



BUS OPERATORS CONFEDERATION OF INDIA

FUTURE Of PUBLIC TRANSPORT by ROAD



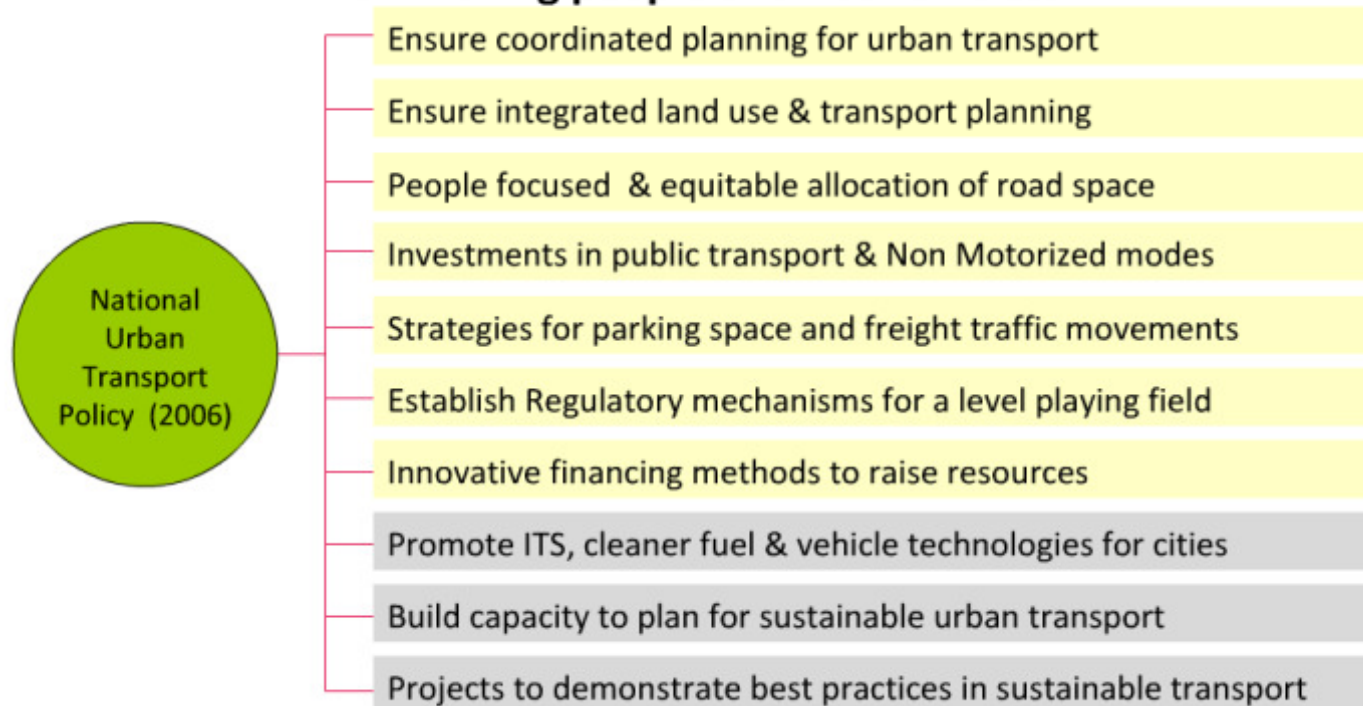
Policy is right but it requires Political will & legislative support !



