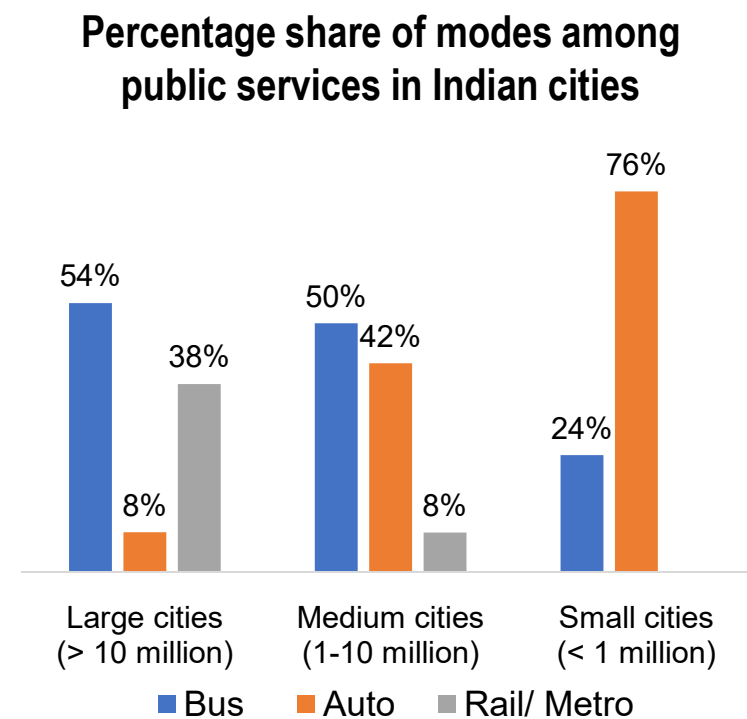
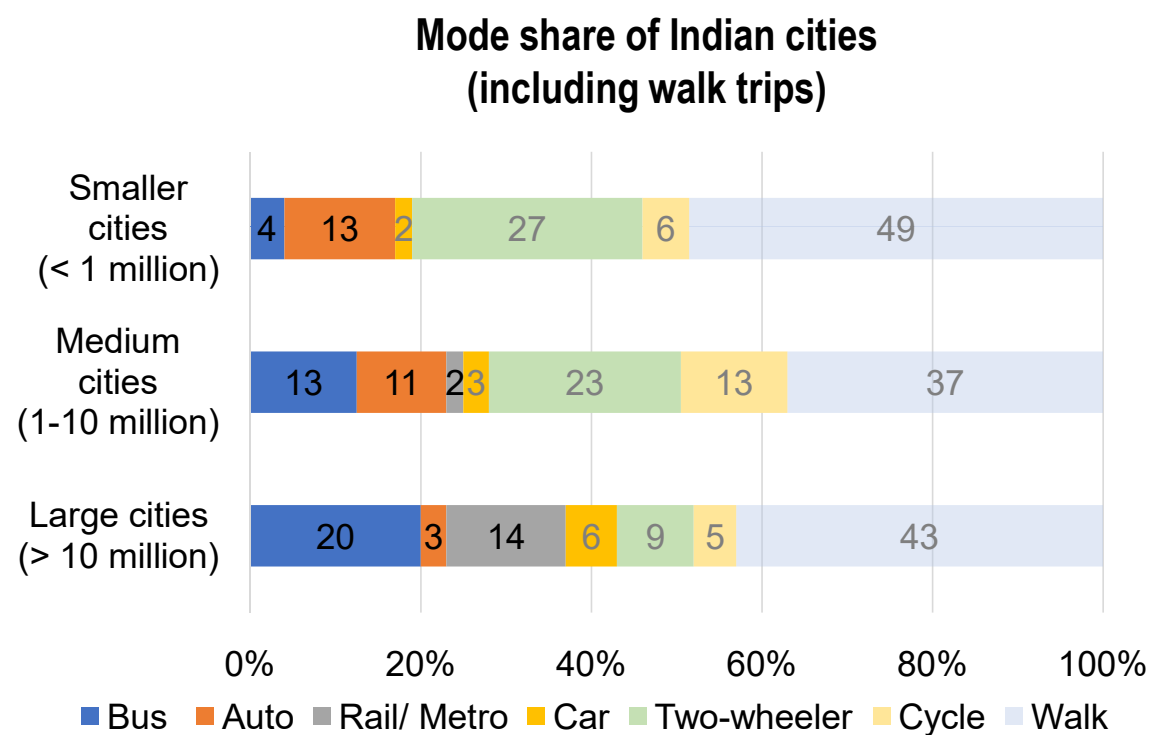


