not necessarily reflect those of Shakti Sustainable Energy Foundation. The Foundation does not guarantee the accuracy of any data included in this publication and does not accept responsibility for the consequences of its use.



LIVELIHOOD

It is estimated that cycle rickshaws provide employment to around 1 crore people across the country. However, they are still not legally recognised in Indian cities. If a person is found driving a car without a license, he/she is liable to pay a fine of a few hundred rupees. But a person plying a rickshaw without a license invites confiscation of the vehicle.

The cycle rickshaw is an instant source of income for many poor men in cities. Most cycle rickshaw drivers are very poor, living each day as it comes, with no benefits or safeguards that the organised working sector has access to. Many cycle rickshaw drivers are migrants, for whom driving the cycle rickshaw is one of the few options of survival in a big city.

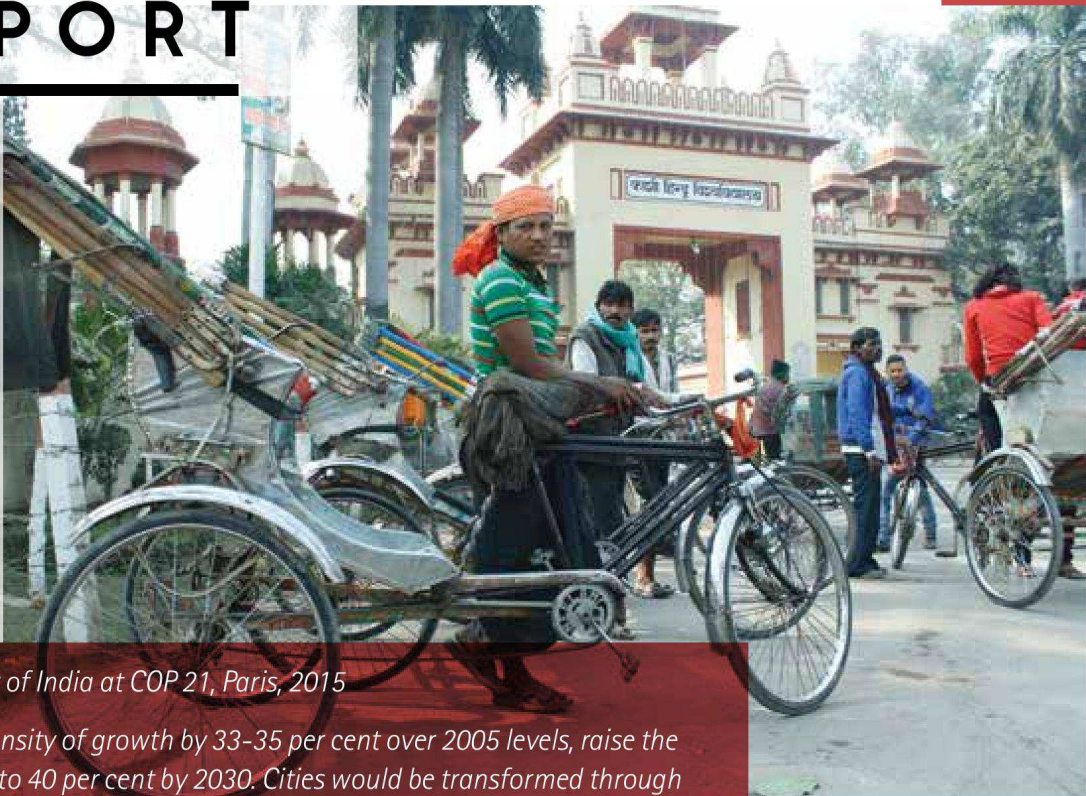
While ensuring livelihood for the poor, is one of the Sustainable Development Goals, Indian cities are a hostile environment for these service providers.

JANUARY 2016

M	T	W	T	F	S	S	M	T	W	T	F	S	S
				1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20	21	22	23	24
25	26	27	28	29	30	31							

S U S T A I N A B L E T R A N S P O R T

As a mode of transportation, cycle rickshaws present themselves as a sustainable mode in a multi-modal transportation system. They don't pollute, don't consume fossil fuel, are not noisy and provide low cost mobility that auto rickshaws and taxis are reluctant to offer, particularly for short distance travel.



Narendra Modi, Prime Minister of India at COP 21, Paris, 2015

"We plan to reduce carbon intensity of growth by 33-35 per cent over 2005 levels, raise the share of non-fossil fuel power to 40 per cent by 2030. Cities would be transformed through improvements to their efficiency and improving public transport."

