URBAN TRANSPORT INITIATIVES IN ODISHA

20 August 2013
Background

- Urban transport brought under ‘Rules of Business’ of the H & UD Dept. to address the issues of high travel demand, increase in personal vehicles, traffic congestion and put in place an organized public transport system to cater to the increasing demand for city mobility.

- As a part of the second stimulus package, Ministry of Urban Development (MoUD), Government of India (GoI) sanctioned 125 buses in 2010 for use as public transport in the cities of Bhubaneswar and Puri under JNNURM.
# City Bus under JnNURM

<table>
<thead>
<tr>
<th>Particulars</th>
<th>No. of Buses</th>
<th>ACA (Rs Cr)</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>GoI Approval</td>
<td>125</td>
<td>15.84</td>
<td>TPC: Rs 19.90 Cr</td>
</tr>
</tbody>
</table>

- **Placement of Orders:**  
  - **Tata Buses - 55 Nos** (July-2009)
  - **Swaraj Mazda - 70 Nos** (December-2009)

- **Supply of Buses:**  
  - **Tata Standard Buses** (June 2010)
  - **Swaraj Mazda Mini** (June 2010)

- **Launching of CBS:** 10.10.2010
Quality Buses as per JnNURM Norm
Special Purpose Vehicle (SPV)-Management Structure

Government of Odisha
- Setting up of SPV
  - Provides Paid-up Capital
  - Funds for procurement of Buses

Bhubaneswar Puri Transport Service Limited (SPV)
- Equity Holders:
  - BMC-40%
  - BDA-40%
  - OSRTC-10%
  - PKDA-5%
  - Puri Municipality -5%
- Procurement of Buses & Route Finalization
- Development of ancillary Infrastructure
- Enters agreement with Private Operator

Dream Team Sahara (Private Operator)
- Operation Maintenance (AMC)
- Training & Deployment of staff
- Comprehensive insurance during the contract period (7 Yrs)
**Odisha Business Model**

- **BPTSL (SPV)**
  - Fund for Buses
  - Paid-up Capital
  - Infrastructure Cost

- **20% of cost of bus as Upfront fee**

- **20% of Advt. Revenue**

- **Route Authorization Fee per bus**

- **20% of the Advertisement revenue**

- **Monthly basis**

- **Fare Box Collection**

- **Dream team Sahara (Private Operator)**

- **Buses are transferred after 7 Yrs on Depreciated Value**

- **Adv. Revenue**
## Bhubaneswar-Puri Transport Services Limited (BPTSL)

<table>
<thead>
<tr>
<th>Particulars</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cities Covered</td>
<td>Bhubaneswar, Puri, Khurda and Cuttack (High Court Order)</td>
</tr>
<tr>
<td>No. of Routes covered</td>
<td>14</td>
</tr>
<tr>
<td>Total Number of buses operating</td>
<td>118</td>
</tr>
<tr>
<td>Total Number of stoppages covered</td>
<td>483</td>
</tr>
<tr>
<td>Total length covering by all buses in one trip</td>
<td>393.5 Km</td>
</tr>
<tr>
<td>Total distance covered in a day</td>
<td>20,000 Km</td>
</tr>
<tr>
<td>Total No. of commuters availing city bus service in a day</td>
<td>50,000</td>
</tr>
</tbody>
</table>
ITS- GPS Tracking in Bhubaneswar

Trip Tracking on Route 405 in Bhubaneswar

Live tracking four buses on Route 333 in Bhubaneswar
Shelter/Terminals
With a view to providing a special look and augmenting revenue, Bus branding through ads have been launched on few buses.
Initiatives in Odisha

- Unified Metropolitan Transportation Authority (UMTA) formed (Nov 2009)
- Bhubaneswar Puri Transport Services Limited (BPTSL)- SPV formed (Feb 2010)
- Ganjam Urban Transport Services Limited formed (2013)
- Western Odisha Urban Transport Services Limited formed (2013)
- Urban Transport is made an eligible sector for funding by Odisha Urban Infrastructure Development Fund (OUIDF)
Initiatives in Odisha

- State Funding Scheme for city Bus Services introduced in 2012-13:

- State Government to start city bus services in different urban clusters of Odisha.

- Cities in pipeline: Cuttack-Choudwar, Rourkela, Balasore-Bhadrak, Bolangir and Koraput-Jeypore-Sunabeda

- It has also been decided to increase the fleet of buses in Bhubaneswar, Puri, Cuttack, Khordha and Jatni from the existing 125 nos. to 225 nos. including 10 no’s of air conditioned buses.

