

Peshawar Bus Reforms- Peshawar BRT

Bus Industry Restructuring Program

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1

Introduction and Context



Introduction and Context

About the City

Location

49 km

From Afghan border

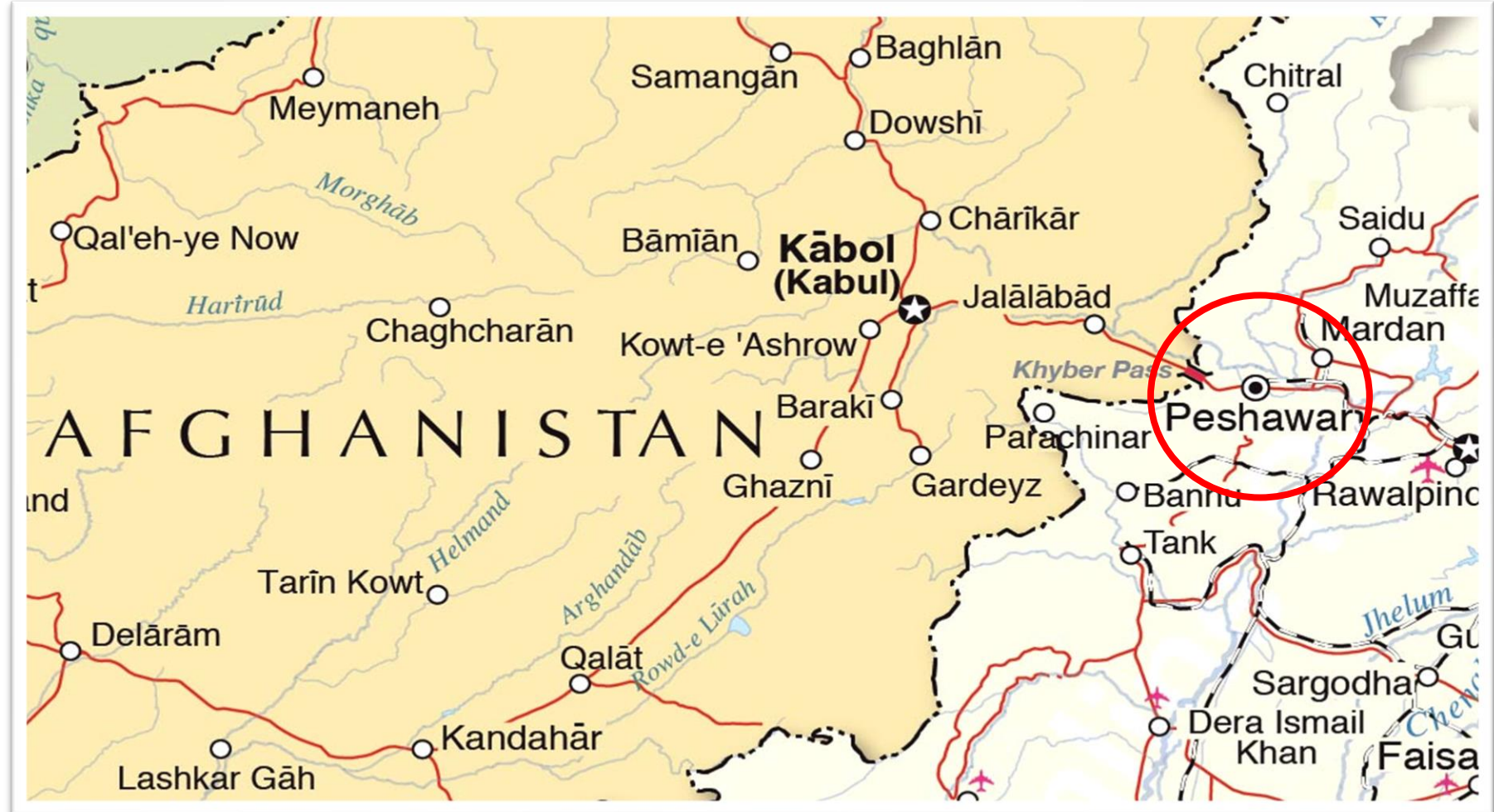
Population

2.3 Million+

Population Density

1612.5

Per square km



Introduction and Context

Key Challenges - Integrating paratransit

70%

Population Un-Served

Little to None

Regulatory Control

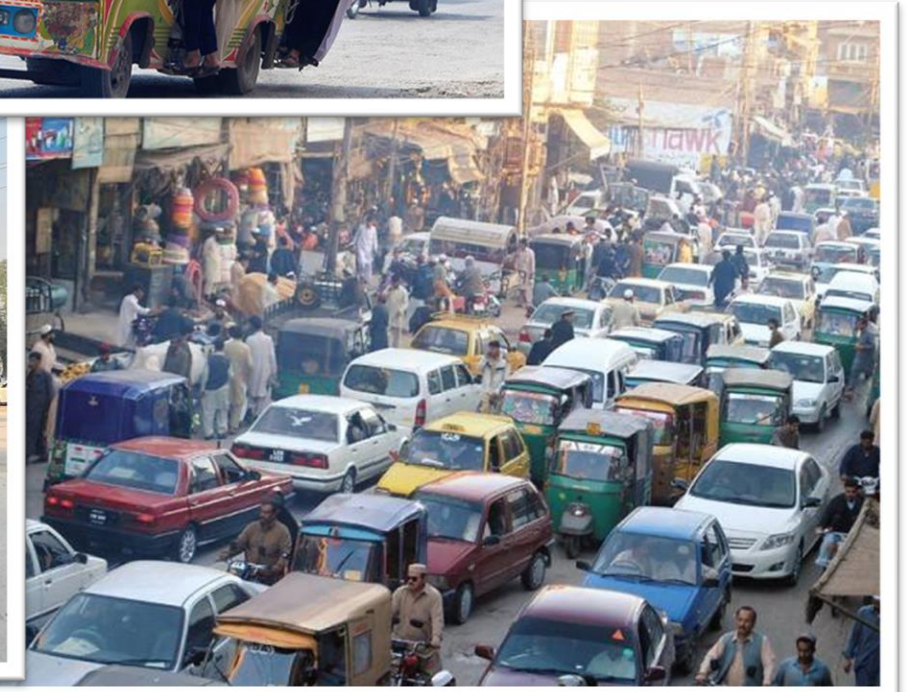
**Women, Children
PWDs & Elderly**

Excluded

Unsafe



**Congested
Roads**



Introduction and Context

Key Objectives

Competition for the Market

Strict Regulatory Control

Transport for All

Inclusion of Vulnerable Groups

Tech Adoption

Educating Commuters

Integrating Paratransit

Leaving no one behind

Integration of Bicycle Sharing System

Last Mile Connectivity



Peshawar-BRT Overview



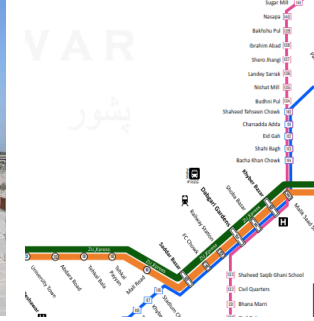
Peshawar BRT Overview

Approach



Peshawar BRT Overview

Features-Physical



27 KM

27 km
dedicated
corridor

30 Stations

30 stations
along the
corridor

244 Vehicles

Diesel hybrid
electric buses

3 Depots

2 depots and 1
staging facility
with commercial
activities and
park & ride
facilities

