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

Buses lose customers; breakdowns increase; wastage increases

Wasted kms (in lakhs)

Frequent breakdown and accidents

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

Costs are going up; fares are not

Source: CSE - based on data from Operational Statistics, December, 2011; March, 2010; and April, 2005, issues, Delhi Transport Corporation
Fuel costs one-third and going up; new buses more fuel inefficient. No fuel economy standards

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

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

Tax burden on buses (in lakhs)
Delhi: Big transition started

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)

<table>
<thead>
<tr>
<th>Year</th>
<th>Passengers carried (in lakhs)</th>
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<tr>
<td>2008-09</td>
<td>17232.1</td>
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<tr>
<td>2010-11</td>
<td>18288.35</td>
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<tr>
<td>2011-12</td>
<td>19121.65</td>
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<tr>
<td>2012-13</td>
<td>17745.55</td>
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</table>
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