

# Role Of Private Sector in Promoting Buses in India

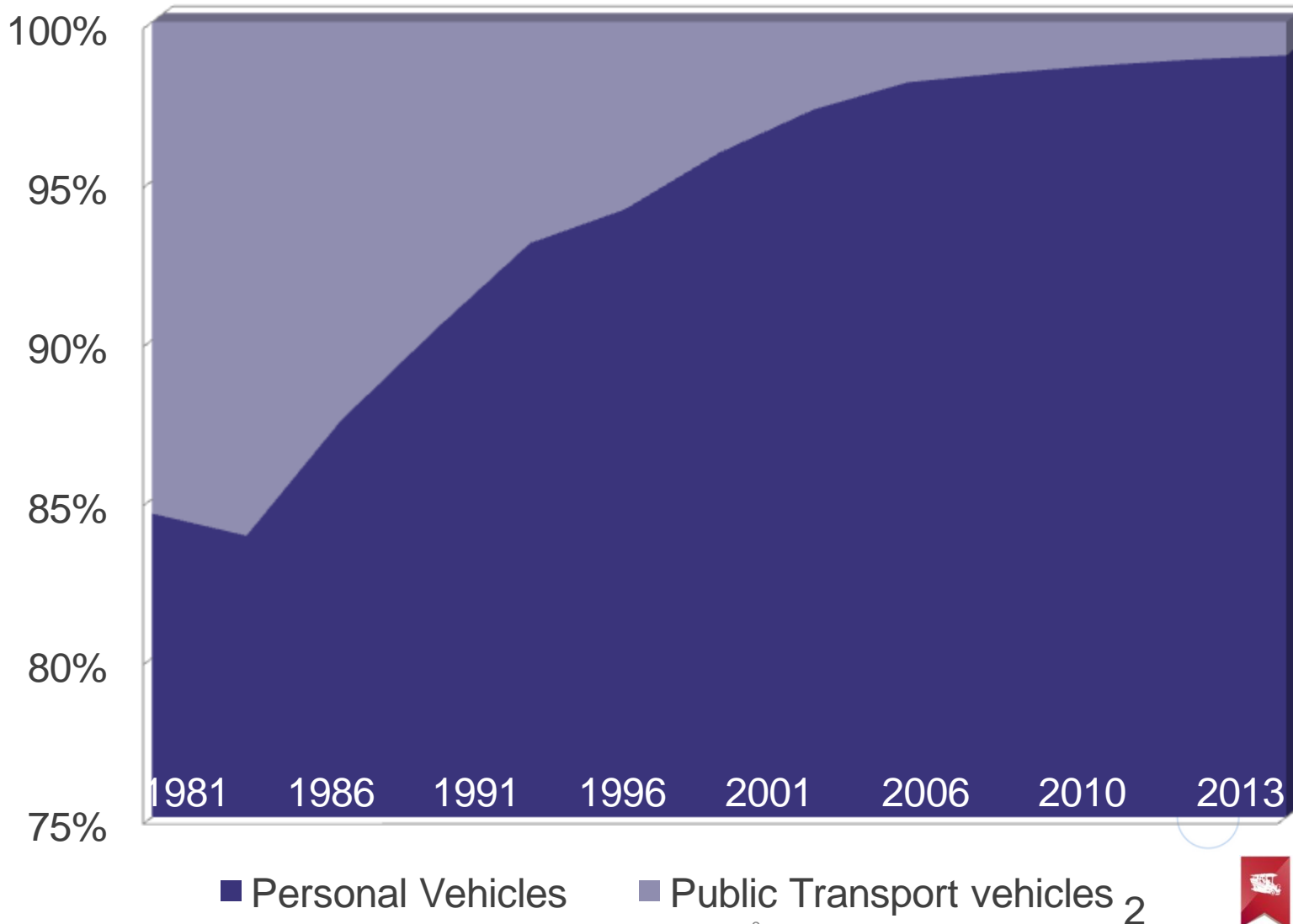
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## Result of Ignoring contribution of Buses

Diminishing percentage of Bus population



Kiran & Aban Deohans



ELGAR



## Are our investing priorities right?

- 90% Indians do not own any vehicle; development of only road Infrastructure does not serve any purpose to them.
- These people are dependent on public transport for mobility ( 85% By buses).
- How much Government Money is spent for these 90% Indians?.