17 Routes

17 routes with
coverage of 85
km of route
length

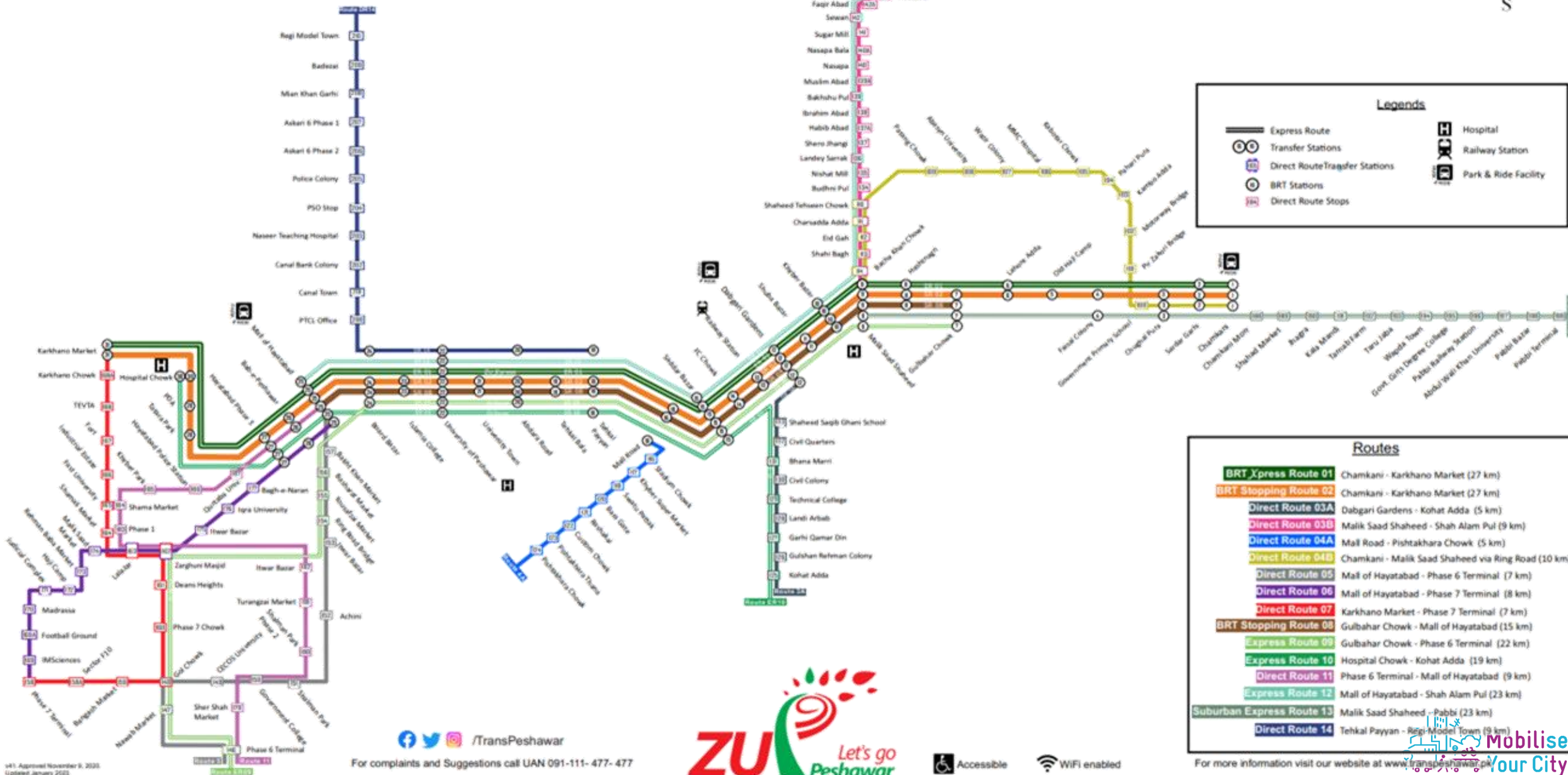
360 Bicycles

Bicycle sharing
system with 360
cycles and 32
stations.



