

# One in three households in India owns a two-wheeler

A majority of car owners prefer to use a two-wheeler to reach work, according to the ICE 360° survey 2016



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NEW DELHI

One in two households owns a bicycle, one in three owns a two-wheeler, and one in 10 owns a car, according to fresh data from a nationally representative large-scale survey conducted this year. The Household Survey on India's Citizen Environment & Consumer Economy (ICE 360°) survey shows that a majority of car owners reside in urban India, while a majority of two-wheeler owners live in rural India. The survey covering 61,000 households is among the largest consumer economy surveys in the country.

The proportion of car-owning households in the country was 5%, according to the 2011 census data. That proportion has more than doubled, and stands at 1% today as per the ICE 360° survey 2016. The proportion of two-wheeler owners has increased 15 percentage points to 36%, while the proportion of bicycle owners has increased 59 percentage points since 2011 to 58%, the survey shows.

Households in the top quintile account for a majority of the cars and more than a third of two-wheelers in the country. The top 10% accounts for 16% of the cars and 22% of two-wheelers in India. The bottom quintile, which is the poorest 20%, accounts for a majority of the bicycles in the country, as per the survey. Households having a motorcycle or a scooter or a scooter or a moped have been categorized as owning a two-wheeler in this analysis.

A notable feature of the ICE 360° survey is that it is representative at the level of economic clusters. Urban India has been divided into four clusters: metros (population more than 5 million), boom towns (2.5 to 5 million), niche cities (1 to 2.5 million) and other urban towns (less than 1 million).

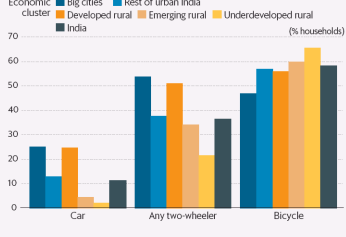
Based on a district development index, rural India has been subdivided into three distinct clusters: 'developed rural', 'emerging rural', and 'under-developed rural'. The first category includes districts such as Bihar (Maharashtra) and Kamrup (Assam) while the last category includes districts such as Kalandahi (Odisha) and Bastar (Chhattisgarh).

Big cities, which include all million-plus cities (metros, boom towns, and niche cities), together account for 10% of car owners. Developed rural areas account for a greater share of car owners in the country than smaller urban centres, the survey shows.

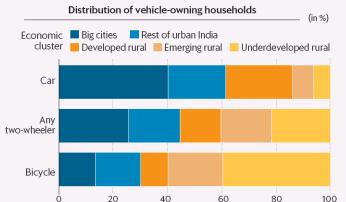
More than half of the households in developed rural areas own a two-wheeler, and roughly a quarter of them own a car. The comparative ratios for metros are nearly identical. The share of households owning a two-wheeler in emerging rural areas is only a little less than the share of households owning a two-wheeler in smaller urban centres, the ICE 360°

## A country of bikers

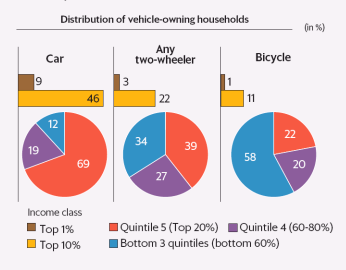
A majority of households in India own a bicycle. Half the households in both big cities and developed rural areas own a two-wheeler.



A majority of car owners live in urban India while a majority of two-wheeler owners live in rural India.



The top quintile accounts for 69% of cars and 39% of two-wheelers in the country.



Note: Big cities include metros, boom towns and niche cities. Two-wheelers include motorcycles, mopeds and scooters.

## ICE 360° Part 8

A two-wheeler is the vehicle of choice for most Indians in their daily commute to work, the survey suggests, followed by the bicycle. Thirty-three per cent of Indians use a two-wheeler to reach work while 3% use a bicycle. Fourteen per cent reach work by a public bus while only 3% use a local train (or metro) to reach their place of work.

