



## Bus Karo: Reinventing mobility



### Buses: present and future



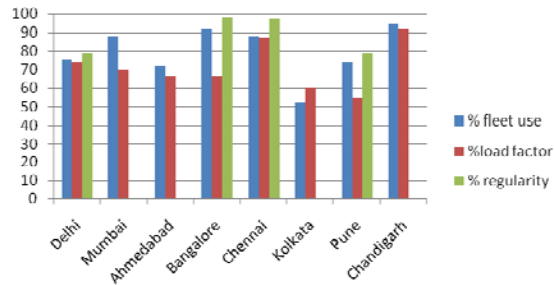
- Cities grow with walk; cycle and then instead of bus move to car
- Buses are critical as spine of city mobility -- **allow greater flexibility, geographical coverage, cost effectiveness, and space efficiency**
- Buses are fuel efficient – move people in most cost-effective way

### Buses vs cars

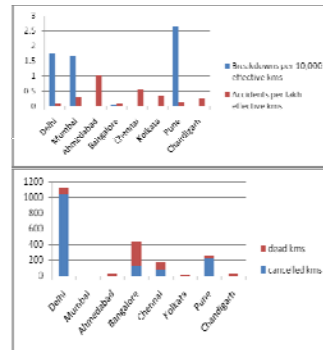


- Over 1 million cars are sold each year
- Over 30,000 buses are sold each year
- Crisis of management of bus service
- Crisis because of neglect
- Crisis because we don't plan for buses, only cars

Travel demand is growing; **but bus passenger down; fleet utilization down; bus service more unreliable**

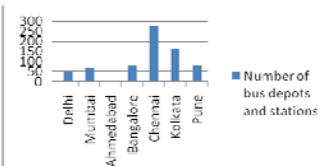


Buses lose customers; breakdowns increase; wastage increases

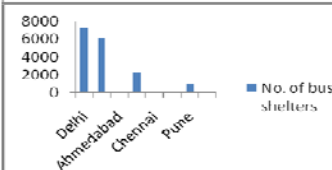


Source: CSE - based on data from Operational Statistics, December, 2011, March 2010, and April, 2005 issues, Delhi Transport Corporation

**Buses infrastructure neglected**



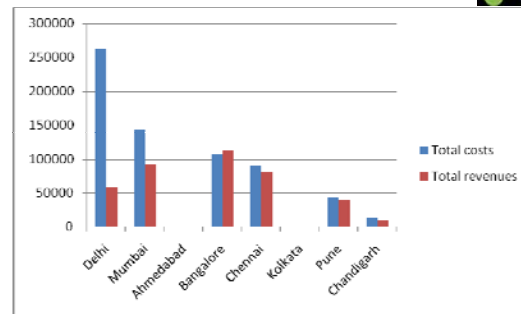
**State of bus infrastructure in cities**



**Number of bus shelters**

Source: CSE - based on data from Operational Statistics, December, 2011, March 2010, and April, 2005 issues, Delhi Transport Corporation

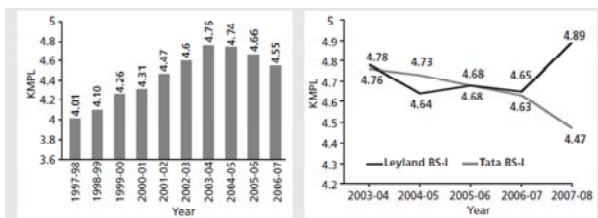
Costs are going up; fares are not



Fuel costs one-third and going up; new buses more fuel inefficient. **No fuel economy standards**



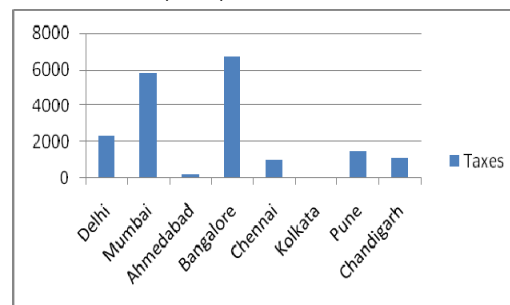
Fuel economy performance of the bus fleet in Bangalore



Final blow: **Higher taxes on buses than cars**



Tax burden on buses (in lakhs)



