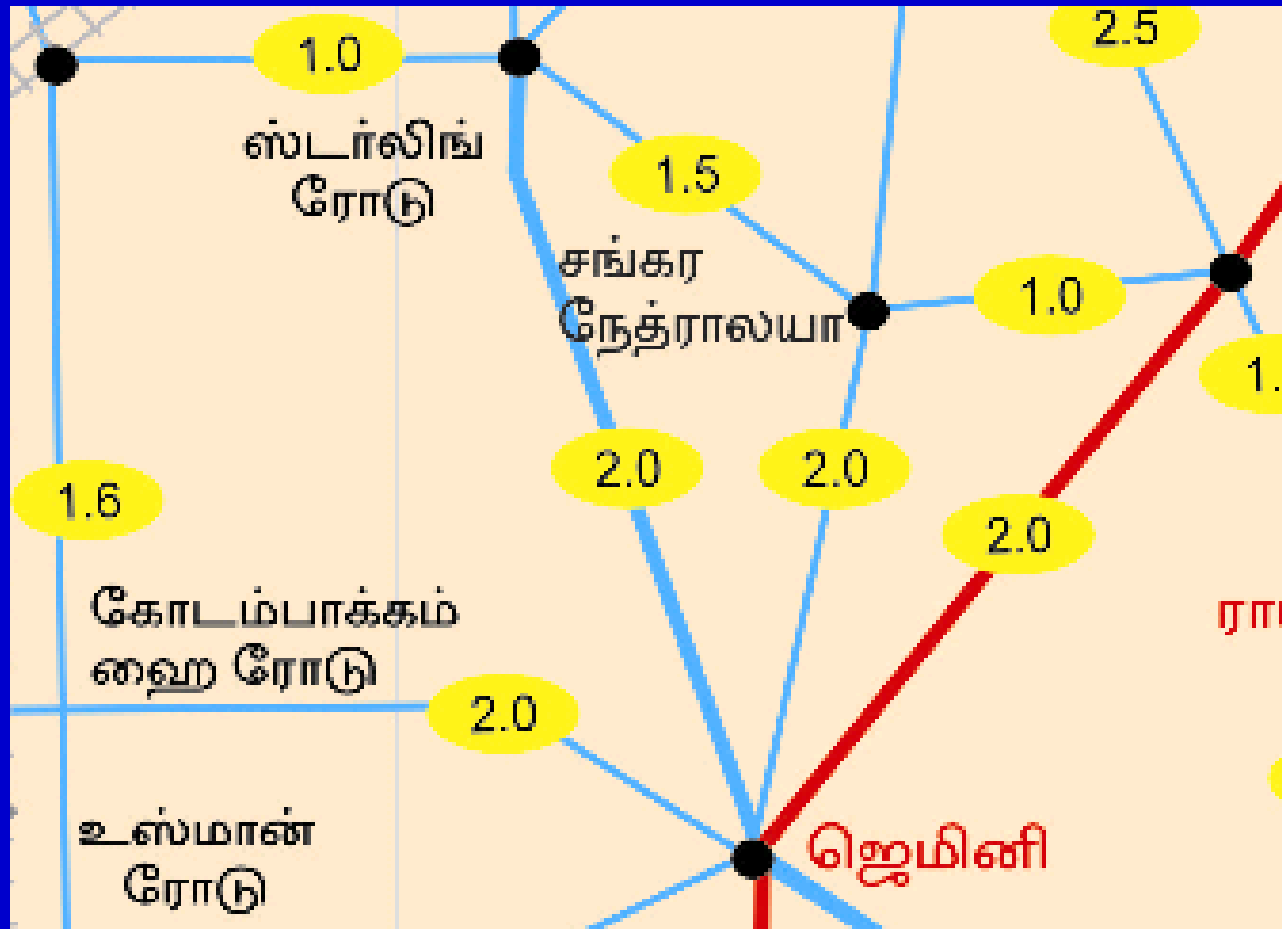
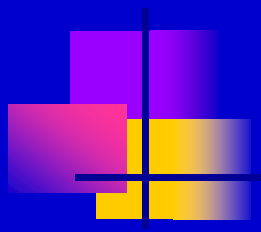