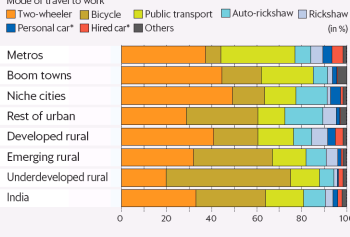
The bicycle is the vehicle of choice for the poorest quintile for their daily commute while for the richest quintile the two-wheeler is the vehicle of choice for reaching work. More among the rich use public transport for their daily commute compared to the poor. The proportion of people in the top quintile who use public transport to reach work is nearly twice the proportion of people in the bottom quintile who use public transport for their commute to work.

In metros, 22% use a public bus and 1% use a local train (or metro) to reach work. The proportion of people using auto-rickshaws is higher than those using personal cars and higher than those using hired cabs to reach work in metros, the survey shows. Thirty-seven per cent of people in metros use two-wheelers to reach work, the data shows.

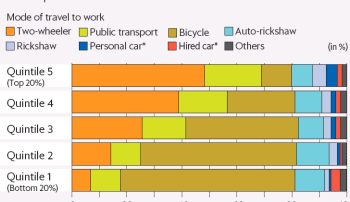
Even car owners seem to prefer using the two-wheeler while travelling to work, the survey suggests. The proportion of car owners who use

## How India goes to work

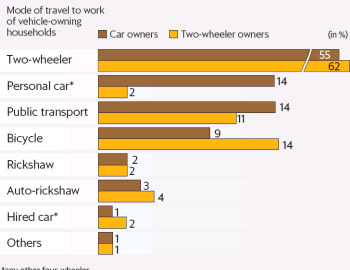
The two-wheeler is the most popular vehicle to get to work in India, followed closely by the bicycle. More people use autos than cabs, even in metros.



Bicycle is the most popular vehicle to get to work for the poorest quintile, while the two-wheeler is the most popular vehicle to get to work for the richest quintile



A majority of car owners use two-wheelers to go to work.



\*any other four-wheeler

Source: ICE 360° Survey, 2016

their own car to travel to work is relatively lower, and is equal to the proportion of car owners who use public transport (bus, train, or metro) to reach work.

The ICE 360° survey was conducted by the independent not-for-profit organization, People Research on India's Consumer Economy (PRICE), headed by two of India's best-known consumer economy experts, Rama Bijapurkar and Rajesh Shukla. The survey is among the largest consumer economy surveys in the country.

The urban sample of the survey is comparable to that of the National Sample Survey Office (NSSO) consumer expenditure survey conducted in 2011-12. While the NSSO surveyed 101,631 households, of which 41,368

## STRAIGHTFORWARD

SHASHI SHEKHAR

Respond to this column at feedback@livemint.com

# WE FALL, GET UP, AND MARCH FORWARD

It was 6 December 1992. My body was burning with fever, but my mind was preoccupied with the thought of Ram Jai Ram. A correspondent had reported the night before that the *kar sevaks* (volunteers) were not in a mood to return empty-handed this time.

Over the last three years, we had been watching how the tensions were being stoked in the entire country, as business women were coaxed to beat *thalis* (plates) in support of the Ram temple from their terraces. At other times, groups of young men went from door to door seeking donations for the construction of the temple. Most parts of India were abuzz with discussions about the Ram temple. People from our generation, who had only heard about the nation's struggle for independence and the subsequent partition, were gripped by anxiety.

During this period I discovered new facets of people I knew. During my student days at Banaras Hindu University (BHU), I was introduced to a professor who dazzled his pupils with his intellect. Calling himself a progressive, he offered sharp criticism of the caste system, communalism, dynastic politics and the filelets of the university administration. So endearing was his style that people were mesmerized.

In the months preceding the demolition of the Babri Masjid, I found that there was a traffic jam near Singh Dey Park when I visited BHU. It was a procession of Ram bhaktas (Ram devotees) passing through the area. Their slogans rent the air. I recognized the professor in the crowd who, too, was vigorously shouting slogans. Later I asked him: "Weren't you a Leftist in the 1980s?" "I had lost my way. The temple in Ayodhya is a symbol of our pride," he replied.

Clearly, at that juncture of time, historical points of view had assumed new layers.

In 1990, the then Uttar Pradesh chief minister, Mulayam Singh Yadav, was trying to stop this wave. He said at a rally that till the time he was there, even a bird could not flap a wing in Ayodhya without his permission.