F E B R U A R Y 2 0 1 6

M	T	W	T	F	S	S	M	T	W	T	F	S	S
1	2	3	4	5	6	7	8	9	10	11	12	13	14
15	16	17	18	19	20	21	22	23	24	25	26	27	28
29													

POLLUTION FREE

India is the World's fourth biggest carbon emitter, and third biggest greenhouse gases emitter. The growing number of private vehicles is only aggravating this problem. Cycle rickshaws are important, non-polluting, energy saving links in a seamless transit experience.



Cycle rickshaws reduce air pollution by saving fuel on 10 crore motorised trips all over the country and 1 crore trips in Delhi alone.

MARCH 2016

M	T	W	T	F	S	S	M	T	W	T	F	S	S
	1	2	3	4	5	6	7	8	9	10	11	12	13
14	15	16	17	18	19	20	21	22	23	24	25	26	27
28	29	30	31										

SUM Net India

LAST MILE CONNECTIVITY

Cycle rickshaws are perfect modes to provide last mile connectivity in cities. While buses and rail provide transit services throughout the city, the connecting journey from the station/ stop to the final destination completes the trip. While cities are now increasingly seeing the need for good public transport, last mile connectivity cannot be ignored.

"The lack of first and last mile connectivity is affecting use of public transport."

- Venkiah Naidu, Union Minister of Urban Development at Urban Mobility India Conference 2015



A P R I L 2 0 1 6

M	T	W	T	F	S	S	M	T	W	T	F	S	S
				1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20	21	22	23	24
25	26	27	28	29	30								

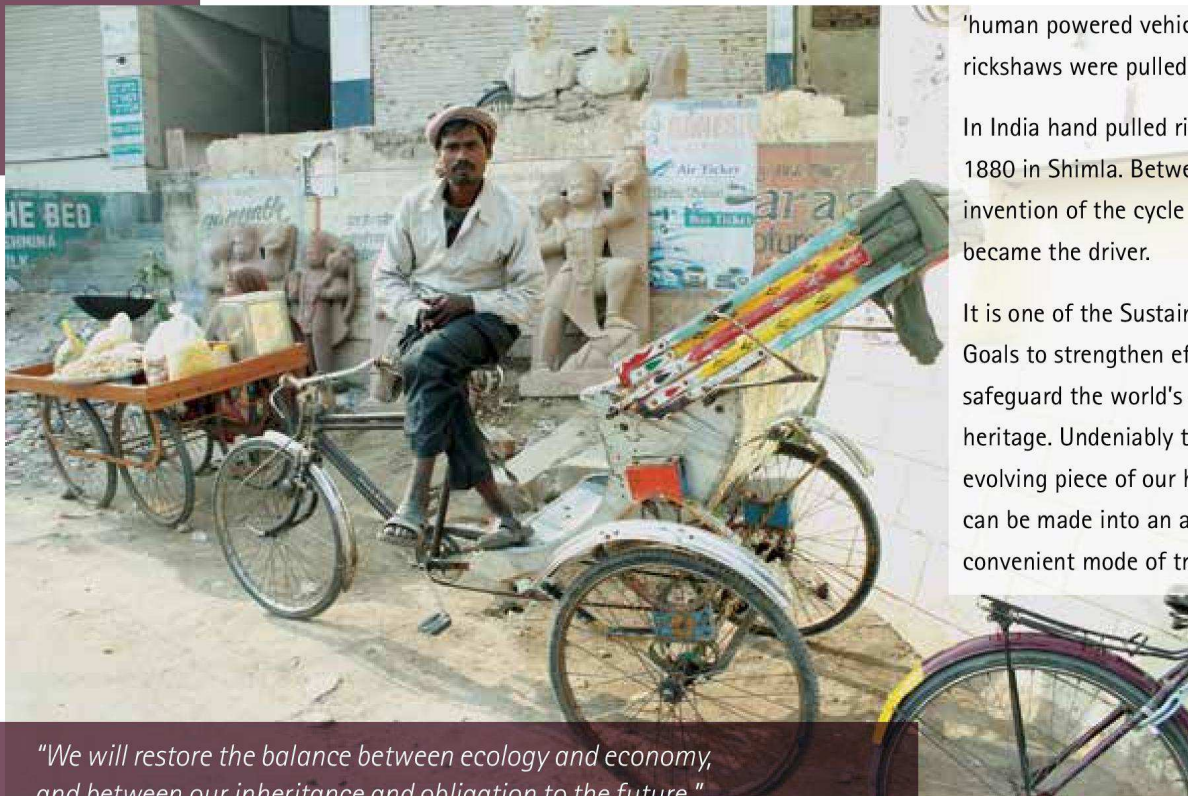
SUM Net India

HERITAGE

The word rickshaw was derived from the Japanese word 'jinrikisha' which literally means 'human powered vehicle'. The first of these rickshaws were pulled in Japan in 1868.