# Gemini to Kodambakkam





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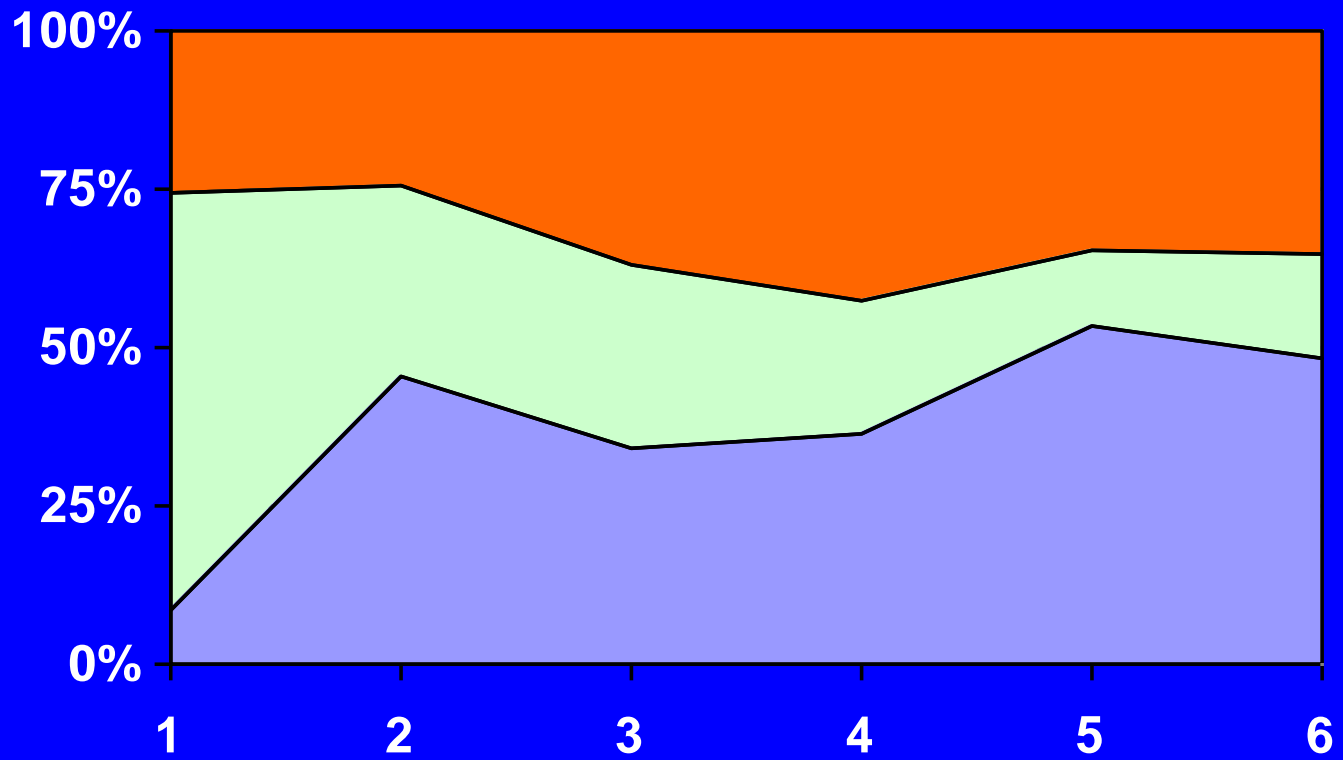


