

Future of Group Tourism By Bus



BUS OPERATORS CONFEDERATION OF INDIA

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We need to decide which way to go!



Car Tourism



Coach Tourism

Old Theory– Plan Movement of Vehicles !



Effects - Shrinagar

Old Theory- Plan Movement of Vehicles !



Effects at Rohtang Pass

Old Theory– Plan Movement of Vehicles !



Effects – On the way to Chardham

Old Theory– Plan Movement of Vehicles !



Effects – on the way to Darjeeling

Old Theory– Plan Movement of Vehicles !



Effects – in city of Aizwal

Old Theory– Plan Movement of Vehicles !



Effects – Singharh Fort , Pune

Old Theory– Plan Movement of Vehicles !



Effects – Ooty

When you plan for Personal Vehicles you get Personal vehicles!



Taxes favouring Personal vehicles.

Cost of four people by Car -
Less than Rs. - 10,000/-

Per Person Rs. 2500/-

Taxes for personal vehicles are life time.
Toll Tax is one third
Parking is one fourth compared to Buses.

Taxes unfavourable to Buses

Delhi – Shimla- Manali 7 day tour with 40 seat coach. Only Transport cost

Per Person - 3250/- for AC BUS

Per Person – 2375/- for Non AC

State	Base for tax	Taxes for 7 days in Rs.
Haryana	Per entry Rs. 3000/-	6,000
Punjab	Per day 5000/-	10,000
Himachal	Per Month 10,000/-	10,000
Total	For one 7 day trip	26,000

When you plan for Personal Vehicles People are motivated to use you get Personal vehicles!



Taxes favouring Personal vehicles.

Cost of four people by Car -
Less than Rs. - 7,000/-

Per Person Rs. 1750 /-

Taxes for personal vehicles is Zero
Toll Tax is one third
Parking is one fourth compared to Buses

Taxes unfavourable to Buses

Delhi to Agra and Jaipur
Transport Cost per person

BY AC coach Aprox Rs. 2900

BY Non AC – Aprox Rs. 1850

State	Base for tax	Taxes for 7 days
UP	Rs. 1500 Per day	4500
Haryana	Rs. 3000	3000
Rajasthan	4200 Per Day	16800
Total	For a trip of 7 days	24300

When you plan for Personal Vehicles you get Personal vehicles!



Taxes favouring Personal vehicles.

Cost of four people by Car -
Less than Rs. - 7,000/-

Per Person Rs. 1750 /-

Taxes for personal vehicles is Zero
Toll Tax is one third
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Taxes unfavourable to Buses

Begaluru Mysore Ooty
Transport Cost per person

For AC coach Aprox Rs. 5375

For Non AC – Aprox Rs. 4075

State	Base for tax	Taxes for 7 days
Karnataka	850 Per seat/week	34000
Tamil Nadu	600 Per seat/ Per week	24000
Total	For a trip of 7 days	58000

State Taxes Compel Operators to Operate Tourist Buses to ply as Regular service!

Annual Tax Per Bus

Regular service Chennai – Tirupati- Hyderabad

State	Base for tax	Taxes for 7 days
Telangana	3675 Per seat Per Quarter	1,47,000
Andhra Pradesh	3750 Per seat Per quarter	1,50,000
Tamil Nadu	3000 Per seat per quarter	1,20,000
Total	Tax for one year per bus	16,68,000

Reduce State Taxes



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- **Taxation:** Barring few countries globally Public Transport vehicles do not pay such huge taxes for providing services. Taxes on buses need to be rationalized and to be reduced to almost zero to make Public transport more economical.

State	Per Month per bus tax	Per Annum per bus Tax
Gujrat	39,500	4,74,000
MP	30,666	3,68,000
Maharashtra	25,666	3,08,000
Goa	32,500	3,90,000
AP	1,35,000	6,00,000
Karnataka	1,10,000	5,25,000
Tamil Nadu	54000	4,80,000/12,40,000
Kerala	54000	6,24,000

We need to change the way we think!