In India hand pulled rickshaws appeared in 1880 in Shimla. Between 1930-1940, with the invention of the cycle rickshaw, the puller now became the driver.

It is one of the Sustainable Development Goals to strengthen efforts to protect and safeguard the world's cultural and natural heritage. Undeniably the cycle rickshaw is an evolving piece of our history and culture which can be made into an attractive, practical and convenient mode of transportation today.



"We will restore the balance between ecology and economy, and between our inheritance and obligation to the future."

- Narendra Modi, Prime Minister of India at COP 21 Paris, 2015

M A Y 2 0 1 6

M	T	W	T	F	S	S	M	T	W	T	F	S	S
						1	2	3	4	5	6	7	8
9	10	11	12	13	14	15	16	17	18	19	20	21	22
23	24	25	26	27	28	29	30	31					

SUM Net India

RICKSHAW ART

Rickshaw art is contemporary and is increasingly being recognised in the international art circles, apart from simply making the rickshaws attractive for passengers. This art form originated and became popular in Dhaka, Bangladesh where cycle rickshaws dominate streets. Rickshaw art began to flourish during the Bangladesh freedom struggle with Pakistan in the early seventies. During this war, there were patriotic images showing people saluting the Bangladesh flag, or an astronaut planting a Bangladesh flag on the moon!

The themes apparent in rickshaw art vary, but they are often inspired by popular culture so it's not uncommon to see images that depict film posters or film stars as well as iconic images of rural life, prominent people, architecture, animals, moments in history, flowers and fauna.



J U N E 2 0 1 6

M	T	W	T	F	S	S	M	T	W	T	F	S	S
		1	2	3	4	5	6	7	8	9	10	11	12
13	14	15	16	17	18	19	20	21	22	23	24	25	26
27	28	29	30										

GOODS VEHICLES

The cycle rickshaw, transformed suitably into cycle rickshaw trolleys becomes a light weight, non-polluting goods vehicle which also saves road space.



According to a research done in Delhi in 2014, if cycle rickshaw trolleys are replaced by motorised vehicles, CO² emissions from vehicular traffic will increase by over 3% and hydrocarbon emissions will increase by over 8% and six to seven hundred thousand people will have to find alternate employment. The findings have a direct impact on various urban freight policies and welfare policies for the poor.

JULY 2016

M	T	W	T	F	S	S	M	T	W	T	F	S	S
				1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20	21	22	23	24
25	26	27	28	29	30	31							

ECO CABS



Eco-cabs is the world's first such scheme involving cycle rickshaws. On 6th December 2011 project Fazilka Ecocabs was awarded with "National Award of Excellence" in the area of Non-Motorised Transport (NMT) in India, by the Ministry of Urban Development, Government of India.

Ecocabs is basically cycle rickshaw service made available on phone call at your door-step through the network of call centres, similar to dial-a-cab/taxi service. It was introduced in Fazilka, Punjab, to bridge the gap between demand and supply of para transit mode using latest transportation management and technological tools.

Ecocabs were conceptualised with an aim to strengthen the existing unorganised network of cycle rickshaw and to promote it as an affordable means of sustainable urban transport for short distance travel.

