



Restoring Bus services in Public Transport

Presentation by
Prasanna Patwardhan



BOCI is the Apex organization representing 90% of Bus Operators operating 1.5 Million buses across India

Intercity	Intra-City	School bus	Employee Transport	Tour Operators	Maxi Cabs	Tourist taxis	Public Private Partnership
-----------	------------	------------	--------------------	----------------	-----------	---------------	----------------------------

Organizational Hierarchy

- Bus & Car Operators Confederation of India (BOCI)

- Various State Federations of Bus & Car Operators

- Local/ Regional Associations of Bus & Car Operators.





To promote

Health, Happiness and Economic

Progress of the Society by

**Providing Safe, Smart, Sustainable &
Environmental Friendly, Integrated**

Passenger Mobility solutions.

World need to decide which way to go!



Metro Rail Station – DMRC (Delhi)
Investment multi Billion rupees Carries 50 Lakh Passengers Daily



Delhi City Buses Carry more than 50 Lakh People Per day with much less cost
Investment - ?????

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



Is it equitable and inclusive?



Public
Transport
Buses



If we build enough highways “we can lick congestion” **Robert Moses 1960**
Unlike belief it has given rise to congestion

Look at not per vehicle but per person parameters



BUS OPERATORS CONFEDERATION OF INDIA



	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 door to door Transport solution

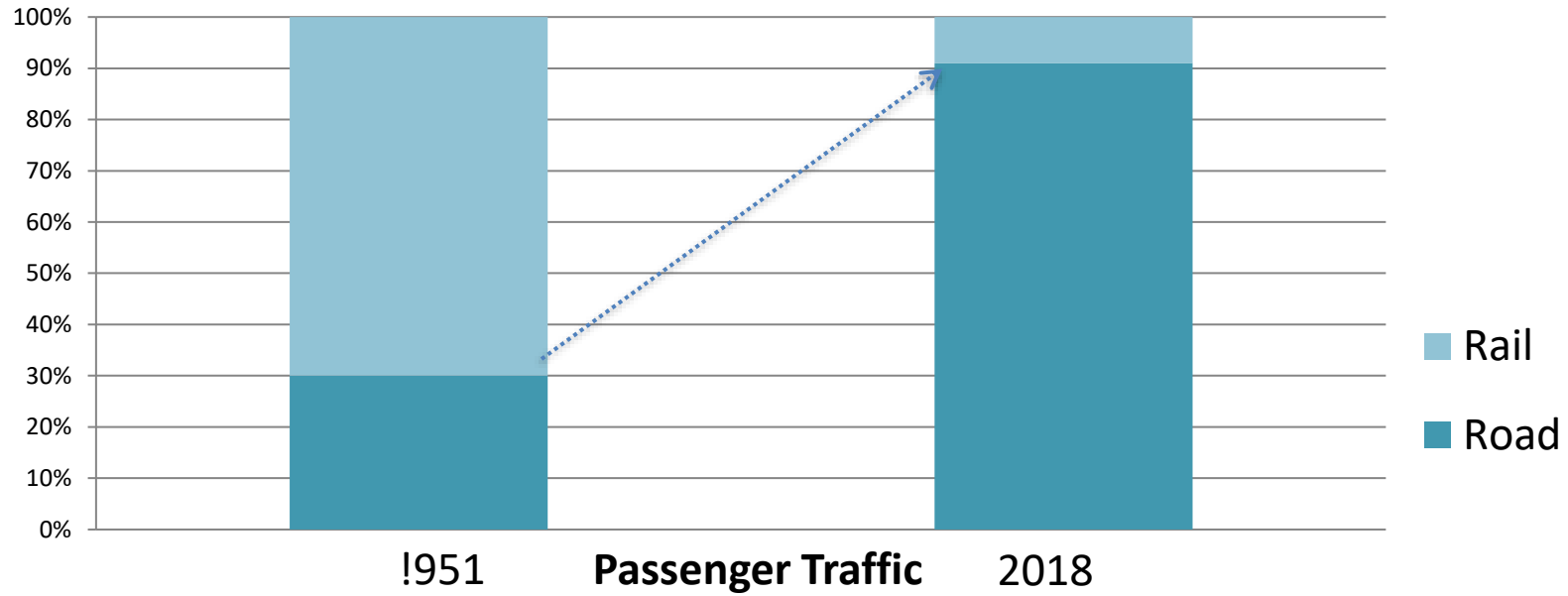
Scenes from the same country where large majority cannot afford their own vehicles