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	Car	Bus
Road space Per person	60 Sq. ft	12 Sq.ft.
Pollution	40 PPM/KM	1 PPM/KM
Road side Parking	Free	No
Taxes	Low	High
Interest	Low	High
Easy access	Everywhere	Restricted

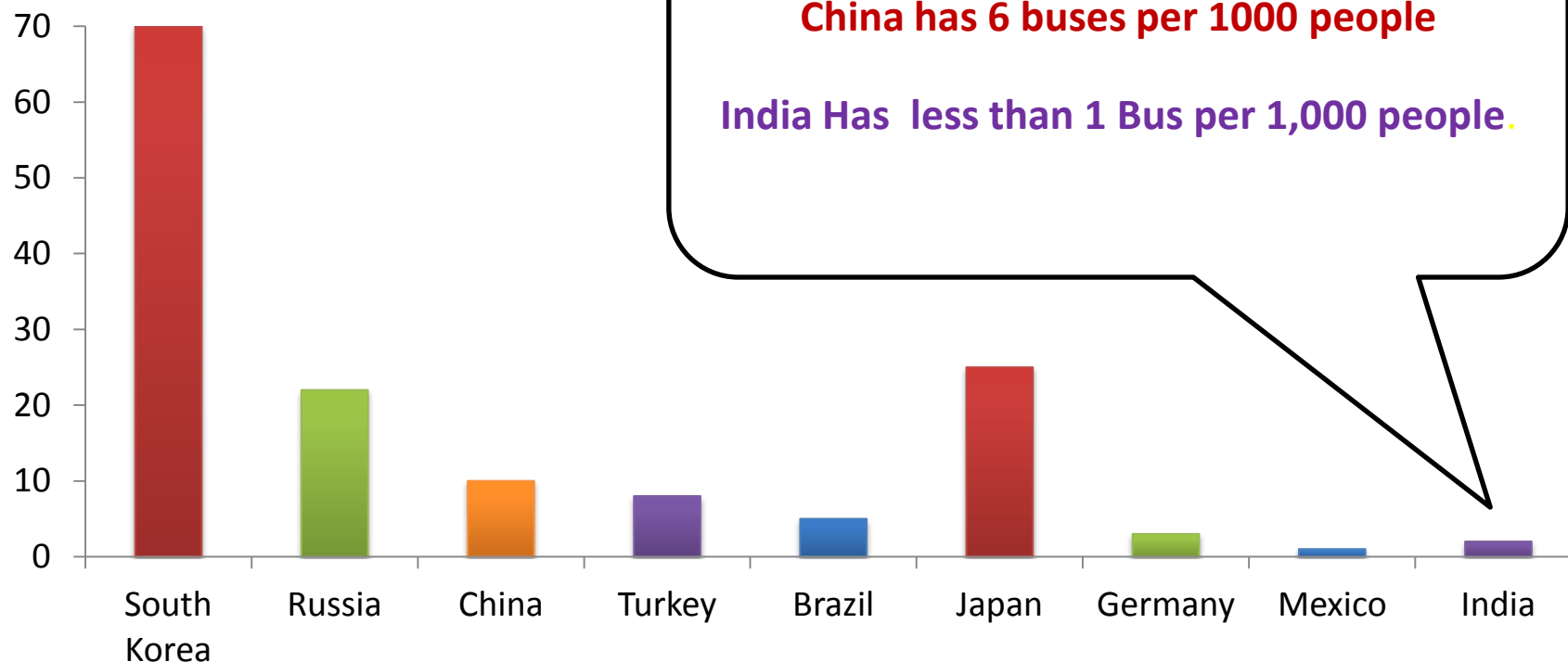
Road space Per person is more occupied by Car than Bus but our minds are tuned to count number of vehicles and not number people carried in a given space in a given time.

Huge potential to grow Bus business!



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No. of Buses per 1000 people



Such buses will attract more passengers?