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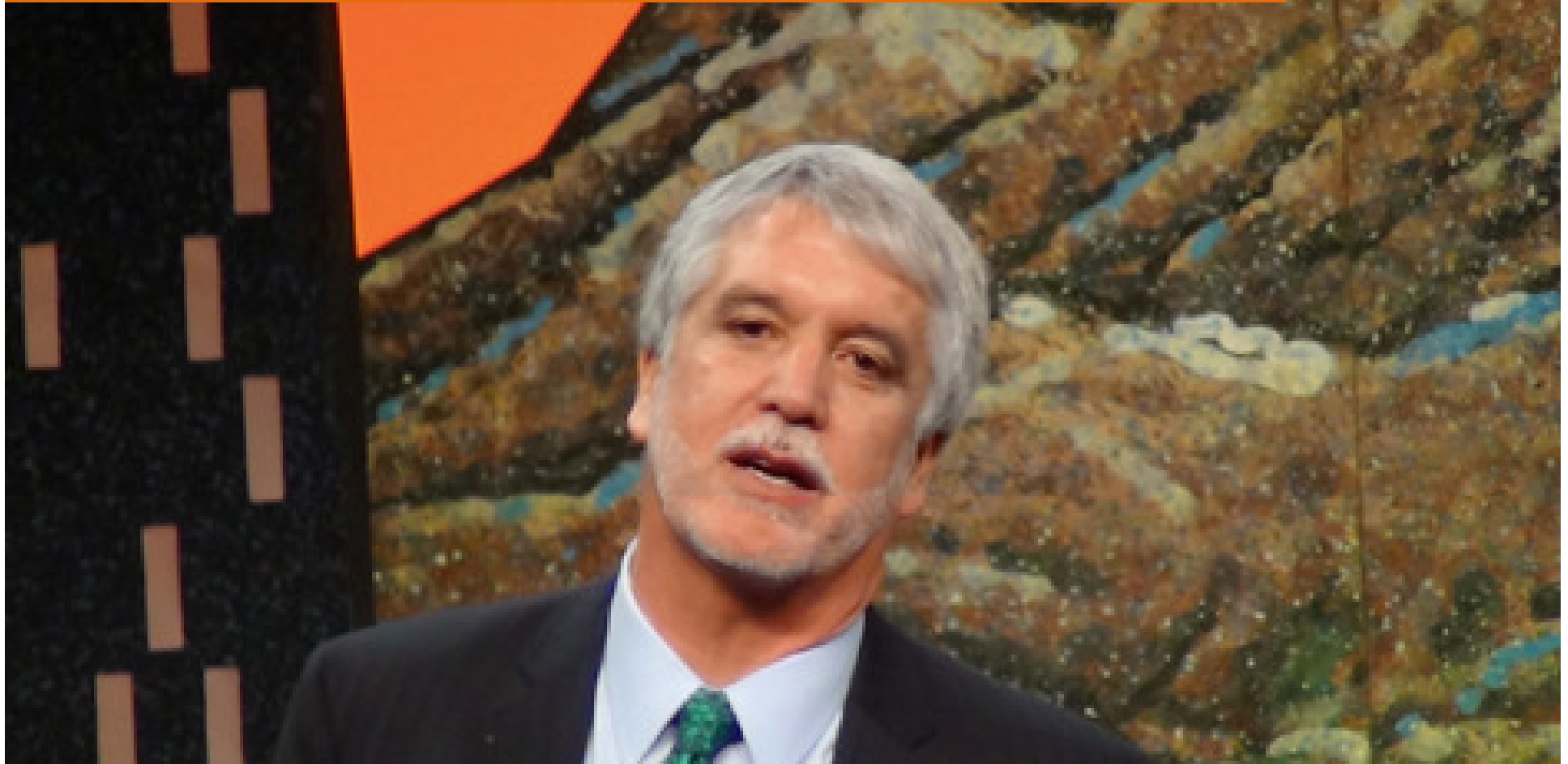
National Urban Transport Policy (NUTP) 2006

India launched its first transportation policy in 2006, which focuses on moving people and not vehicles.



Source: "NUTP and JnNURM- Government of India Initiatives to Strengthen Public Transport", S.K. Lohia, OSD (MRTS), MoUD, GOI

Leaders that are changing the world



**“Transport is NOT a technical problem.
It is a political decision”**

Enrique Penalosa, Former Mayor Bogota

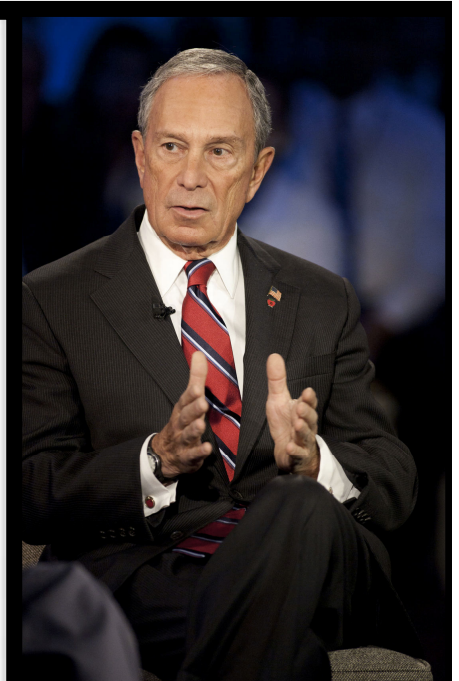


“Advance City is NOT a Place Where the Poor Moves in a Car, Rather it is where the **Rich use Public Transport**” *Enrique Penalosa, Former Mayor Bogotá.*

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New York: Times Square is for People not for Cars



Mr. Bloomberg
Mayor of New York
“If you give me
Times Square, I
want to give it
back to the
people”

Leaders that are changing the world



South Korea: Seoul is for People and not cars”.