## Are our investing priorities right?

### Metro

Investment: 20,000 cr

Carries 20 lac  
passenger daily

### Bus

Investment - ?

Carries 60 lac  
passengers daily







## Are our investing priorities right?

### Airport Bhopal

Serving 1200  
People per day

Land - 2000 acres,  
Built up - 2 lakh sq ft ,  
Cost Rs.1000 crores



### Central Bus station Bhopal

Serving 1.5 lakh  
people per day

Land 5 acres

Built up - 2,000  
sq.ft



## Questions we need to Answer

Have you seen an advertisement ?  
Showing person going safe  
“**Aram se**” without out risk,  
pollution & arriving fresh to  
the Office or Home.

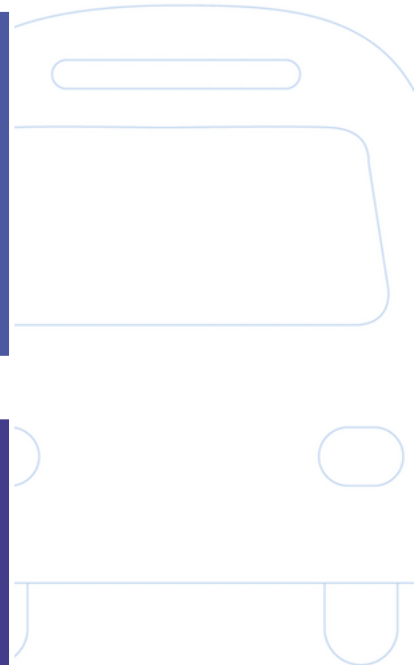
How much innovation has  
happed in other vehicles  
compared to buses ?

**Availability of Finance** to  
Private vehicle vis a vis bus?

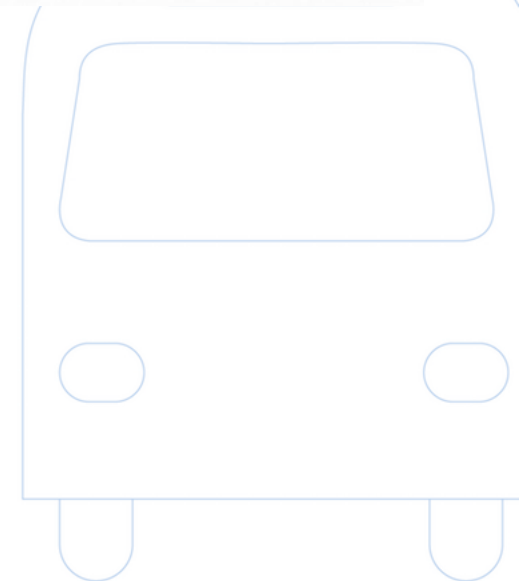
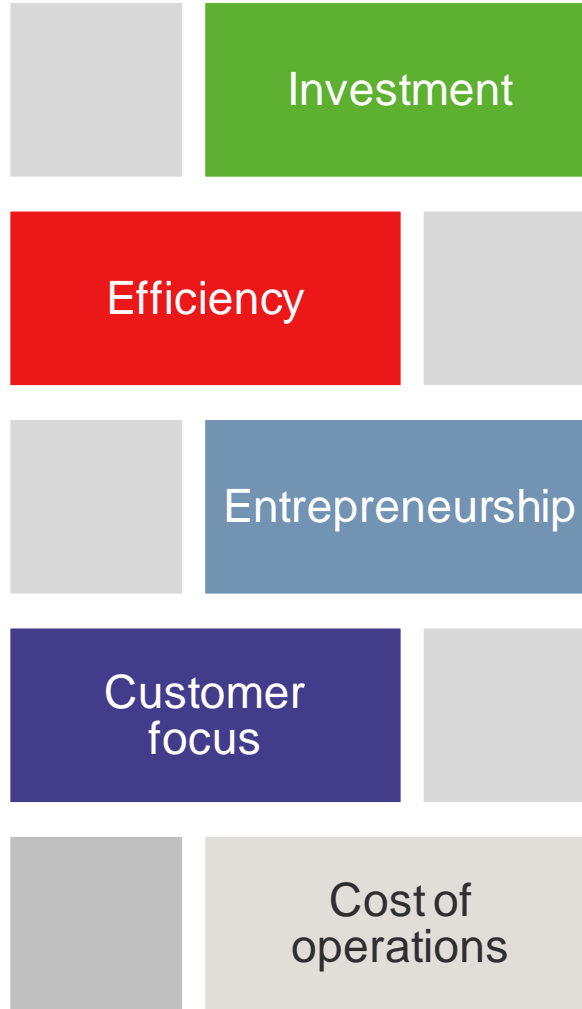
**Parking policy** for  
personal vehicles vis a vis  
Bus?.