In spite of all hurdles Buses serve majority of Indian travellers



BUS OPERATORS CONFEDERATION OF INDIA



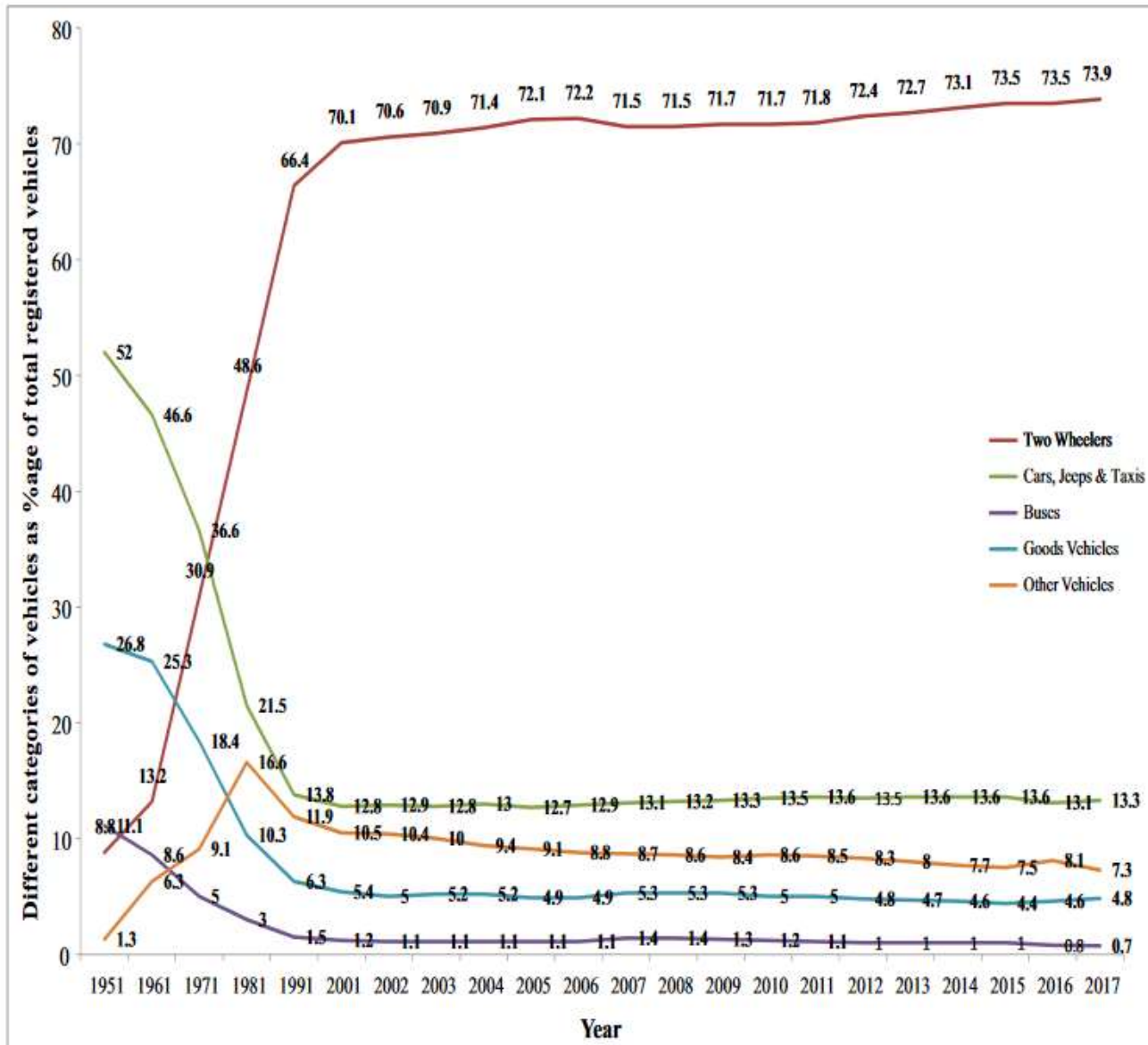
In last 60 years, the road sector has seen: The share of passenger traffic by Road has increased from 30 to 90% compared to Rail.