65 additional flyovers are slated for removal

Can we learn from their mistakes

Kiran & Aban Deohans



ELGAR

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Effects of old Theory– Plan Movement of Vehicles !

90% Indians cannot afford to buy own vehicles, for them Road development is not important, they are dependent on Public Transport but **not even 5%** of Transport Budget is allocated for the Development of Public Transport Infrastructure!

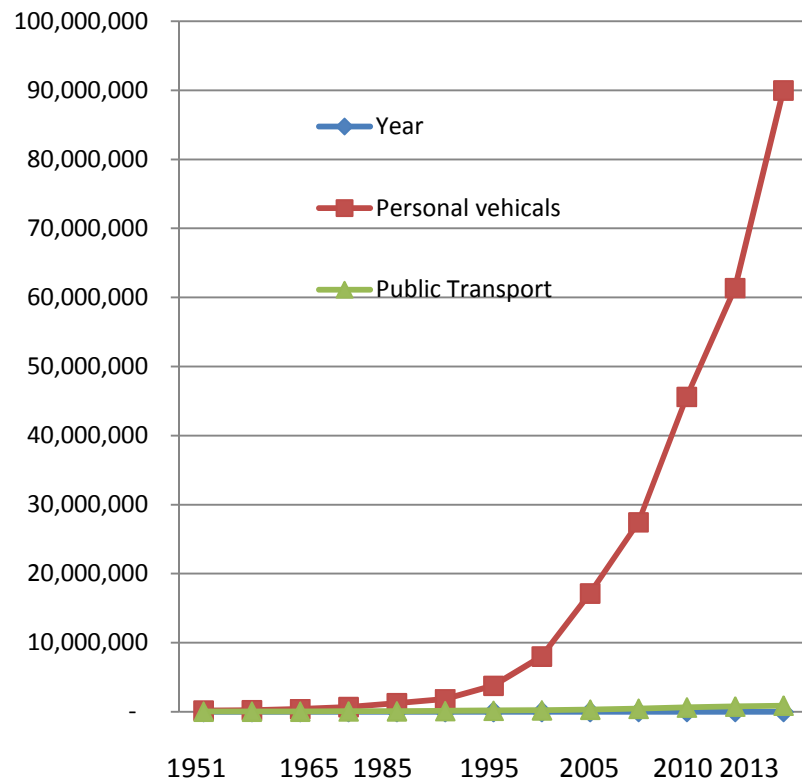


Effects of Limited PT option, Promotion by vehicle Manufacturers clubbed with Road development !

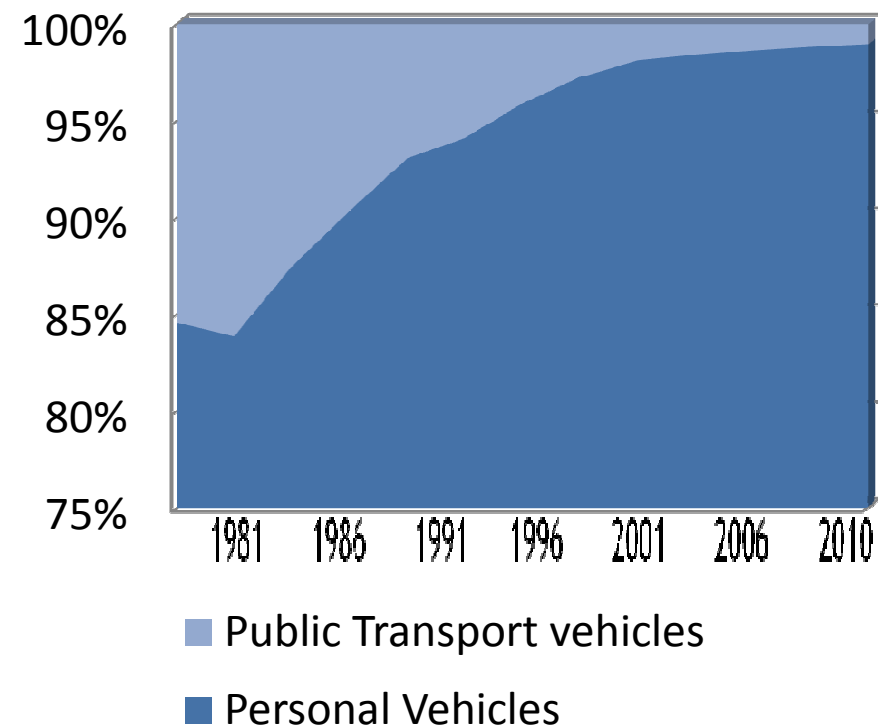


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Unhealthy growth of Personal vehicles



Public Transport is down from 15% to 1%



This is an after effect of limiting supply by Nationalization.