In Delhi; **metro** pays less tax than **bus**



- **Metro gets wide range of tax exemption**  
property tax, sales tax, capital gains tax, custom, excise, income tax etc.
- **But buses pay**  
property tax, octroi, excise, entry tax, VAT, central excise, custom duty, excise duty on consumption, excise and VAT on spare parts, motor vehicle tax, advertisement tax
- **Metro needs bus; last mile connectivity**

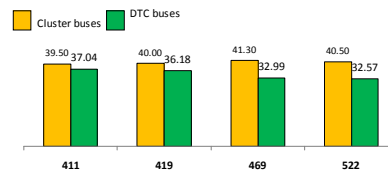


Good news



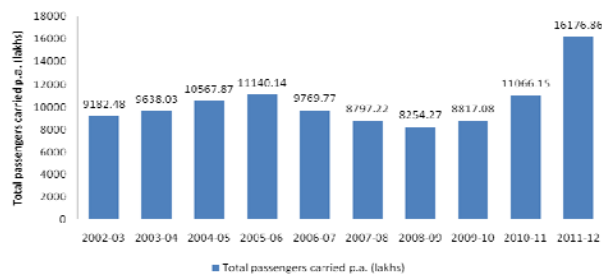
## Delhi: restructures buses

- Divides routes of city into clusters; decides that 50:50 will be public and one private operator
- 700 buses running. Earning up to Rs 40/km

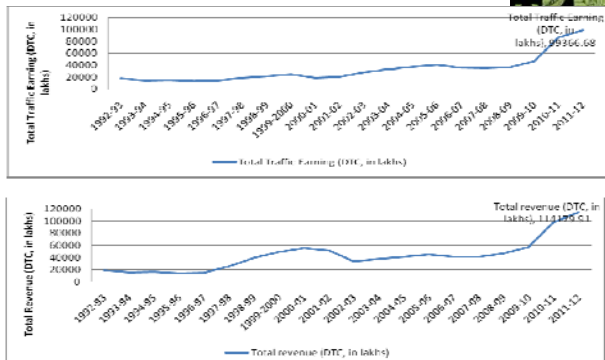


## Evidence of transition

### 1. Number of passengers up



## Evidence: Earning and revenue up



Source: CSE based on DTC Operational Statistics April 2011 pg 6

### Bengaluru: takes action



- Increased supply of buses
- Improved quality and reliability
- Introduced reform of operations, infrastructure, technologies and service conditions
- Built modern bus depots – Traffic and Transit Management Centre
- Started bus day to build awareness

### Chennai: re-invests in its spine



- Fleet small (3637) but efficient; carries highest number of passengers in all cities
- In 2012 **operated 42,961 services daily** on 800 routes. Very high utilisation
- Buses do 310 km per day (others max 200 km)
- And all this with affordability

### Chennai: affordability with efficiency

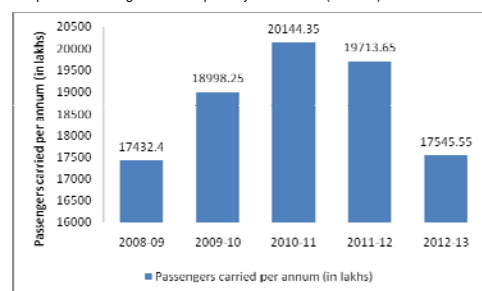


- The fare ranges from ₹ 3 to ₹ 14, **increasing with increase in stages**; each stage is approximately equivalent to 2 km.
- The rates for express buses are 1.5 times that of the ordinary buses; and Volvo A/C, 2.5 times the deluxe fares (minimum ₹ 15)
- Chennai plans for seamless public transportation — integration of suburban trains; metro and bus

### Evidence: Bus ridership in Chennai Up (down



Graph 25: Passengers carried per day in Chennai (in lakhs)



## Small cities try to get big differently



**Tumkur:** started in 2011 with one depot and 51 buses. The cost -- Rs 28.62/km. Earnings is also Rs 28.82/km. They have low floor buses with destination board, GPS system, electronic ticketing.

**Reports 20 per cent modal shift.** About 10 minutes frequency is maintained and entire city is covered. They have adopted bus branding – wide doors, with more standing area etc.

**Fare of Rs 1 for a year but have** adopted automatic fare revision policy

**The challenge here is not to let losses build up.** Find new funds to keep fares affordable is challenge

## Reversing is our challenge

