

**Bus & Car Operators
Confederation of India**

A stylized illustration of a diverse crowd of people, all wearing face masks. The people are depicted in various colors and styles, representing different ethnicities and ages. The illustration is set against a light background with soft, overlapping shapes. A dark blue horizontal bar is overlaid on the center of the illustration, containing the text 'Public Transport – Post Covid -19' in white.

Public Transport – Post Covid -19

Prasanna Patwardhan
President

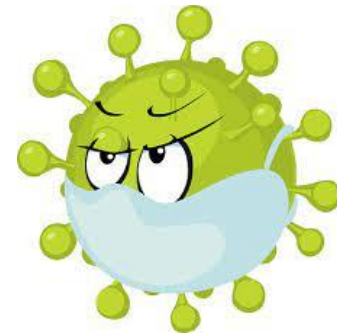
Bus & Car Operators Confederation of India (BOCI)



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Effect of Pandemic on Passenger Transport

- Lockdown has affected Public Transport in more ways than one.
- Schools & IT companies are still mostly non functional.
- Due to closure of Public Transport services and out of fear people were forced to get habituated for using personal vehicles.
- Getting people back on Public Transport has become a challenge.
- People have become more safety & hygiene conscious
- Public Transport Companies are in bad shape
- Large number of blue collared workers have gone to hometown and are hesitant to return back.
- Financial institutes showing strong balance sheet is not a true picture
- Bus manufacturers have taken beating
- Banks are not willing to fund Passenger transport sector
- Digitization has gone up





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Situation of Public Transport companies

- As of this month around 40% vehicles are in operations
- Some of STU / SPV have enforced force measure clause to avoid liability of payment towards minimum guaranteed amount
- Financial condition has deteriorated due to restrictions
- Accounts of many of the operators have become NPA.
- Funds to Get vehicles on road are not available.
- Buying power of Operators have gone down
- Banks are after NPA accounts
- Business is picking up slowly due to fear of third wave.
- Operating costs have gone up
- Ever increasing fuel price is adding to Operators difficulties.





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Expectations of the Operators for immediate relief

- Financial support to strengthen Public Transport
- Payment of past dues to Operators and future support to strengthen PPP Projects
- Waiver on CESS charged on diesel to Public Transport companies
- Waiver on MV Tax, levies & penalties for last 18 months
- GST waiver for buying of buses for next one year
- Rescheduling of loans & waiver of interest during Moratorium and further six months Moratorium.
- Insurance coverage to face such challenges in future
- Social distancing norms shall be relaxed.
- Public Transport should be declared as priority sector



Absence of Co-ordination between various Ministries & Implementing agencies.

Absence of Integrated Planning & Administering Institute

Urban transport is no one's baby

- Regulation is made by MORTH
- Schemes are made by MOHUA ,DHI, NITI AYOJ
- State UD Ministry makes planning
- Regulated by RTA / RTO
- Traffic is controlled by Police
- Town planning authority defines land allocation
- Services are expected to be funded & managed by ULB
- STU's / SPV's are responsible for Operations having no budget allocation





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National Urban Transport Policy (NUTP) 2006

India launched its first transportation policy in 2006, which focuses on moving people and not vehicles.



- Ensure coordinated planning for urban transport
- Ensure integrated land use & transport planning
- i People focused & equitable allocation of road space**
- Investments in public transport & Non Motorized modes
- Strategies for parking space and freight traffic movements
- Establish Regulatory mechanisms for a level playing field
- Innovative financing methods to raise resources
- Promote ITS, cleaner fuel & vehicle technologies for cities
- Build capacity to plan for sustainable urban transport
- Projects to demonstrate best practices in sustainable transport

Absence Of Sync

Policy
(Intent)



Regulation
(Directions to Act)



Execution
(Action)

WAY FORWARD – MOVE **PEOPLE** NOT VEHICLES



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- Motor vehicle Act is outdated & limited to vehicle regulation
- Being in a concurrent list, operating rules and taxation differ from state to state.
- Optional for ULB to provide Public Transport
- City DC Rules are not aligned to People Mobility
- Public Transport is burdened with very high taxation
- Lack of coordination within & between Operators of different modes
- Absence of integrated door to door & requirement based mobility solutions
- Non availability best quality Physical, IT & Charging Infrastructure
- Fares not aligned to expenditure making systems unviable
- Priority is given to personal vehicles over Public Transport
- Not enough budgetary provision to ensure sustainability.



MOVE PEOPLE NOT VEHICLES

To implement NUTP (2006) in its essence and spirit



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Institutional framework to facilitate growth of People Mobility.

- Planning & Monitoring Authority at Local, State and National Level (UMTA).
- Infrastructure Development Authority at National & State level.
- Establish Training & Skill Development Schools across India
- Research Institutes to promote innovative people mobility solutions.

How to improve People Mobility

- To introduce Public transport subject in Administrative service education
- Build Political consensus to adopt Public Transport friendly policies.
- To get Public Transport Services categorized as Priority sector.
- To develop right legislative framework to promote Integrated Public transport.
- To define uniform operating guidelines for level playing field.
- To reduce taxes & Levies on Public Transport to NIL.
- To allocate sufficient funds for next ten years to promote Sustainable Mobility.



Move People Not Vehicles

Integrated Door to Door Mobility Solution



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Integrated Physical Infrastructure

- Infrastructure development to facilitate Movement of People, not vehicles.
- Pedestrian & NMT infrastructure to address last mile connectivity.
- Bus Ports and Multimodal terminals to integrate all Modes.
- Allocate lands for Depots & parking places
- Rest areas along highways, Pick up & Drop Locations within Cities.

Integrated IT Infrastructure

- Facilitate Integration of information to plan journey till fare collection within and between all modes
- Standardize technology platform for all modes
- Define standard IT Protocol for sharing of Data.
- Establish control towers



How to Scale up Capacity & Sustain it



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- Build capacity at STU / SPV to Plan network & manage service quality.
- Prepare long term business plan & accordingly make budgetary provisions
- Get project rated to solve difficulty in raising debt or equity - Bankable & Balanced Concession agreement with timely payment guarantee.
- Make adherence to terms of Concession agreement mandatory for both partners.
- While selecting Operator more weightage to be given to technical ability rather than financial capability.
- Do away with Unreasonable demand on Performance security linked Bank Guarantees.
- Develop world class Physical & IT Infrastructure – Condition precedent
- Have performance based incentive & fine structure
- Do away with Unreasonable cost /km escalation formula
- Make payments on time.
- Set up time bound dispute resolution mechanism





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Let us Prey for better future

Thank You

Prasanna Patwardhan
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of India (BOCI)