CSE Webinar on:

Reinventing Public Transport and Mobility in the “NEW NORMAL”

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Challenge Ahead

- Low Ridership
- Poor Revenues
- Delay in planned investment of fleet expansion and technology advancement

- More private vehicles
- Increased congestion and vehicular pollution
- Early investment on infrastructure like widening of roads and flyovers
1. Investment in NMT Infrastructure
2. Investment in Bus Priority

BAU

Desired
3. Investment in Digitalization

BAU

Desired
4. More buses, better buses and Integrated Metro rails
4. But where are the funds?

- Inconsistent funding at National level
- Poor bankability of STUs
- Limited revenue sources with ULBs
- Significant share of budget goes towards road infrastructure

- Reforms based national bus funding program – 10 years
- Divert the state/ULBs budget to PT and NMT from road infrastructure
- Identify new revenue sources
5. Who should fund for Public Transport and NMT Infrastructure

Well developed PT System

Beneficiaries

Public Transport users

Non Public Transport users

People benefitted from transit corridors by better service access

Wide and efficient NMT Infrastructure

Wider society which benefit from lower pollution, accident risk and increased employment
RUTIDF-Rajasthan

- Cess on one time tax on MV taxes
- Cess (Green tax) on vehicle registration
- Cess on Stamp Duty under Raj. Stamp Act
- CSR funds
- Funds from central and State Govt
Delhi

- **Air Ambience Fund**
  - Rs 0.25 per lt. of diesel sale
  - Majorly used for subsidizing the electric vehicles

- **Environment Compensation Charges (ECC)**
  - LCV & category-2 vehicles: Rs 1300
  - HCV/category-4 & 5 vehicles- Rs 2600

- **Environment Protection Charges (EPC)**
  - 1% of the cost of diesel cars (more than 2000cc)
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