Intercity Double Decker Bus



Due to sleeper coaches Night services are being benefitted

Vietnam



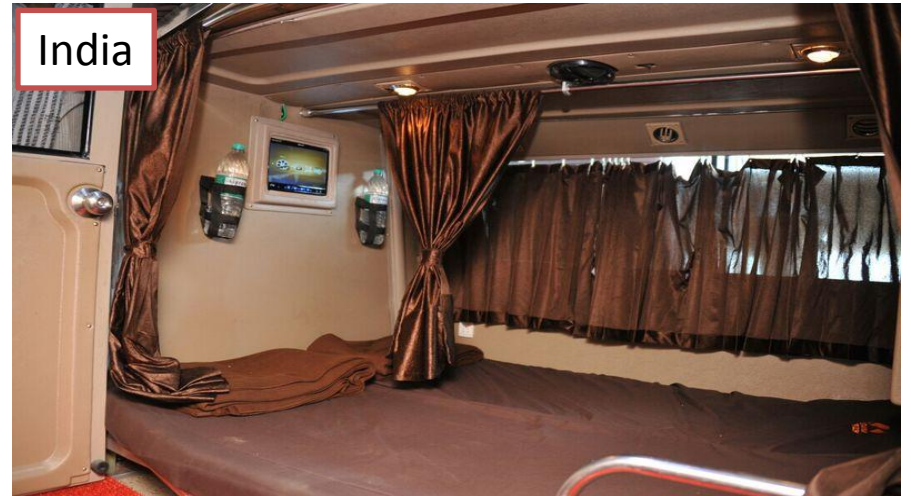
UK



USA



India



People will travel more just to get experience of such services



Articulated Tourist Double Decker Bus

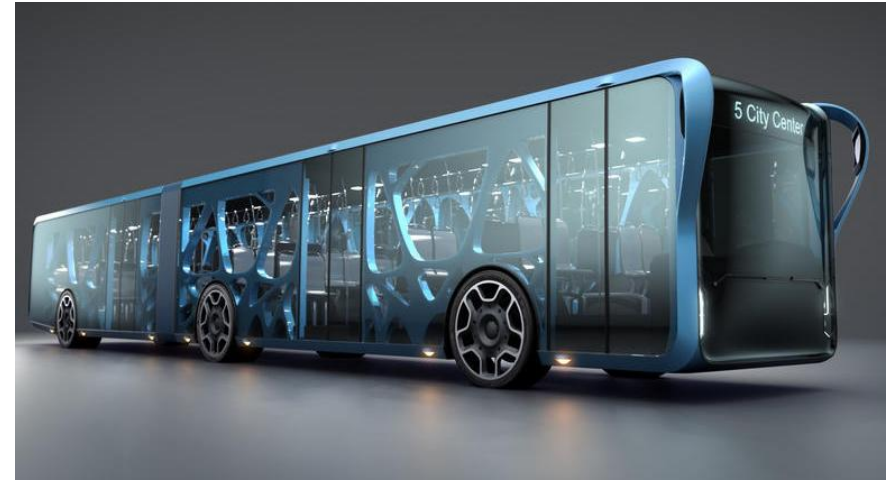


Globally these services are huge crowd pullers

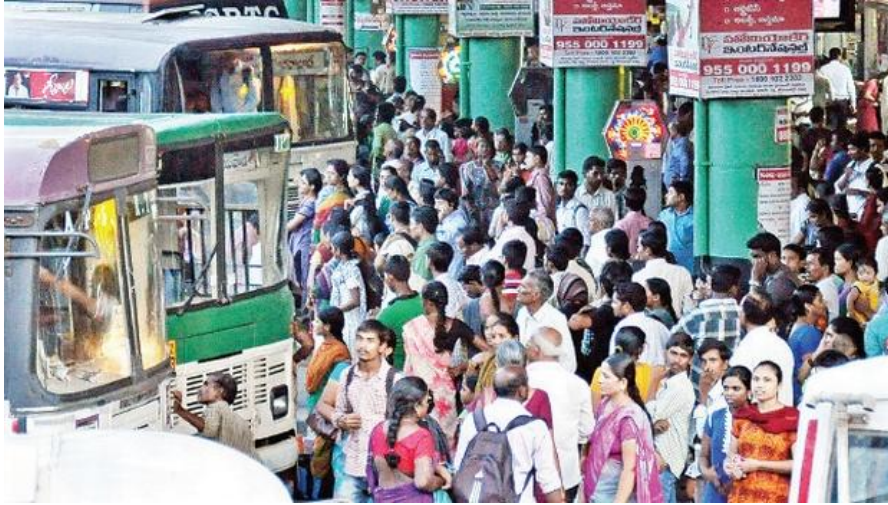
Hop on Hop Off Double Decker Bus



Hybrid and Electric Buses



Indian Infrastructure



Bus Terminal, Slough (UK), Airport like Bus Port



Bus Terminal - Russia



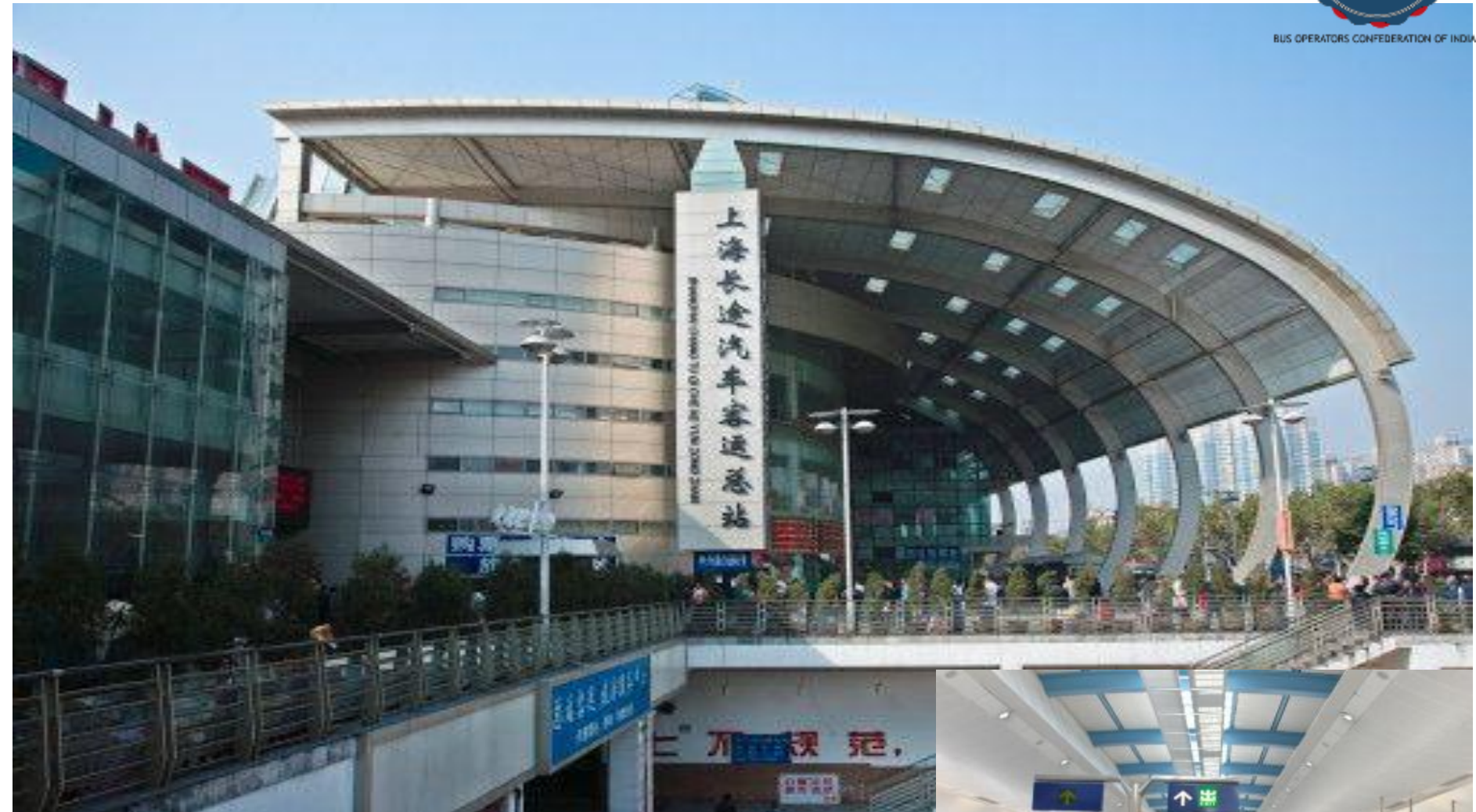
Bus Terminal Munich, Germany



Bus Terminal - Schengen (China)



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Bus Terminal - Seoul, S.Korea



Bus Terminal KL TBS - Malaysia



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Bus Port , Baroda



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	✗	✓	✓

Challenges- Regulation & Taxation



State or Temporary tourist Permits :- Permits are issued by State Governments wherein each State has different rules and regulations viz , How and where to ply, type & specification of buses allowed to ply as tourist bus. Since it is a route Permit there is no flexibility to make any changes if passenger demand.