- The proposal covers augmentation of the existing routes and inclusion of new routes.
Transport Department consented for inclusion of “Urban Mobility and Public Transport” in the business of the H& UD Department.

Cabinet Note moved for the same.

All Urban Transport matters including BRTS, MRTS, and fixation of fare/rates of travel within urban limits involving town bus, auto-rickshaw and motor cabs etc. will be transferred to H & UD Department for ensuring better mobility in urban areas.
Cities Covered:

- Bhubaneswar, Puri, Cuttack and adjoining areas under BPTSL.
- Berhampur, Gopalpur, Chatrapur and Hinjlicut under GUTSL.
- Sambalpur, Burla, Hirakud, Bargarh and Jharsuguda under WOUTSL.
- Bus Rapid Transit System (BRTS) in Bhubaneswar City.

27 No. of Bus Terminal facilities are proposed to develop on PPP basis in different cities and towns of Odisha.

- State Plan Budget in FY 2012-13 is Rs 20.0 Cr
- Budget Estimate for FY 2013-14 is Rs 18.60 Cr
- RFPs approved for operationalization on PPP mode for GUTSL and WOUTSL.

Source of funding:

- JnNURM
- State Budget
- OUIDF

City Bus Services in Odisha
Preparedness for New Bus Funding Scheme

- **Sustenance of CBS during O&M:**
  - Fare Revision formula:
    \[ FN = 0.4\, (FPN-FPO)+ 0.3\, (CPIN-CPIO) + 0.3\, (AMCN-AMCO) + FO \]
  - Bus routes connects with the existing Bus Inter-state Bus Stand and Railway Station for maximizing the traffic.
  - Setting up of SPVs for cluster of cities.
  - Urban Transport Fund is subsumed under OUIDF

- **Infrastructure:**
  - Provision of land for Depots/Terminals/Workshops is part of the DPR preparation.
  - Workshops, bus cleaning equipments, drivers rest room and security cabins are to facilitated within the Depots.
The operator has paid Rs.3.40Crore as Up-Front Fees i.e.20% cost of the buses. This has relieved financial burden of the state government and the concerned ULBs and strengthened the SPV.

The Operator also pays to BPTSL the Route Authorization Fee (RAF) on monthly basis. The monthly RAF varies from Rs2.52Lakh to Rs 2.79Lakh.
Total amount to be received by BPTSL towards RAF is Rs. 218.16 Lakhs within 7 years of the Contract Period.

The operator has also paid Rs.57.41 Lakhs towards MV tax, insurance, permit fees and registration Fees.

BPTSL has the right to advertise on buses but the same is managed by the operator. 20% of the revenue generated from such advertisement goes to BPTSL and the rest 80% to the
The operator provides all equipment, fuel, consumables, machine or material that is required for the uninterrupted and continuous operation of the bus service.

The operator enforces a dress and appearance code approved by BPTSL in writing and adopts a proper grievances redress mechanism.

ECONOMIC BENEFITS OF PPP IN CITY BUS SERVICE
Lessons Learnt

- Clear specification of service delivery standards to be incorporated in the draft concession agreement
- Funding for Infrastructure development (such as Depot Terminal, OD terminal, Bus Stops, Bus Bays) is critical to bus operation
- Provision for PwDs, Senior Citizen and Women
- Predetermined automated fare revision formula linked to Consumer Price Index and Fuel Price
- Capacity Development

Managerial

Technical
LESSONS LEARNT

- Stiff opposition from unorganised private players like auto-rickshaw Association, private bus Association to this service.
- However adequate discussion and parleying was done with private players by high level officials & political leaders. Still occasional resistance does take place. To contain this State Govt is considering for introduction of certain mechanism to strengthen the SPV with enforcement power & regulatory role in managing the Urban Transport.
LESSONS LEARNT (CONTD.)

- Excellent response from commuters.
- Major users include daily labourers, low income groups, women, school & college going students and low paid employees in both Govt. and private establishments.
- A multi-modal linkage with different city nodes will further increase passenger convenience.
- Coordination with other modes of transport needs special planning.
LESSONS LEARNT (CONTD.)