RIS OPERATORS CONFEDERATION OF INDIA

Airport at Bhopal

Land - 2000 acres | Built up - 3 lakh sq ft |
Cost - Rs.1150 crores | Serves - 1200
passengers per day



Bus station at Bhopal

Land 5 acres | Built up - 10,000 sq.ft
Servers - more than 1 lakh
passengers per day



Are our
investment
priorities Right ?

Are we investing right ?



Cost per corridor of 100KM / 10 years	BRT Rs. In Crore	Metro in Rs. Cr.
Infrastructure cost	1000	25,000 .
Cost of the 320 BRTS AC buses (Rs. 65 lakh/bus) High frequency- Bus after every 2 Min.is considered	205	
Running cost for ten years @ present value Rs.60 /KM for 75,000 Km per annum/bus	138	Not Known
Operating cost for ten years	1376	
Total cost of running corridor for 10 Yrs.	2581	25000 +

Delhi metro Capital cost - Rs. 43,000 Cr. carry 27 lac passengers/day.

DTC with less than 1/10 capital cost carry 50 Lac passengers/ day

We need to change, the way we think !



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	Car	Bus
Road space Person/sq.ft	50	5
Pollution in PPM/KM	40	1
Parking	All over	Limited
Taxes	Low	High
Finance Interest	Low	High
Road entry	Free	Limited

- Invest more in Public Transport.
- Do not facilitate movement of Personal vehicles by building overbridged, widening of roads.
- Provide integrated Transport solution

Share of Transport by Mode in India



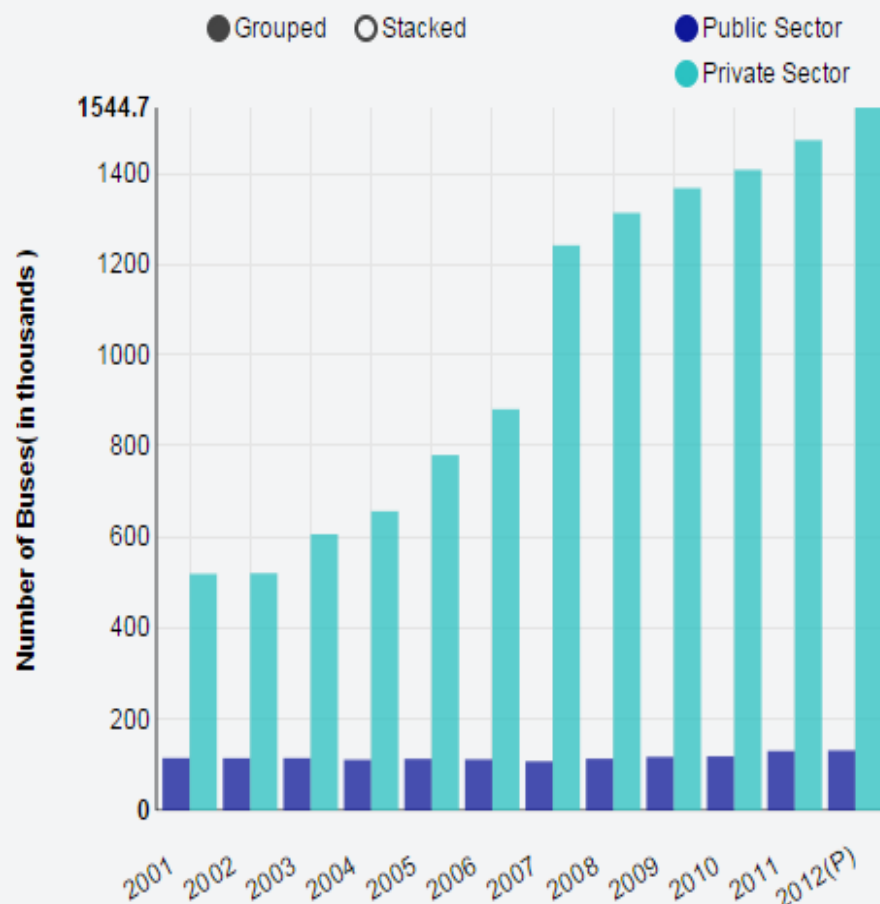
BLS OPERATORS CONFEDERATION OF INDIA

Year	2012-13 Passenger KM in Billion
Passenger By Public Transport	5756
Traffic by air	108
Traffic by Railway	740
Traffic by Road	4908
% share of Road Transport	85%
Traffic by Buses	4173
% share of Bus	74%
Traffic by State transport buses	485
% share of STU buses	8%
Traffic by Private operated buses	3688
% share of Private buses	64%