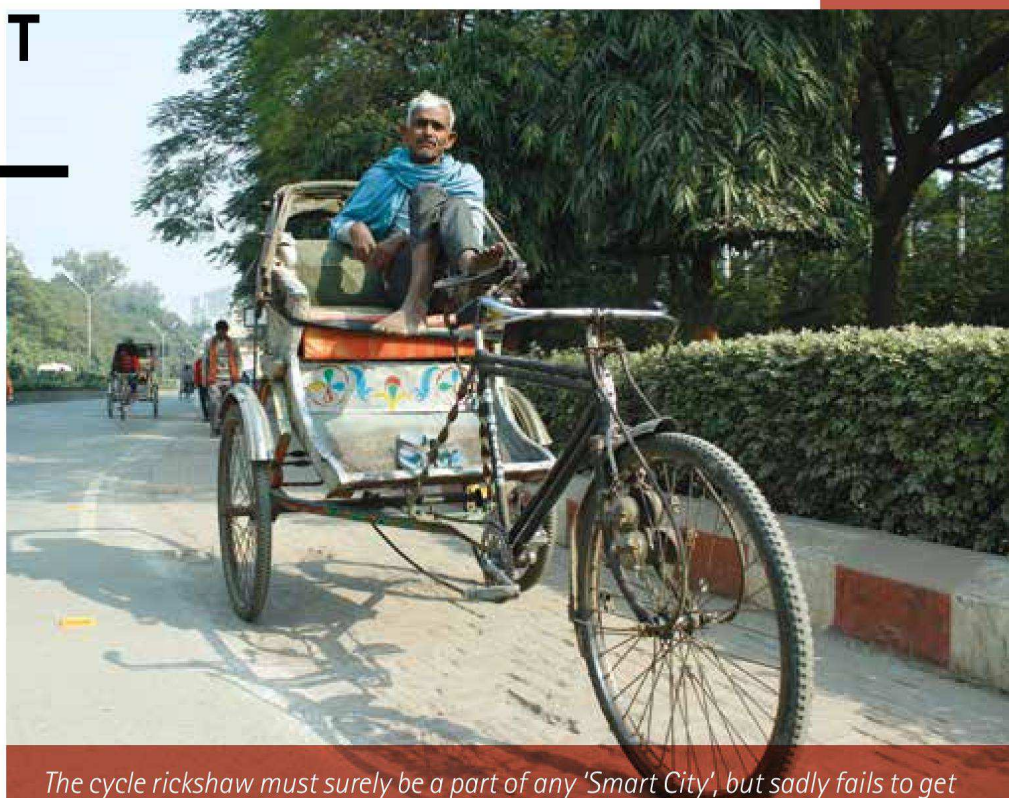
Along with better rickshaw design and added facilities, this initiative ensures welfare of drivers through micro-finance schemes, accident and theft insurance, recognition by government and so on.

AUGUST 2016

M	T	W	T	F	S	S	M	T	W	T	F	S	S
1	2	3	4	5	6	7	8	9	10	11	12	13	14
15	16	17	18	19	20	21	22	23	24	25	26	27	28
29	30	31											

CYCLE RICKSHAWS AND SMART CITIES

Smart Cities have a vision of creating walkable localities — reduce congestion, air pollution and resource depletion, boost local economy, promote interactions and ensure security. It mentions that the road network is created or refurbished not only for vehicles and public transport, but also for pedestrians and cyclists, and necessary administrative services are offered within walking or cycling distance.



The cycle rickshaw must surely be a part of any 'Smart City', but sadly fails to get recognised for its contributions to the city.