# Gemini to 2 Km fares

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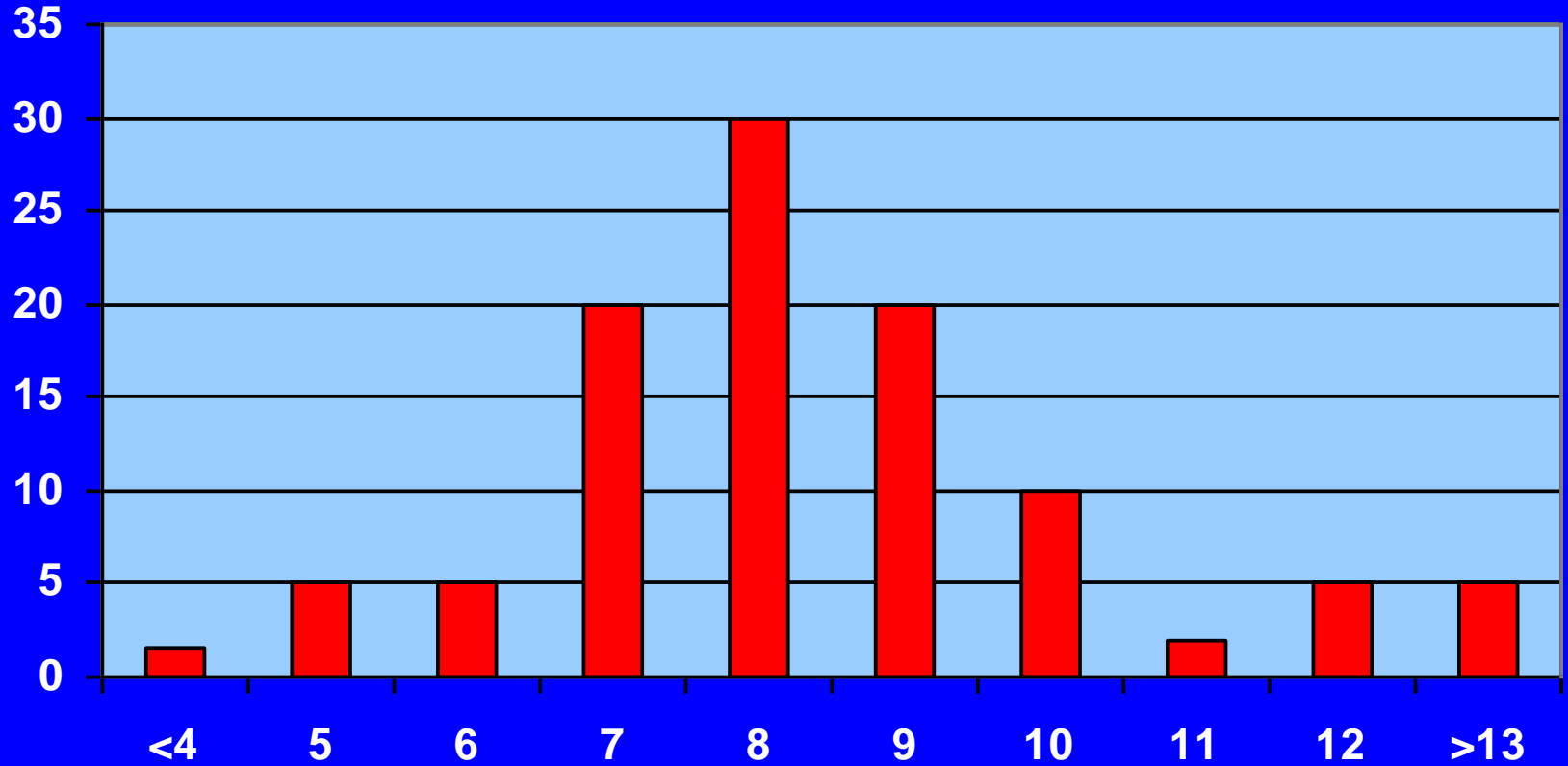
- Rs 20 to Spencer
- Rs 50 to Kodambakkam
- Rs 30 to Sterling Road