But the conflict kept escalating. The situation became so bad that on 30 October 1990, a few *kar sevaks* broke the police and paramilitary cordon and climbed on top of the dome of the Babri mosque. They were made to get off after several attempts. Emboldened by this, their leaders announced that they would knock down the mosque on 2 November itself.

The sun on 2 November appeared like a huge, fiery ball of conflict. One of my IPS friends was posted in Ayodhya that day. Many years later, when we met in Delhi he told me that the *kar sevaks* had adopted an innovative strategy that day. They were hiding behind the women and elderly who were pleading with the soldiers to let them move forward, by falling at their feet. Out of respect and conditioning, the soldiers would retreat two steps and the *kar sevaks* would move forward in this manner. After some time one young officer understood that they would keep advancing in this manner. They gave a formal warning to the *kar sevaks* which fell on deaf ears. Left with no choice, they had to use tear gas and carry out a baton charge.

The situation deteriorated so much that the police had to open fire on the crowd near Hanuman Garhi in Ayodhya. Fourteen people were killed in the incident. By the time the officer returned home late at night, his wife had heard the news about the police firing. Looking at the bloodstains on her husband's uniform she assumed her husband had ordered the firing on the *kar sevaks*. For a few minutes she went into deep shock. His wife is also from the administrative services and not unlettered. Clearly, the security personnel were fighting the battle at many levels.

In those tumultuous times, communal riots flared up in many parts of the country. More than 2,000 people lost their lives in these riots. It appeared as if the wheels were spinning forever. India would never be the same after the morning of 6 December 1992.

Twenty-four years after the Babri Masjid demolition, I can say with a sense of relief that our apprehensions have proved to be unfounded. At times, one is happy to be proved wrong.

This does not mean that the Ayodhya issue has been resolved. Before every election, there is an attempt to let the genie out of the bottle. It is a tradition followed in Pune every year on 15 November, when a group of people gather around an urn containing the ashes of Nathuram Godse, the man who murdered the Mahatma. His ashes still haven't been immersed. The group believes that the immersion will happen only in the Indus river of an undivided India.

Nathuram Godse's younger brother Gopal wrote a book in which he justified the *vadh* (murder) of the Mahatma, saying that it was essential. He was a staunch believer in the rebuilding of an undivided India, but most people ignored him. Most people in the country were not aware of his ambition.

The good news is that the youth of the 21st century have embraced themselves for every new challenge that lies ahead. They don't have time for such talk.

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# Ahead of talks with Modi, Widodo calls for Indian investments in pharma, infra sectors

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NEW DELHI

India and Indonesia will begin to invigorate their tepid strategic partnership during a two-day visit by President Joko Widodo beginning on Monday. Talks between Widodo and Prime Minister Narendra Modi are expected to focus on ways to boost trade and counter terrorism.

Jakarta-Bangkok-Mumbai flight to coincide with Widodo's arrival in India. The air link comes eight years after talks started on the subject, an Indonesian diplomat said. Indonesia is the largest country in the Association of Southeast Asian Nations (Asean) with the biggest Muslim population in the world. India shares a maritime boundary with Indonesia and is India's largest trade partner in Asean. Yet, bilateral ties have not acquired the momentum compared to countries

such as Singapore and Vietnam. "One can only speculate as to why ties have lagged," said Kalidas Ghoshal, former professor of South-East Asia and South-West Pacific Studies at Jawaharlal Nehru University. "While Modi visited countries like Singapore and Vietnam within Asean, Indonesia being the largest country in the region was not covered. Perhaps there were problems on scheduling the visit." "Indonesia is a key country within Asean; it is perhaps



Joko Widodo. AFP

right to call it the fulcrum of Asean. It is an important country in terms of maritime issues as it sits astride major sea lanes of communication between the Indian and Pacific Oceans, between India and South-East Asia. One thing is clear, our government should have recognized the strategic importance of Indonesia and moved more proactively," he said. Widodo had visited China in March 2015 where he sought Chinese investments for connectivity between the many islands constituting Indonesia,

two had since become strained over China's claims to almost all of the South China Sea, he said. In June, Widodo presided over a cabinet meeting on the board of directors of the Natuna Islands, in a sign of asserting sovereignty over waters in the southern reaches of the South China Sea. "Now that things are not going so well with China, I presume Widodo wants to look at India," Ghoshal said. A person familiar with the developments said on condi-