Now it is high time Government Gives Buses its due credit and support

Combined effect of poor Public Transport & wrong investment priorities



BUS OPERATORS CONFEDERATION OF INDIA



Share of buses has come down from 15% to 0.7%

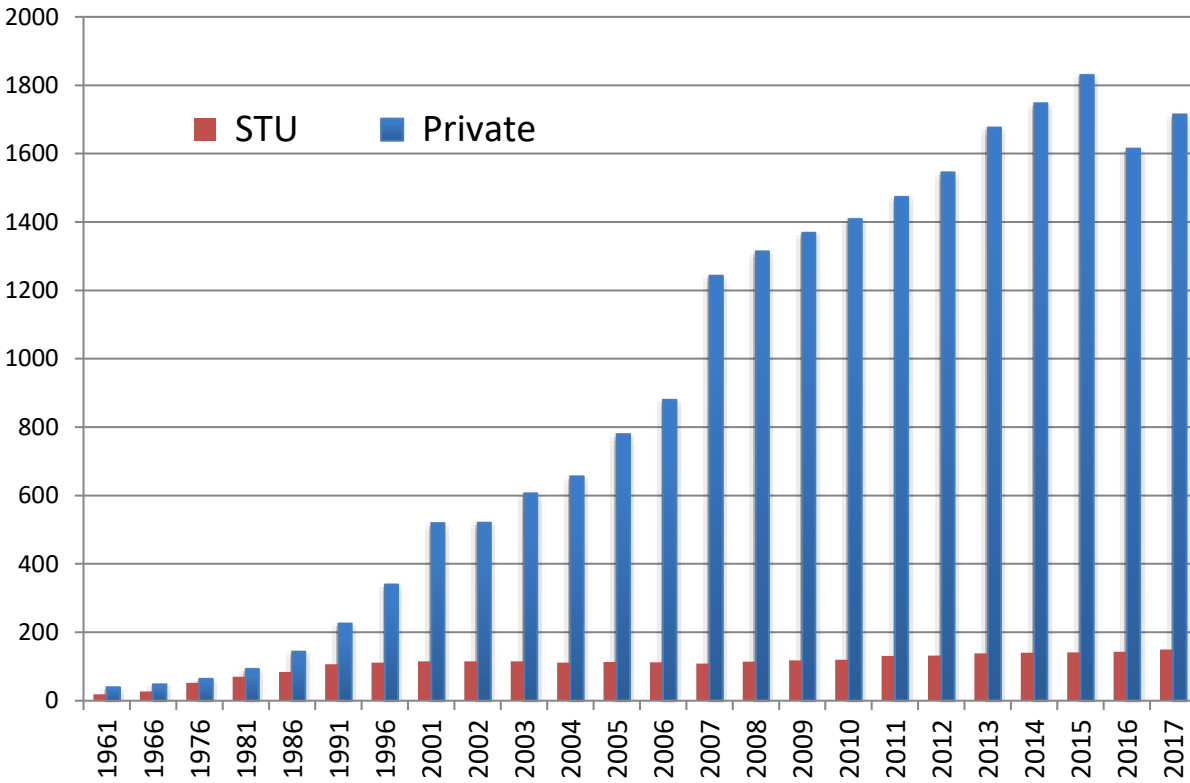
We must change strategy to compete with Personal vehicles



BUS OPERATORS CONFEDERATION OF INDIA

	Car	Bus Toady	Future
Comfort	✓	✗	?
Privacy	✓	✗	?
Last Mile Connectivity	✓	✗	✓
Convenience	✓	✗	✓
Time utilization	✓	✗	✓
Reliability	✓	✗	✓
Safety	✓	✗	✓
Cost	✗	✓	✓

STU & Private buses



In 15 years bus market grew by 300%

Next 13 years ???