- Both bus and para-transit services (mainly autos) are the prime movers in cities



Source: Role of Intermediate Public Transport in Indian Cities, Vol-9, Economic and Political Weekly

- India has around 70-75 organized city bus services, even though this number might increase to 150 cities by 2030.
- India has around 3.2 lakhs of buses (including both private and public buses) – which operates under stage carriage permit – around 24 buses per lakh population.

231 cities

with more than 2 lakhs of population (as per **2011** census).

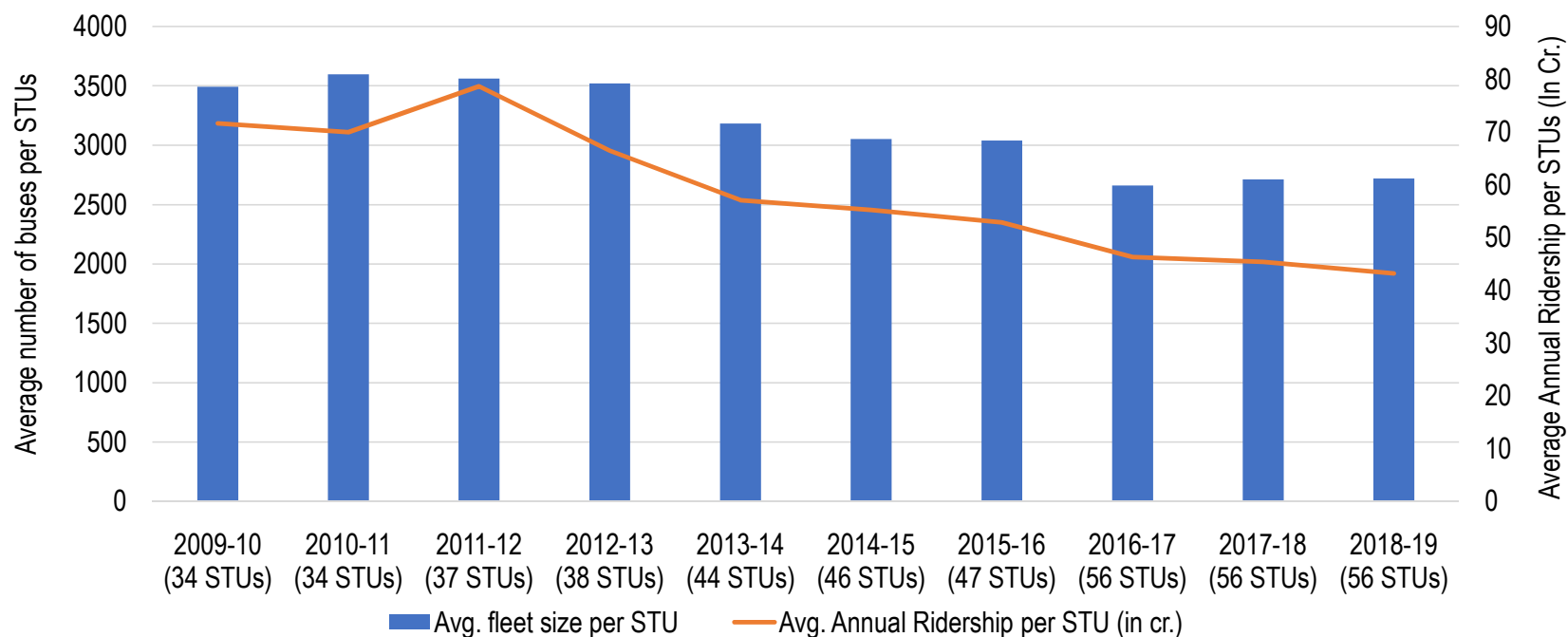
40-60 buses

Per lakhs of population (as per **MoHUA benchmark**).