# How far is Central

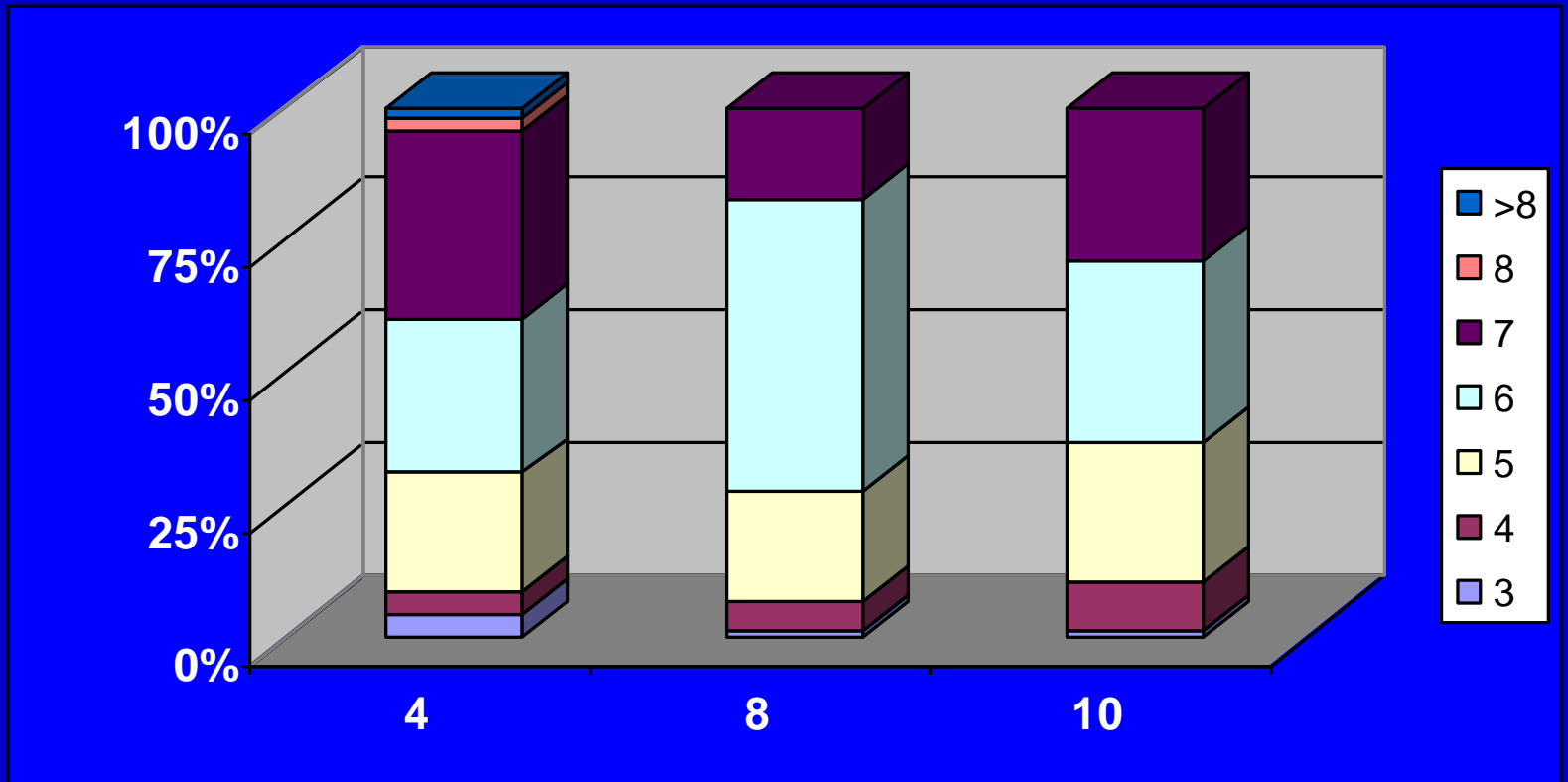




# What is 8 Km



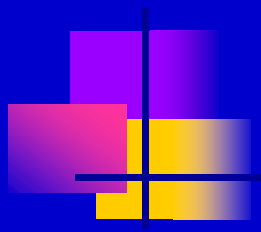
# How much





# How much for driver?

1	Private driver starts at	Rs 6000
2	PTC driver	Rs 15,000+
3	Company driver	Rs 10,000+
4	Government driver	Rs 10,000?
5	Auto driver-- own risk	?