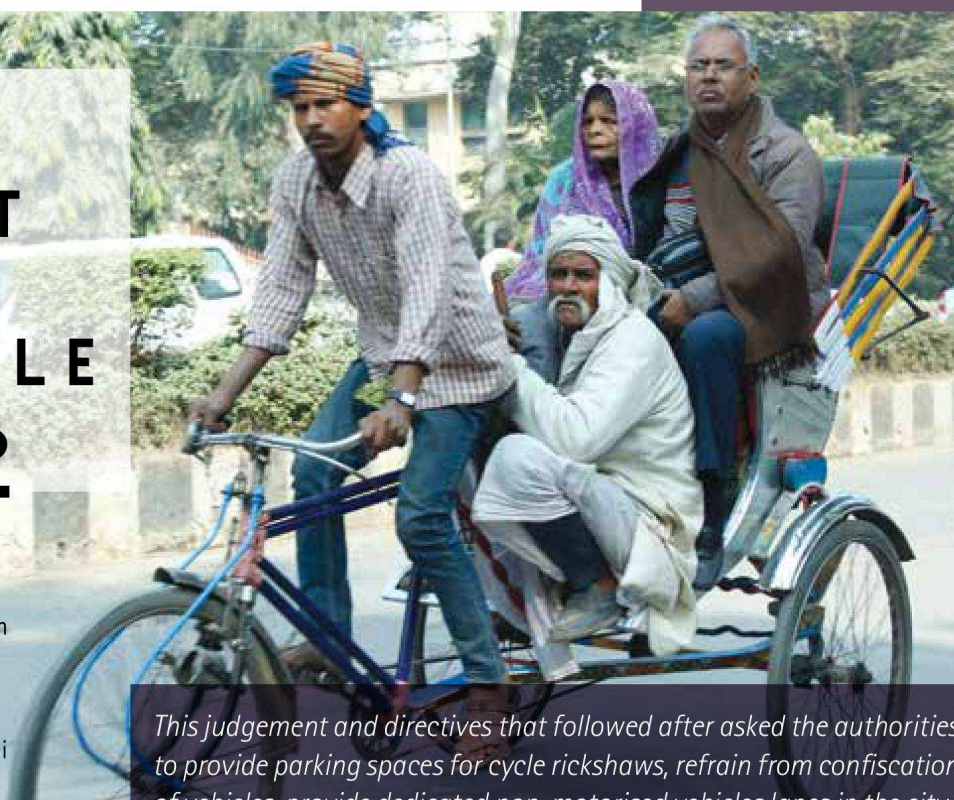
SEPTEMBER 2016

M	T	W	T	F	S	S	M	T	W	T	F	S	S
			1	2	3	4	5	6	7	8	9	10	11
12	13	14	15	16	17	18	19	20	21	22	23	24	25
26	27	28	29	30									

SUM Net India

DELHI HIGH COURT REMOVES BAN ON CYCLE RICKSHAWS

The Municipal Corporation of Delhi slapped a ban on plying of cycle rickshaws in certain areas of the city, along with an arbitrary cap on the number of cycle rickshaws. The battle that followed this unfair decision gave way to one of the most significant judgements by the Delhi High court in 2010, not only removing this arbitrary ban, but also reiterating the need of cycle rickshaws in the city.



This judgement and directives that followed after asked the authorities to provide parking spaces for cycle rickshaws, refrain from confiscation of vehicles, provide dedicated non-motorised vehicles lanes in the city and so on. However, little to the effect has happened yet.

OCTOBER 2016

M	T	W	T	F	S	S	M	T	W	T	F	S	S
					1	2	3	4	5	6	7	8	9
10	11	12	13	14	15	16	17	18	19	20	21	22	23
24	25	26	27	28	29	30	31						

SUM Net India

It is probably the socio-economic condition of the drivers, accentuated by the lack of legal status and access to basic civic services that affect popular belief. With proper recognition and better design of cycle rickshaws, like Eco-cabs in Fazilka, this mode can lose the tag of misery attached to it.

QUESTION OF HUMAN DIGNITY

Cycle rickshaws are often misunderstood as inhumane and regressive. This is unfair, considering that there are many other occupations where men and women work under hazardous conditions such as construction work. What people miss is the fact that a rickshaw driver is his own master and can choose when to work and when not to. Pedalling the rickshaw to earn livelihood cannot be an inhuman profession.

NOVEMBER 2016

M	T	W	T	F	S	S	M	T	W	T	F	S	S
	1	2	3	4	5	6	7	8	9	10	11	12	13
14	15	16	17	18	19	20	21	22	23	24	25	26	27
28	29	30											

SUM Net India

NEED FOR POLICY FOR CYCLE RICKSHAWS IN CITIES



Cycle Rickshaws are not recognised by planners and transport policy makers. With little security of sustenance and legality, this mode has been devoid of any innovation in design and organisation in Indian cities.

In 2006, it was estimated that there are six lakh cycle-rickshaws (only 89,429 are licensed) and four lakh goods rickshaws plying in Delhi. The unlicensed or 'illegal' ones, costing around Rs 5,000 each are seized by authorities, crushed and disposed of as scrap. Rickshaw pullers have no insurance cover. They rarely have I-cards or ration cards. In 2013 the Ministry of Housing and Urban Poverty Alleviation appointed a committee to draft the Non-Motorised Vehicles (Regulation and Conditions of Service) Act, 2013 bill. Sadly the bill, which would have legitimised the cycle rickshaw and given protection to the cycle rickshaw driver, is languishing without any political champion.

DECEMBER 2016

M	T	W	T	F	S	S	M	T	W	T	F	S	S
			1	2	3	4	5	6	7	8	9	10	11
12	13	14	15	16	17	18	19	20	21	22	23	24	25
26	27	28	29	30	31								

SUM Net India