All India Permit :- Today these buses are mostly used for regular schedule services as due to taxation cost of operation is so high that using them purely for tourism purpose is not possible.

Police & RTO harassment on road:- At every state border buses are kept waiting under the pretext of checking. Plus anywhere en-route also police or RTO can stop the bus without giving any valid reason.

State Taxation: Each state has different basis and rate of tax which changes without any prior notice making it impossible to book tours several month in advance. Coach tourism has become unviable proposal mainly because of heavy taxation.

Toll and Parking Charges:- Toll & Parking charges for Buses is at least triple the rate of private cars adding to the cost.

Service tax :- On top of other charges levied , additionally Service charge is levied wherein cost of transportation goes up by 6.40%.

Infrastructure Provided for Tourist Coaches - London

- **Pick up and set down:** Coaches are allowed to stop at certain locations while passengers are boarding or alighting.
- **PUSD – on yellow lines:** Coaches are allowed to set down and pick up passengers on single and double yellow lines.
- **Short-stay parking:** Mostly dedicated on-street facilities – maximum stay of 20 to 30 minutes depending on location. Charges apply in some cases.
- **Medium-stay parking:** Mostly on-street – maximum stay of one to four hours
- **Long-stay parking:** Off street coach parks – generally independently run on private land. Twenty-four hour parking is commonly provided These sites often provide extra driver facilities, such as toilets.
- **Coach stations:** Coach stations in central London (including Victoria Coach Station) are important passenger interchange points for tour companies operating excursions around London and to UK destinations.

Indian Challenges :- Infrastructure

Easy accessibility to Tourist places:- Many approach roads leading to tourist attractions are either over crowded by car traffic or not allowed for tourist buses.

Parking places:- At majority of tourist attractions getting a place to park a bus is impossible as there is no dedicated parking place reserved for tourist buses.

Pick up & Drop Locations:- No tourist place has dedicated space to pick up or drop Tourists making it impossible to operate tours within city.

No Special concession for city sight seeing services such as Hop On Hop Off (HOHO):-
Advantages Of HOHO service .

- HOHO buses reduces traffic congestion as buses keeps on moving with defined frequency they do not occupy any parking space at tourist spots.
- HOHO service gives full freedom to each tourist, he can design his own tour as these buses touch most of the important tourist spots.
- By HOHO bus Passengers can decide time at each place depending on his / her the interest.
- HOHO service has health & environmental benefits as it can reduce vehicular traffic at tourist spot by at least one fifth.

Recommendations

- **United efforts of Tourism industry to bring in changes in regulations & Taxation policy:-**
 - Advocacy at State & Central Government level.
 - Continued interaction with top bureaucrats to create awareness about the issues hindering growth of Tourism by buses.
 - Build Political will at all level.
 - **Devising a new system of National Permits :-** One Country, One Permit, One Tax. To promote Coach Tourism there is a need to make changes in present taxation & Permit System.
- **Raising Age of Modern Vehicle:-** In Europe in many countries new technology buses are permitted to ply for 20 years With an introduction of the buses at par in standard as Europe productive utilizable age of vehicle has to be raised from present eight years to fifteen years.
- **Modification Repeal of Separate Fitness Rule for Hill Areas:-** Similarly in hilly areas also productive utilizable age limit has to be revised in line with global standard.

Recommendations

- **Coach Tourism related Infrastructure:-**
 1. Multimodal terminals for integration with Rail, Air and Water.
 2. Parking places for Tourist Buses at all tourist attractions.
 3. Dedicated area for Pick up and Dropping of Tourist within city at Tourist spots.
- **Clear passage :-** Clear access to reach as near to the places of tourist interest as possible
- **Allow flexibility in designing of Buses to suite Coach Tourism:-**
- Build attractive looking, fuel efficient, safe and convenient new generation buses specially designed for tourism purpose.
- **Provide Specialized Training to the crew:-** There is no school which imparts special training to the crew working on tourist Buses. In tourism Bus Crew apart from driving plays a very important role, some time as guide, some time as manager of the tour a special training is required for the crew which accompanies the tourist along with the bus.



*Let us join hands to make
passengers happy 1...*



Thank You