

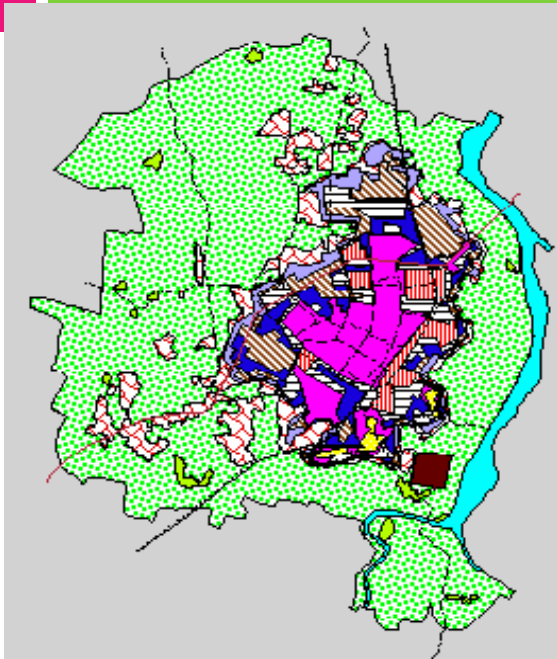
CITY BUS SERVICE IN
BHUBANESWAR AND
PURI ON PPP MODE
&
REFORMS



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BHUBANESWAR PROFILE



- Capital of Orissa history dates back to 300BC
- Area- 135 Sq. Kms.
- Population – 8.87 lakhs-(prov2011)
- Density - 4800 per Sq. Km.

The
Temple
City



OVERVIEW OF TRANSPORT

- Total 1600* Km of Road length
 - Four - Six Lane: 40 Km* (App)
- 16*km of Protected Bicycle Lane
- Average Trips 5 – 10* Km
 - Work 4.32-6.67, Shopping 3.5-4.6
- Average Road Density 11.82 Km/ Sq km
- Fully Paved : 84%
- Per Capita Road Length : 2.71 m
- Vehicle Increase per year : 8.5%
- Cycle, Auto and two wheelers are major mode for daily commuters

* (App)



OVERVIEW OF TRANSPORT

Old Town

- ❑ Narrow winding roads, Mostly Single Lane with no parking.
- ❑ Improper geometry of road intersection
- ❑ Railway line dividing the old town from other part



Capital Town

- ❑ Grid Iron pattern plan
- ❑ Hierarchical system of roads
- ❑ Scope for modern public transport system
- ❑ Pedestrian paths with road lanes



New Town

- ❑ Improved Road design to cater IT City.
- ❑ Needs proper Parking Strategy
- ❑ Efficient public transport system



Steps Taken

- Improved Road Design
- Widening of Roads with specific Lane system
- Exclusive Secure Bicycle Lane
- Exclusive Secure Pedestrian Path



Background

- As a part of the second stimulus package, Ministry of Urban Development (MoUD), Government of India (GoI) sanctioned 125 buses for use as public transport in the cities of Bhubaneswar and Puri under JNNURM.

City / Detail	No. of Buses		
	Standard Bus	Mini Bus	Total
Bhubaneswar	50	50	100
Puri	5	20	25
Total	55	70	125

Operation of City Bus Services

- Bhubaneswar-Puri Transport Services Limited (BPTSL), a Special Purpose Vehicle (SPV), has been established to plan, contract and monitor the city bus services.
- The SPV has equity & paid up capital of Rs- one crore. Stake holders are BDA, BMC, OSRTC, PKDA & Puri Municipality.
- BPTSL signed an agreement with the Private Operator- DREAM TEAM SAHARA- selected through a competitive bidding process, to operate the bus services on PPP mode. The Operator has operationalised the city bus services.
- Already 100 buses are running in 13 routes covering Bhubaneswar, Puri and Cuttack benefitting 37,000 to 42,000 passengers daily.



Operation of City Bus Services

contd....

- The buses ply from 7.00 AM to 9.00 PM.
- The frequency of buses vary depending upon the peak and non-peak hour and the distance of routes.
- Depot-Cum-Terminals, OD terminals bus stoppages are in various stages of progress.
- Parking policy, advertisement policy Passenger Information System (PIS), Intelligent Transportation System (ITS) are under progress.



Economic Benefits of PPP mode

- The operator has paid Rs.3.40Crore as Up-Front Fees. This has relieved financial burden of the state government and the concerned ULBS and strengthened the SPV.
- The Operator also pays to BPTSL the Route Authorization Fee (RAF) on monthly basis. The monthly RAF varies from Rs2.52Lakh to Rs 2.79Lakh.



Economic Benefits of PPP mode(Contd.)

- Total amount to be received by BPTSL towards RAF is Rs. 218.16 Lakhs within 7 years.
- The operator has also paid Rs.47.41 Lakhs towards MV tax, insurance, permit fees and registration Fees.
- BPTSL has the right to advertise on buses but the same is managed by the operator. 20% of the revenue generated from such advertisement goes to BPTSL and the rest 80% to the operator



Economic Benefits of PPP mode(Contd.)

- The operator, also, provides all equipment, fuel, consumables, machine or material that is required for the uninterrupted and continuous operation of the bus service
- The operator enforces a dress and appearance code approved by BPTSL in writing and adopts a proper complaint grievances redress mechanism.



Lessons Learnt:

- ❑ Stiff opposition from unorganised private players like auto-rickshaw Association, private bus Association.
- ❑ Before plying the buses adequate discussion and parleying was done with private players. Still occasional resistance does take place.
- ❑ Requires a robust legislative mechanism to tackle such hiccups.
- ❑ SPV needs to be strengthened with enforcement power and regulatory role.
- ❑ Adequate IEC activity required for daily commuters, private players and other partners in City management.



Lessons Learnt (Contd.)

- ❑ Excellent response from commuters.
- ❑ Major users include daily labourers, low income groups, women, school & college going students and low paid employees in both Govt. and private establishments
- ❑ A multi-modal linkage with different city nodes will further increase passenger convenience.
- ❑ Coordination with other modes of transport needs special planning.



Lessons Learnt (Contd.)

□ Reasons for success:

- Security
- Organised service
- Efficiency of Private Partner
- Assured bus timing
- Comfort of modern buses and good behaviour of bus staff
- Automated fare revision formula linked with Price Index and fuel price gives confidence to the Operator financially.



Future Plan

- ❑ To monitor the operation of City Bus Service by a Unified Monitoring Committee under overall guidance and supervision of UMTA.
- ❑ To double the no. of City Bus Service from present 125 Nos. to 250 Nos.
- ❑ To implement BRTS system in Bhubaneswar in selected 6 corridors comprising 49 Km. BDA has been mandated by UMTA to invite bids for selection of consultant for preparation of **DPR-2**.



Future Plan (Contd.)

- To prepare I-CMP covering Bhubaneswar, Cuttack, Puri and Konark region. BDA has been mandated by UMTA to invite bid for selection of consultant for preparation of I-CMP, so as to start and complete the work before Nabakalebar of Lord Jagannath at Puri during 2015 (Congregation of 25 lakh pilgrims expected).
- To set up dedicated Urban Transport Fund by raising money through fuel cess, congestion charges, development tax, share in road tax, exemption of road tax for city transport.
- Comprehensive Development Plan for Bhubaneswar-Cuttack Urban Complex-2030 prepared wherein the city transport demand study has adequately been done.
- RITES has made a detailed study for BRT planning.



Thank You