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# Daily (Rupees)

1	Rent or Capital	150
2	Petroil for 20 trips/ 100 Km	250
3	Search / return to shed 50 Km	150
4	Maintenance/ Incidental	25
5	Total	475



# Combinations

		Now	Alt 1	2	3	4	5
1	Per Km	7	9	5	4	5	
2	Per min	0	0	1	1	1	
3	Trip	3	0		5	(10)	
	100 Km		900?	500	400		
	7 hours		0	400	400		
	20 trips		0		100		
	Total		900	900	900		



# Comparison of Fares-(Rupees)

		LON	TYO	NYC	PAR	SIN	HKG	MAA
1	5 Km/ 30 min	900- 1100	700- 900	600- 700	350- 500	150- 250	250- 350	20
2	Per Km	160	120	100	40	14	45	3.50
3	Per min	27	50	10	25	7	10	Nil

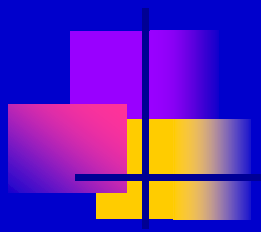
INODA *and*



The Public Administration Help Tank

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Improving  
Transportation, Culture, Environment  
and Quality of Life



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# 2 Km pays Rs 15

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- 40 minutes in evening
- One hour if there is a procession
- How much per day?



# How much a day

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- Traffic Speed of 10 - 13 Kmph
- 60 - 80 Km per day?
- Rs 500 per day?
- Rs 150 for auto rickshaw capital/ rent
- Petrol for Rs 200?
- Friends in power
- What goes home?



# Distance and Duration

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- Call taxis have 2 hours/ 20 Km
- Taxis have 8 hrs/ 80 Km, 4 hrs/ 40 Km
- Why not 1 hour/ 10 Km?





# ISI Taxi Meter/ Auto meter

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- Is a “Time and Distance” meter
- Time is disabled in India as  
“meter runs even when auto is stopped”



# Working limits of service

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- Number of trips per day: 20
- Probable live Km per day: 100
- Dead Km per day: 50
- Working hours per day: 12 - 13

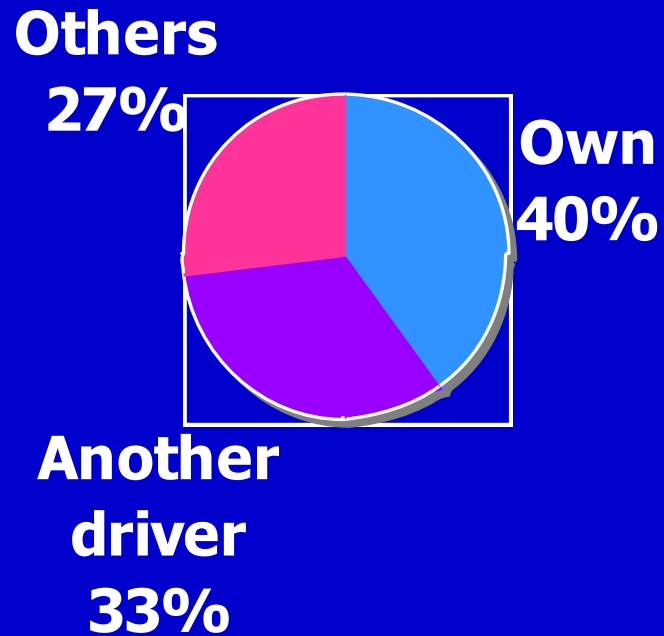


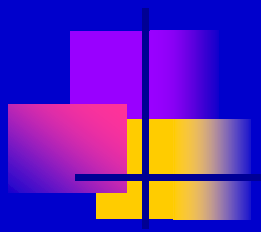
# The Caution

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- High fares chases away customers
- Low income chases away good drivers
- Only a scientific, logical, comprehensive method can improve matters
- Should be evident to all parties