Massive shortage of bus availability

Declining trend of bus services :

- Both fleet strength and ridership numbers are declining



Source: Annual Performance Reports published by MoRTH (2010 to 2019)

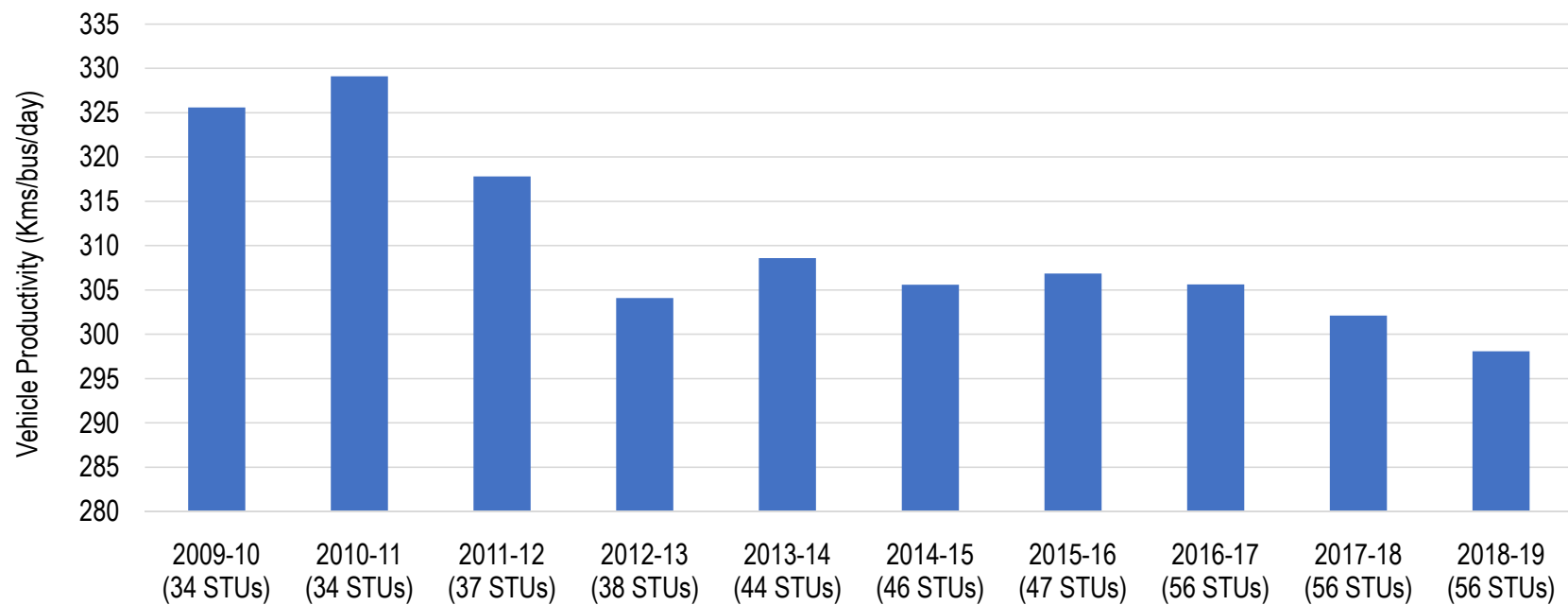
In 2018-19

22%

of fleet being
operated by
STUs are
overaged

Declining trend of bus services :

