

# Improve accessibility and connectivity through public buses and coach system in Asia: Role of Government and Private sectors



**BUS OPERATORS CONFEDERATION OF INDIA**

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# Improve Connectivity

By Providing Integrated services - MAAS



- Central Planning & Regulating Authority
- Citywide Multimodal Network Planning
- Development of physical infrastructure
- Single Technology Platform
- Availability of service Information on single platform
- Single Ticket – Fare integration

Only Buses can connect all modes of transport – Railways , Airways & Waterways

# Develop People friendly access to Integrated Transport Network



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- Better Pedestrian Infrastructure along with dedicated Non Motorized pathways.
- Define role of Para Transit in last mile connectivity.
- Supported by Integrated Network of City bus & Mass Transit services
  - ① BRTS
  - ② Rail systems
  - ③ Water ways

# Give priority to People Mobility while giving access



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Define Priority -  
Pedestrian first, then NMT, then Public Transport and last Personal vehicles

<b>Problem</b>	<b>Solution</b>	<b>Result</b>
Absence of door to door Network of services.	State / Area wise Planning & Monitoring Authority I	Integrated Services and better coordination amongst various operators
Poor passenger Amenities	To develop Modern Multimodal Terminals & Bus Stations connected by pedestrian & NMT network.	Infrastructural Integration will ensure better connectivity resulting to high passenger ridership
Inadequate depot & parking places	Reserve lands at Strategically located places for depots with modern amenities	Will improve asset utilisation & life, reduce cost of operation & improve quality of services
Heavy taxation by State Governments	To make it tax free	Free flow across states for coaches & Economical fares for urban services
Uncertain fare revisions	Formula based auto fare Revision	Improvement in quality of service & Sustainability of the system
High cost of funding	Priority/Infrastructure Status	Tax benefitts, Priority lending, Various avenues to raise finance.

# We must change strategy to compete with Personal vehicles



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	Car	Bus Toady	Future
Comfort	✓	✗	?
Privacy	✓	✗	?
Last Mile Connectivity	✓	✗	✓
Convenience	✓	✗	✓
Time utilization	✓	✗	✓
Reliability	✓	✗	✓
Safety	✓	✗	✓
Cost	✗	✓	✓

# United efforts to provide better Urban Transport,



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United we win!

Operator	Public Operators	Private Operators	Public Private Partnership
Infrastructure	✓	✗	✓
Trained experienced Managerial Staff	✓	✗	✓
Established Systems and Procedures	✓	✗	✓
Adaptation to new technology	✗	✓	✓
Responsiveness to Passenger demand	✗	✓	✓
Flexibility and Fast decision making	✗	✓	✓
Cost effective in operations	✗	✓	✓

# Responsibility of each stake holder



## By Government

- Define Strategy & Make people friendly Public Transport Policy.
- Align Regulation and City Development rules to facilitate movement of people.
- Establish Planning & Regulating authority
- Invest in Infrastructure to move people than moving vehicles.
- Plan integrated Public Transport network
- Provide funding for sustainable Public Transport.
- Facilitate establishing R&D ,Training & Skill development centers

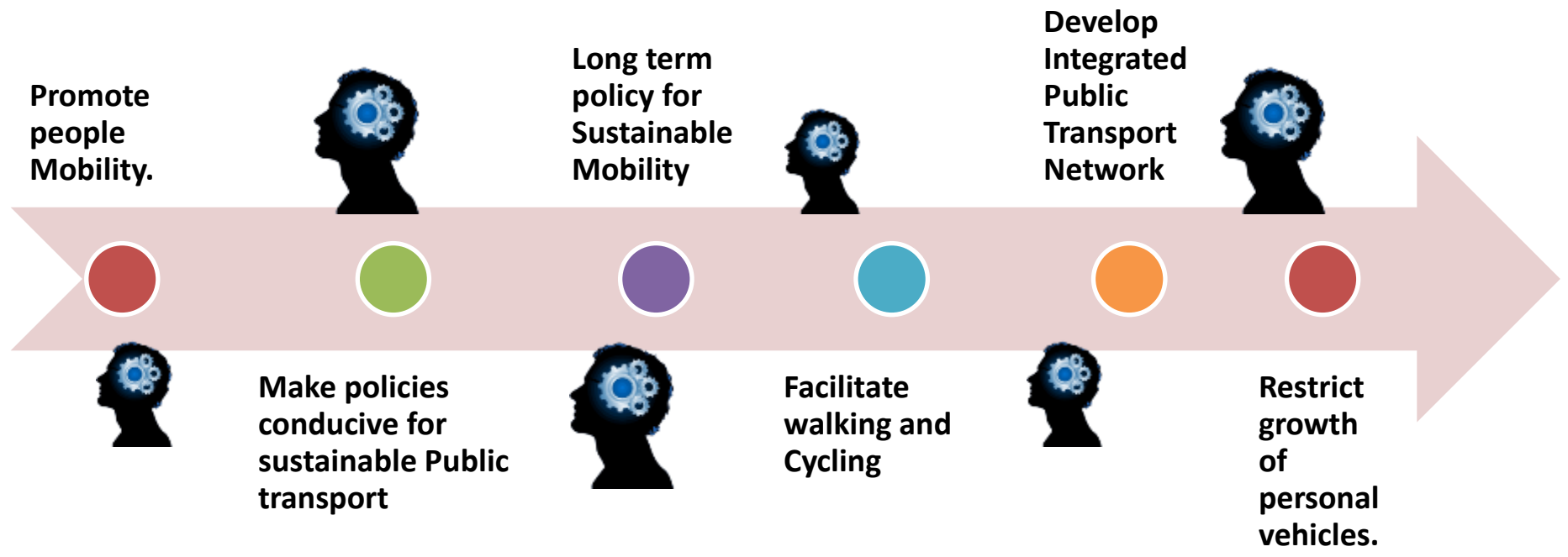
## By Operator

- Rationalize routes, plan schedule, manage frequency as per customers requirement.
- Modernize bus depots & Upgrade maintenance systems
- Adopt advance technology for efficient & effective Operations
- Train staff, run incentive schemes and motivational programs.
- Introduce attractive passenger schemes to attract more commuters.
- Work towards road safety program.
- Improve image of Public Transport by providing safe, economical, efficient, convenient and attractive Public transport systems.

Provide end to end better experience to Public Transport bus users.



# Lastly convince Governments to..... Facilitate movement of People not Vehicles



*Let us join hands to make passengers happy !...*



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*Thank You*

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