Which vehicle is banned first  
on “**NO ENTRY**” road ?  
Private vehicle vis a vis bus?

Which **vehicle occupy** more  
road space per person ?  
Private vehicle vis a vis bus?



## Role of Private Sector Bus operator





More and faster investments can be brought in without following a long procedure to get government funds.

Funds can be raised by way of Equity & Debt or leasing of vehicles & equipment.



**New ideas of generating revenue.**

**Innovative Services**

**Quick decision making under certain circumstances**



To understand requirement of travellers and accordingly make changes

**Customer focused Organization**

Fast response to customer grievances



**City bus service can become sustainable if provided with efficiency at all levels.**

**Flexibility of providing incentives based on service output to employees.**

**High usage of technology**

**Continuous improvement in route performance by traffic study**



## Improved per man productivity

**Combination of fixed and performance linked variable pay.**

**Less expensive manpower due to short duration of service.**





**With improved efficiency**

**Low cost of manpower**

**Low cost of operating expenses**

**Improvement in reliability due to better fleet performance**

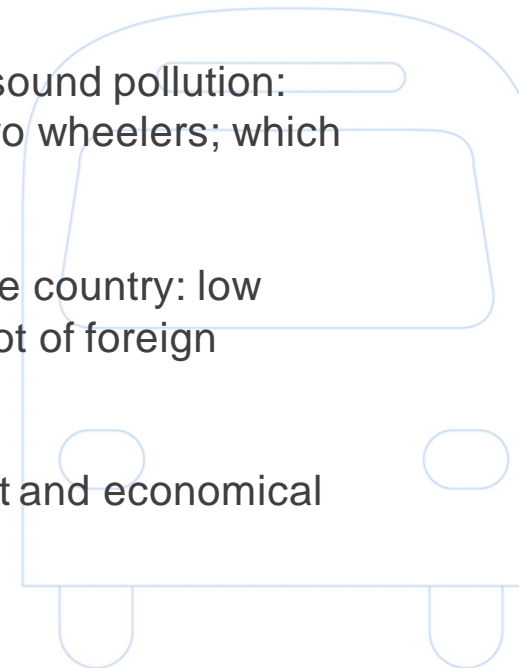
**Better looking buses will attract more customers.**