Share of Public Transport by Buses (STU & Private)

Buses Owned by the Public and Private Sectors during 2001-2012



Year (As on 31st March)	Public Sector	Private Sector	Total *
2001	115.0	518.9	633.9
2002	114.7	520.3	635.0
2003	114.9	605.9	720.8
2004	111.4	656.2	767.6
2005	113.3	779.4	892.7
2006	112.1	879.9	992.0
2007	107.8	1242.5	1350.3
2008	113.6	1313.6	1427.2
2009	117.6	1368.0	1485.6
2010	118.8	1408.3	1527.1
2011	130.6	1473.2	1603.8
2012(P)	131.8	1544.7	1676.5

Approximate share by usage

- 8% BY STU on Routes.
- 26% Private Operators on Routes.
- 15% For Schools.
- 13% For Staff Transportation.
- 38 % For Tourist & Multiple purposes.

Source: CIRT/ State Publications.

Source:

STU & Private Players Must work together to Improve PT!



Type of service	Planning	Area of Operation	Quality control & Aggregation	Regulating
Urban	ULB	STU / SPV Monopoly	UMTA	Local Government
Rural	STA	STU / Private Controlled competition	STU/ STA	State Government
Intercity Ordinary	STA	STU / Private Controlled or limited competition	STU/ STA	State Government
Intercity Luxury	STA	STU & Private Open competition	Market forces	State Government
Inter State	Central	STU & Private Open Competition	Market Control	Central Government

Taxation on buses by state



State	Per Month per bus tax	Per Annum per bus Tax
Gujrat	39,500	4,74,000
MP	30,666	3,68,000
Maharashtra	25,666	3,08,000
Goa	32,500	3,90,000
AP	1,35,000	5,40,000
Karnataka	1,10,000	5,25,000
Tamil Nadu	54000	4,32,000
Kerla	54000	3,20,000

Tourist bus crossing multiple states pay taxes for all the states simultaneously.
Example: Mumbai to Hyderabad bus pays 13.73 lakh tax per bus per year.

How to strengthen Public Transport



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Problem	Solution	Result
Inadequate & Poor Quality of service.	State / Area wise Planning & Controlling Authority like TRAI	Integrated PT, Level playing field and better coordination amongst various operators
No or Poor passenger Amenities	Formation of Surface Port Authority of India to build Modern Multimodal Terminals & Bus Stations.	Infrastructural Integration for Better connectivity / interchanges resulting to high passenger ridership
Poor Vehicle maintenance	Reserve lands at Strategically located places for depots with modern amenities	Passenger convenience, Low cost of operation and longer vehicle life
Heavy taxation by State Governments	Minimal & Uniform taxation across India	Free flow of traffic & Economical fares across India
Uncertain fare revisions	Formula based auto fare Revision	Improvement in quality of service & Sustainability of the system
Local Administrative Support	Awareness amongst local Politian & bureaucrats about importance of subject	Better facilities & Implementaion of Policy
High cost of funding	Priority/Infrastructure Status	Tax benefitts, Priority lending, Various avenues to raise finance.

Responsibility of each stake holder



By Government

- Formation of integrated Planning & Coordination authority at National & State Level.
- Formation of Surface port Authority to Develop modern bus terminals.
- Invest at least 25% of road budget to develop Public Transport facilities.
- Create Level playing field between Public & Private operators.
- Have uniform operating rules for PT across India.
- Have uniform and low taxes for PT to make it economical.
- Give Industry Status to PT by road, like rail.

By Operator

- Provide Reliable, Safe, Economical & Integrated door to door PT solution.
- Spread Network, Rationalize routes, Plan schedule, Manage frequency as per customers requirement.
- Upgrade Quality of service by using latest technologies to serve passengers better & to improve image of PT.
- Train staff, incentivize them for better services.
- Introduce attractive passenger schemes to attract more commuters.
- Work towards improving Environment & Road safety.

Leaders that are changing the world



Thank You !!

Prasanna Patwardhan
President
Bus Operators Confederation Of India