Year	STU	%	Private	%	Total
1961	18	32	39	68	57
1966	27	36	47	64	74
1976	52	45	63	55	115
1981	70	43	92	57	162
1986	84	37	143	63	227
1991	106	32	225	68	331
1996	111	25	339	75	450
2001	115	18	519	82	634
2002	115	18	520	82	635
2003	115	16	606	84	721
2004	111	15	656	86	768
2005	113	13	779	87	893
2006	112	11	880	89	992
2007	108	8	1,243	92	1,350
2008	114	8	1,314	92	1,427
2009	118	8	1,368	92	1,486
2010	119	8	1,408	92	1,527
2011	131	8	1,473	92	1,604
2012	132	8	1,545	92	1,677
2013	138	8	1,676	92	1,814
2014	140	7	1,747	93	1,887
2015	141	7	1,830	93	1,971
2016	143	8	1,614	92	1,757
2017	149	8	1,715	92	1,864

Advantages of Public Private Partnership



BUS OPERATORS CONFEDERATION OF INDIA

United we
win!

Operator	STU	Private Company	Public Private Partnership
Infrastructure	✓	✗	✓
Trained experienced Managerial Staff	✓	✗	✓
Established Systems and Procedures	✓	✗	✓
Adaptation to new technology	✗	✓	✓
Responsiveness to Passenger demand	✗	✓	✓
Flexibility and Fast decision making	✗	✓	✓
Cost effective in operations	✗	✓	✓

By Government

- Build political consensus & will to improve Public Transport.
- Make changes in MV Act & Rules and City Development rules to facilitate Public transport services.
- Invest at least 25% of road budget in to developing Public Transport Infrastructure.
- Allocate land for parking & Depot at strategic location for better and efficient service
- Build modern bus ports & Multimodal terminals with better passenger amenities.
- Design effective Insurance schemes.
- Provide Project finance for Public Transport Operators.
- Give Industry Status to Public Transport by road, like rail.

By Operator

- Modernize bus depots
- Upgrade house keeping and maintenance systems to improve on road bus ratio and image of bus.
- Adopt ITS, new technology and establish centralized control rooms.
- Rationalize routes, plan schedule, manage frequency as per customers requirement.
- Bring in more staff training, incentive schemes and motivational programs.
- Introduce attractive passenger schemes to attract more commuters.
- Work towards road safety program.
- Improve image of Public Transport by providing safe, economical, efficient, convenient and attractive Public transport systems.

Provide end to end better experience like Metro to bus users

Ensure sufficient budgeted funding

- Put in place fiscal strategies to keep public transport services affordable for all and remove public transport deficit for all income classes.
- Frame innovative funding policies including fare and non-fare based instruments.
- Establish dedicated funding streams to finance integrated multi-modal public transport systems as per requirements of cities, and scale up non-metro funding to enable massive transition.

Establish Planning & Monitoring Authority at Central, State & Local Level.

- UMTA at City level
- STA at State level
- NTA at National level

Develop Integrated modern Public Transport systems.

- Induct attractive looking, fuel efficient, safe and convenient new generation buses.
- Develop footpaths for Pedestrian & tracks for Cyclist for last mile connectivity.
- Develop Bus Ports and Multimodal terminals for integration with Rail, Air and Water.

Use of ITS and other technological tools

- Make use of state of the art technology to improve efficiency, transparency and customer delight.
- Provide single platform on mobile for planning a journey to buying of tickets.

Dis-incentivise use of personal vehicles

- Enforce restraint measures for personal vehicle usage through parking policy, low emissions zones approach, tax measures and congestion pricing.

Care for environment

- Integrate urban mobility strategies with clean emissions and fuel efficient vehicle technologies and electric mobility.
- Apply sustainability indicators for evaluating progress of urban transport.
- Make interventions to lower emissions, carbon footprint.
- Induce a modal shift towards financially, economically and environmentally sustainable modes.