**Overall higher revenues with reduced cost of operations will make system sustainable.**

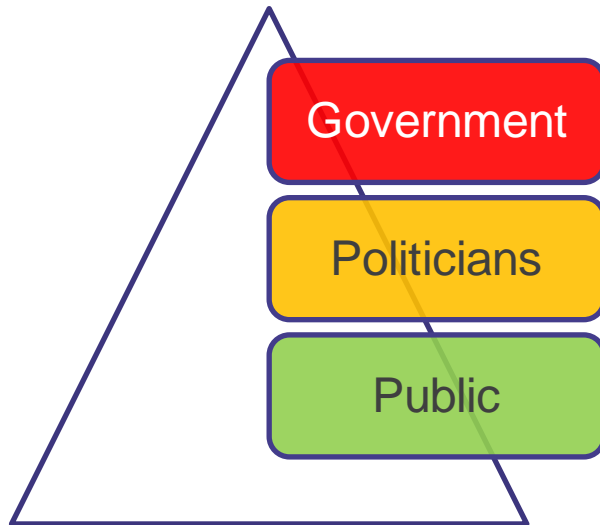


## Results of private sector participation?

- **Boost Tourism** : It will give big boost to tourism: Places of tourist interest will not only remain well connected but will also get served by better bus facilities at economical rate.
- **More Employment** : It will generate large employment opportunities: it will not only give employment to large number of people connected to only bus services but will also create more opportunities within tourism industry.
- **Reduction in pollution** : It will reduce traffic congestion, air and sound pollution: One bus can carry people equivalent to at least 20 cars and 40 two wheelers; which will reduce traffic on road.
- **Saving in foreign exchange** : It will save foreign exchange for the country: low usage of personalized vehicles will save huge fuel in turn saving lot of foreign exchange.
- **Support growth in GDP**: Overall commuting will become efficient and economical giving rise to overall productivity of the country

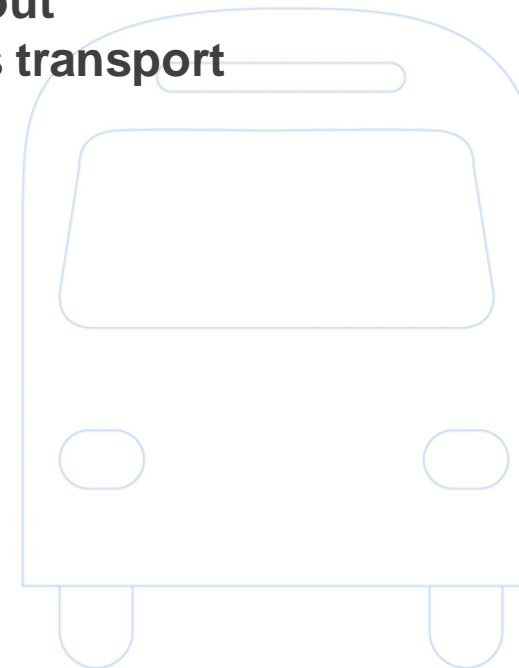


## Awareness Of the Subject



**Creating awareness amongst Government, Politicians and General Public about importance of bus transport**

## Responsibility to generate Awareness



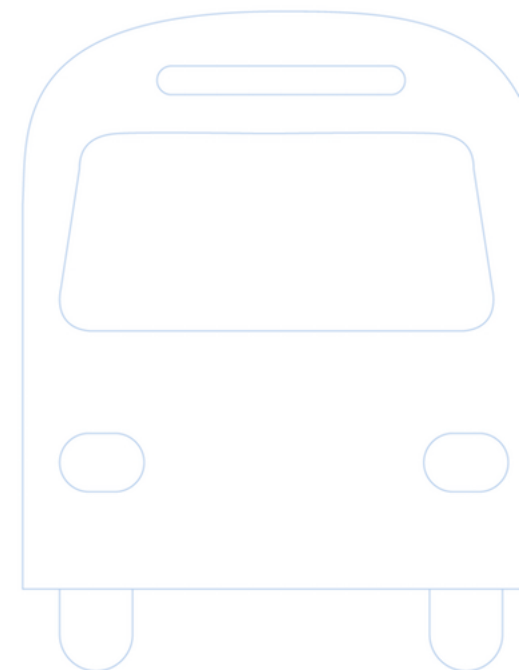
## What needs to be done?

### Change in legislation

- CMV Act 1988 and Rules 1989 of various states.
- Tax Acts of various states
- Indian Penal Code
- NIPFP guidelines.
- MOUD and MORTH guidelines
- State Town Planning Acts
- City Development Rules
- Lending norms of RBI
- Infrastructure status by finance ministry.

### Creation of Support Infrastructure

- Bus terminals
- Multimodal Terminals
- Intelligent transport systems
- Highway amenity centers.
- Tourist Transport hubs





Thank you for your patience !!

Prasanna Patwardhan