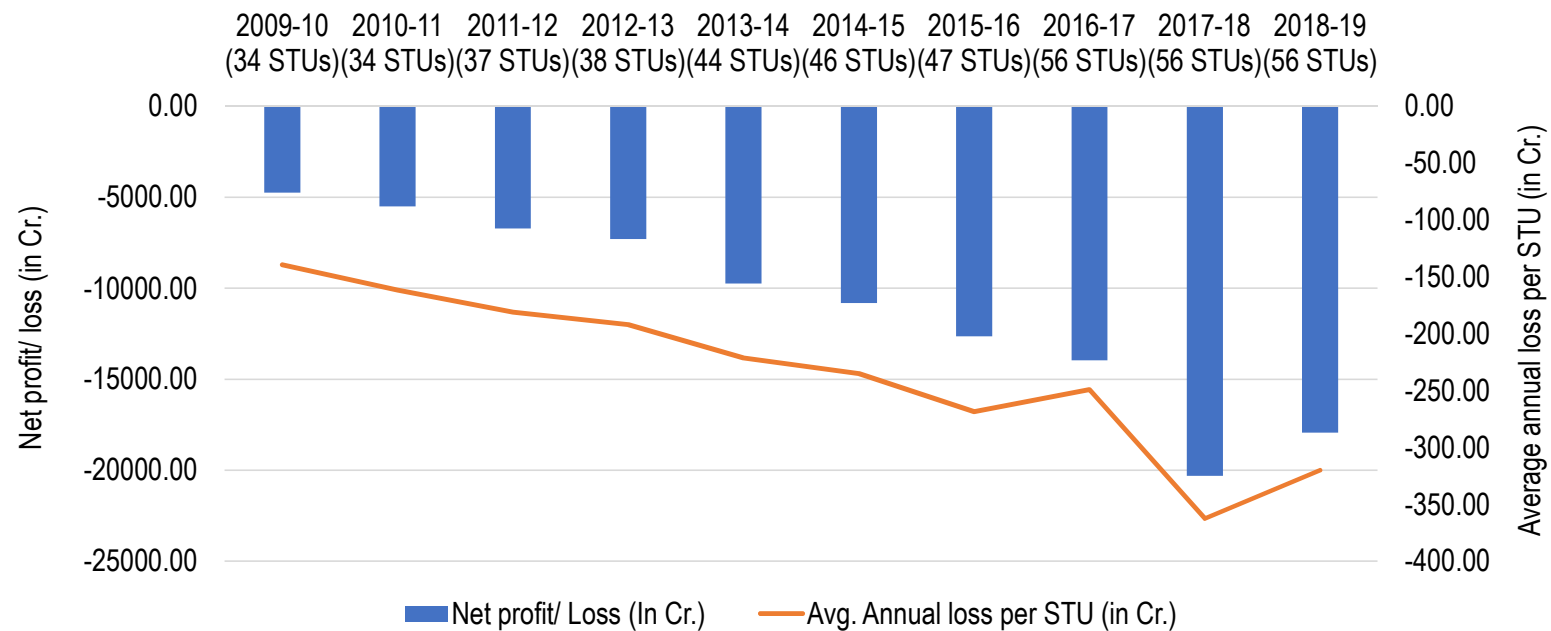
- Service delivery has declined rapidly



Source: Annual Performance Reports published by MoRTH (2010 to 2019)

Declining trend of bus services :

➤ STUs are bleeding day-by-day



In 2018-19

78%

of operational
cost has been
recovered

Source: Annual Performance Reports published by MoRTH (2010 to 2019)

How to fix the bus services:

- We need more and more buses being operated within the cities and also initiate the new bus services in newer cities.
- We have to clearly define the service level and adhere to the same. Create an image of bus services through service delivery and passenger convenience – so that people want buses more.
- Buses alone can't suffice the mobility need, does we need good first/last mile connectivity through smooth and accessible pedestrian and para-transit services.
- For long term financial sustainability; 1. Increase non-revenue sources, 2. state/ city authority needs to own up the system and provide required viability funding for continuing operations and assets creation.

Challenges with para-transit services:

- Permit challenges - one of biggest informal transit system – some vehicle operate in contract carriage (point to point services) and some are as stage carriage (shared services).
- Fragmented governance - wide range of vehicles comes within this category (manual rickshaws, autos, Gramin Sava, Tata Magic etc.) mainly governed under central MV act., whereas fare is decided by State, local authorities decide the parking and operational frame.
- Organizing and defining operational boundaries is difficult due to independent ownership.
- Due to informal nature of operations, city plans, local area plans doesn't incorporate them within the overall frame of the mobility plan.

How to fix the para-transit services:

- Revise the permit regime and consider these services as feeder to the higher order services within an area with defined routes, schedules and fare system.
- Unification of services under broad umbrella for smooth management. [e.g., In Bangalore, govt. has created an aggregation app for better passenger convenience; similarly, in Ennakulam different auto unions comes together to create a EJADC (Ernakulam Jilla Auto-rickshaw Drivers Co-operative); in Bhubaneswar PTA “CRUT”, has created a feeder network by paying the auto-drivers on per km basis.
- Integrate this services with city mobility plan by providing designated pickup and drop off locations, parking and charging spots for these vehicles.