Reasons for success:

- Security to Commuters
- Organised service
- Efficiency of Private Partner
- Assured bus timing
- Comfort of modern buses and good behaviour of bus staff
- Automated fare revision formula linked with Price Index and fuel price gives confidence to the Operator financially.
BUS RAPID TRANSIT SYSTEM (BRTS)

Bhubaneswar
Bhubaneswar – Cuttack Urban Agglomeration

Regional Linkages:

<table>
<thead>
<tr>
<th>City</th>
<th>Population</th>
<th>Area (Sq km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bhubneshwar</td>
<td>837737(2011)</td>
<td>135.00</td>
</tr>
<tr>
<td>Cuttack</td>
<td>606007(2011)</td>
<td>195.00</td>
</tr>
<tr>
<td>Khurda</td>
<td>39034 (2001)</td>
<td>29.75</td>
</tr>
<tr>
<td>Jatni</td>
<td>150000(2011)</td>
<td>25.75</td>
</tr>
<tr>
<td>Puri</td>
<td>201026(2011)</td>
<td>63.59</td>
</tr>
<tr>
<td>Konark</td>
<td>15015(2001)</td>
<td>35.09</td>
</tr>
<tr>
<td>Paradip</td>
<td>73633(2001)</td>
<td>100.15</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1922452</strong></td>
<td><strong>584.33</strong></td>
</tr>
</tbody>
</table>
Travel Characteristics-Bhubaneswar

- Vehicular growth 13.2% in Bhubaneswar & 19% in Cuttack
- Car ownership 18.2 in Bhubaneswar & 9.7 in Cuttack
- 2W ownership 85 in Bhubaneswar & 42.1 in Cuttack
- Household Trips 37% motorized; 24% bicycle; 17% walk
- PT share 11.8% in Bhubaneswar & 11% only in Cuttack
- IPT share 16.2% in Bhubaneswar & 10.7% in Cuttack
- Work trip avg distance: 5.5km in Bhubaneswar & 6.3km in Cuttack
- Work trip avg travel time: 15-20min in Bhubaneswar & 19.5min in Cuttack
- Accidents high along NH-5: 22% of Bhubaneswar & 41% of Cuttack
- Willingness to shift to BRTS, RITES Survey:
  69% auto passenger; 57% 2W passengers and 38% car users

* CDP Bhubaneswar / Cuttack / RITES 2008
Conceptualizing BRTS for Bhubaneswar – Cuttack

Bhubaneswar–Cuttack Urban Complex
Mass Transit Concept
- Intra-city connectivity
- Inter-city connectivity
- Old city connection
- Feeder connection
- Service Integration
- Interchanges
Bhubaneswar – Cuttack region has emerged as one of the most important twin-city complex in the eastern region of India.

A Mass Rapid Transit System linking the twin cities becomes imperative considering the fact that the Bhubaneswar-Cuttack corridor is witnessing huge infrastructure development.

In view of the above, RFP is finalized and to be floated shortly for:

1. Traffic Demand Assessment and System Selection
2. Detailed Project Report
The Region comprising of *Bhubaneswar, Cuttack, Puri and Konark* function as an urban agglomeration with daily intercity movements for work, education, health, tourism and pilgrimage purposes.

By commissioning this project, Bhubaneswar, Cuttack, Puri and Konark region will have a modern mobility system covering all the areas of these cities included in master plan area and fringe area with a view to transform this urban conglomerate to a world class urban complex and an important gate way for national and international investments.
Way forward – Urban Transport State Level Reforms

- State to setup a Dedicated Urban Transport Fund.
- Integrated Planning- State to initiate appropriate change in Bylaws and Master Plans of cities to integrate land-use and transport by densification alongside major Mass Transit corridors and areas around stations.
- Fare Revision - The State to set up of a regulatory/institutional mechanism to periodically revise fares for all public and intermediate public transport systems.
- Transit Oriented Development (TOD) - Transit Oriented Development (TOD) policy and amendments to be proposed in the bylaw to encourage TOD.
- State Taxes - State government and ULB to waive off/reimburse all its taxes on urban buses & city bus service/BRTS.

Addl. Responsibility of State Govt.

- Introduction of Common Mobility Card & National Public Helpline
Way forward –
Urban Transport City Level Reforms

- City to setup a Dedicated Urban Transport Fund.
- City to formulate Advertisement Policy.
- City to formulate Parking Policy.
- City to introduce Intelligent Transport System (ITS).
- City to introduce multi-modal integration, including urban railways by involving Ministry of Railways (MoR) to provide network-connectivity in the region.
- City to setup Traffic Information Management Control Centre (TIMCC).
thank you