# Ownership of autos





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# The Perspective

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- Not about “auto drivers”
- It is the micro transit of the city



# Autos and Chennai

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- Only to-door service in Madras
- Small turning radius
- Economic and social importance of autos not evident to society



# AutoFact: Second largest

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- Second largest people mover in city
  - Autos move 15 lakhs, Buses 30 lakhs
- Only door-to-door service
  - Ambulance of the poor
- Autos reduce traffic congestion
  - Turns in 5 m, taxis require 12 m





AutoFact:

# Contribution to City Life

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- Good transit improves city life
- Music season, tourism, night cinema can flourish with a good auto system
- Critical for better quality of living



AutoFact:

# Contribution to Economy

- Investment of Rs 500 Crores
- Daily revenue of Rs 2 Crores
- Livelihood of 80,000 driver families
- Ancillary tradesmen of 10,000 families



# The Stakeholders

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- Drivers
- Passengers
- Other Users of Road
- Owners
- Capital
- Manufacturers
- Regulators
- Society



# The Problem

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- Fares not linked to Service or costs
- Permits not related to demand
- Licensing not to knowledge
- Capital does not reach directly
- Outdated engineering
- Exploitative culture at all levels
- Economic and social importance not evident



# The Public's Prayer

- Any time, any place
- Available where they want
- No tampered meters
- Courtesy
- Reasonable fare
- No wars when petrol prices go up



# The Auto Driver's Prayer

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- Decent living income
- Freedom from financiers/ owner cartels
- No bureaucratic harassment
- Security for family and future
- Respectability



# Logic of Auto Fares

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- Quality of Service
- Demand for Service
- Price or affordability
  
- *Need for continuous statistics!*

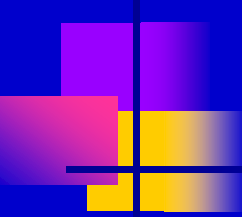


# Quality of Service

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- Waiting time for auto
- Quality of vehicle
- Quality of driver
- Comfort of drive
- Price or Fare





# Example of Bus Service

- Quality of vehicle
- Frequency / waiting time
- Service coverage
- Number of stops/ travel time
- Staff quality



# Factors of price and traffic

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- Total demand in Passenger-Km
- Trips per day
- Trip distance, duration, occupancy
- Empty cruising time and distance
  
- Decides number of permits



# Why regulation

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- Stopping on the road penalises others
- Taxis should be cruising around to increase utilisation and take
- Should not return to origin
- Probability of custom is very low
- Consumer is ill equipped to judge quality of service— driver, skill, vehicle, distance, time— Turvey & Schreiber



# Experience of cities worldwide

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- **London:** Free entry of capital and labour, considered best in the world
- **New York:** High capital control so permits sell for some Rs 30 lakhs
- **Washington, DC:** No meter, fare zones
- **Hong Kong:** 3 systems in one city
- **Singapore:** 4 companies, good service



# Required: Statistics Bank

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- Demand Statistics
- Utilisation
- Entry Economics
- Quality of Service



# Government help

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- Establish 'Auto Stops'
- Liberty to charge lower fares
- Passenger elected fare sharing
- Driver/ corporate permits
- Statistics bank
- "Auto and Taxi Commission"



# The Suggested Fare

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- Re 5 per *5 minutes*
- Rs 5 per Km
- Minimum Rs 10 for First Km



# Driver Income

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■ Fuel	Rs 250
■ Rent/ Capital	Rs 150
■ Maintenance/ Misc	Rs 100
■ Take home	Rs 400
Monthly Average	Rs 8000





# What now

- Transparent fare structure
- Public hearing to secure commitment
- Petrol Escalation formula
- Transition time to be planned
- Perhaps Rs 10.00 *for first Km/ 10 min*
- Rate                      5.00 per Km/ 5 min