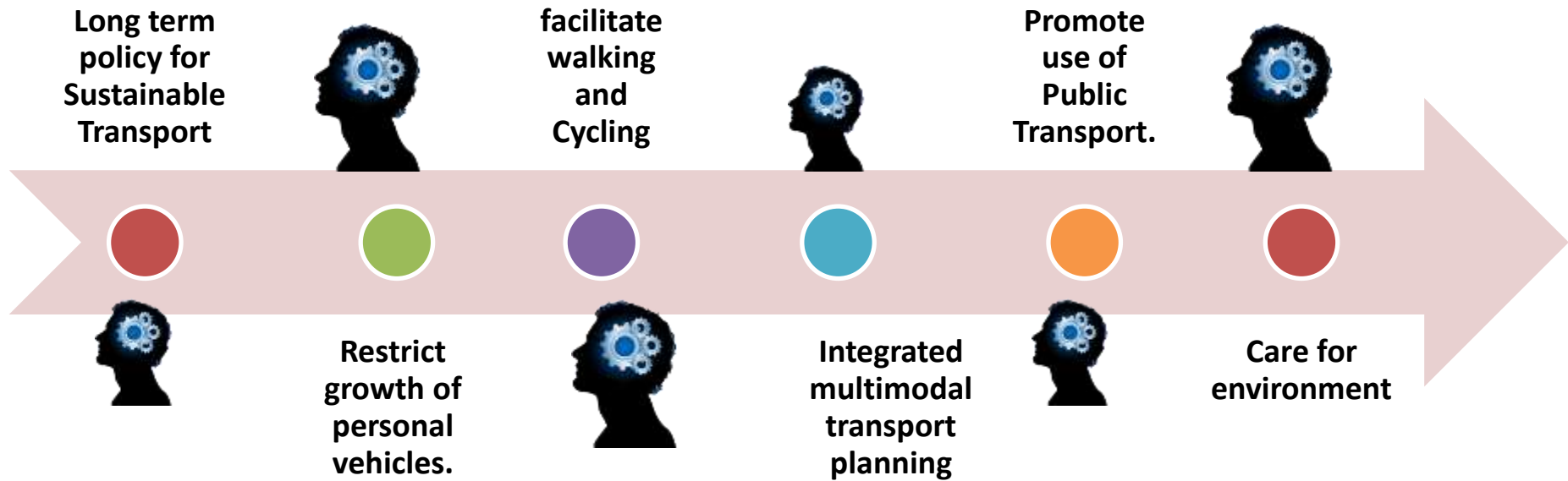
United efforts of Public Transport community.(STU& Private operators)

- Advocacy at Government level & to build Political will.
- Use strengths of both sides

Lastly convince Government to..... Facilitate movement of People not Vehicles



BUS OPERATORS CONFEDERATION OF INDIA





Thank You !!

Challenges faced by Private bus Operators



Buses are not being fully utilized for last 16 months due to frequent & uncertain lockdowns.

Revenues are almost ZERO for many months

How to pay fixed expenses such as employees salary, parking fees, rents, Bank EMI and other administrative charges

Once things come back to normal how to arrange funds to make vehicles roadworthy.

How to retain good employees

How to get drivers and mechanics back on duty





Expected solutions

Provide fuel at reduced tax rates which is kept constant at least for six months to Public Transport

To waive off MV Tax & Toll for next two years.

To further moratorium period by one year for repayment of loan @ 4% interest and 0% for lockdown period.

To pay salaries of employees from ESI/ PF fund for a period of lockdown

Government to pay contribution towards ESI / PF on the amount paid to employees as sustenance allowance by the companies for two years

To give rebate or holiday in making GST payments for next two years similar to tax holiday schemes provided to new industry set ups or at

^{SEZ}
To financially support Private bus operators and STUs alike without discrimination

To apply onetime tax to buses like private cars





Expected solutions

To rationalize ticket rates of stage carriage operators every quarter / year and increase fares in proportion to input costs

To extend useful life of a bus on all types of permit for at least two years

Government to invest in Bus / Multimodal terminals and parking lots for Private bus operators

Encourage usage of buses at tourist locations by preparing special zones where people can go only by Public Transport

Encourage tourist services such as Hop on Hop Off and special circuit tours by buses.

Encourage going to workplaces and schools by buses.

Encourage Multimodal integration of Public transport services





Expected solutions

Completely open up Luxury services by buses to Private sector and let STUs compete with Private Operators on quality of services.

All STU bus stations to be modernized and Private operators should be allowed to Operate from the same stations on similar lines like airports.

To make open Government lands available for bus parking at nominal cost

To make travelling by personal vehicles more expensive by levying heavy parking fees and congestion charges.





Thank You !!