TransPeshawar

ZU PESHAWAR NETWORK MAP



/TransPeshawar

For complaints and Suggestions call UAN 091-111- 477- 477



For more information visit our website at www.transpeshawar.pk



Peshawar BRT Overview

Global Recognition



ITDP



Honorable
Mention



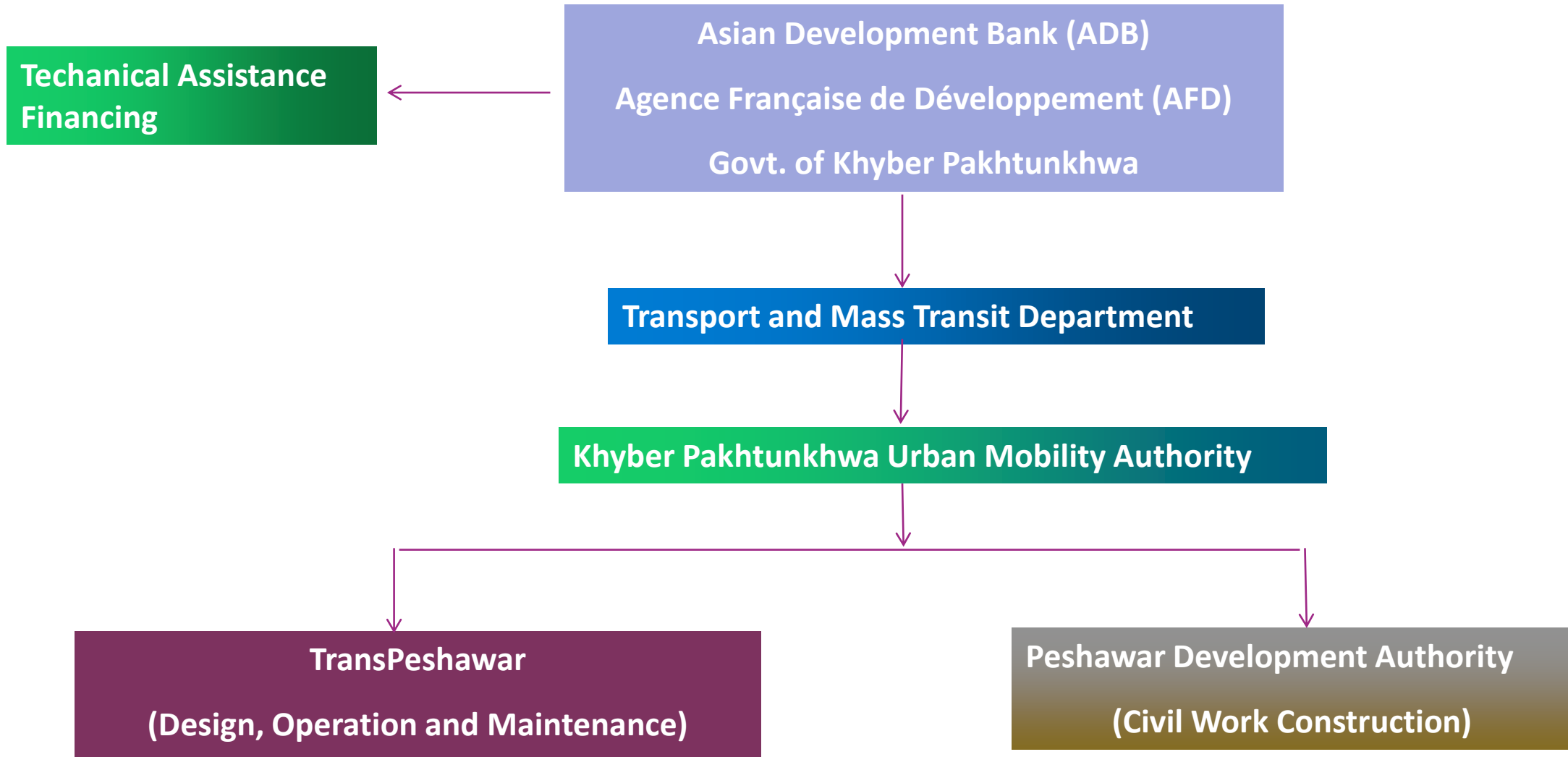
Best Smart Ticketing



Finalist

Peshawar BRT Overview

Project Financing and Implementation



Peshawar BRT Overview

Achievements

0% 12%
Female Employment

2% 26%
Female Ridership



Accessibility to
approx. 5000
PWDs



1.6M – 8 M
Ridership Trends (passengers per month)

Peshawar BRT Overview

Results



- **Equitable Public Transport**
- **Universally Accessible**
- **Increased Female Mobility**

3

Paratransit Reforms in Peshawar BRT



Paratransit Reforms in Peshawar BRT

Type of Vehicles Operating Before BRT



Mini Buses



Rocket Buses



Ford Wagons

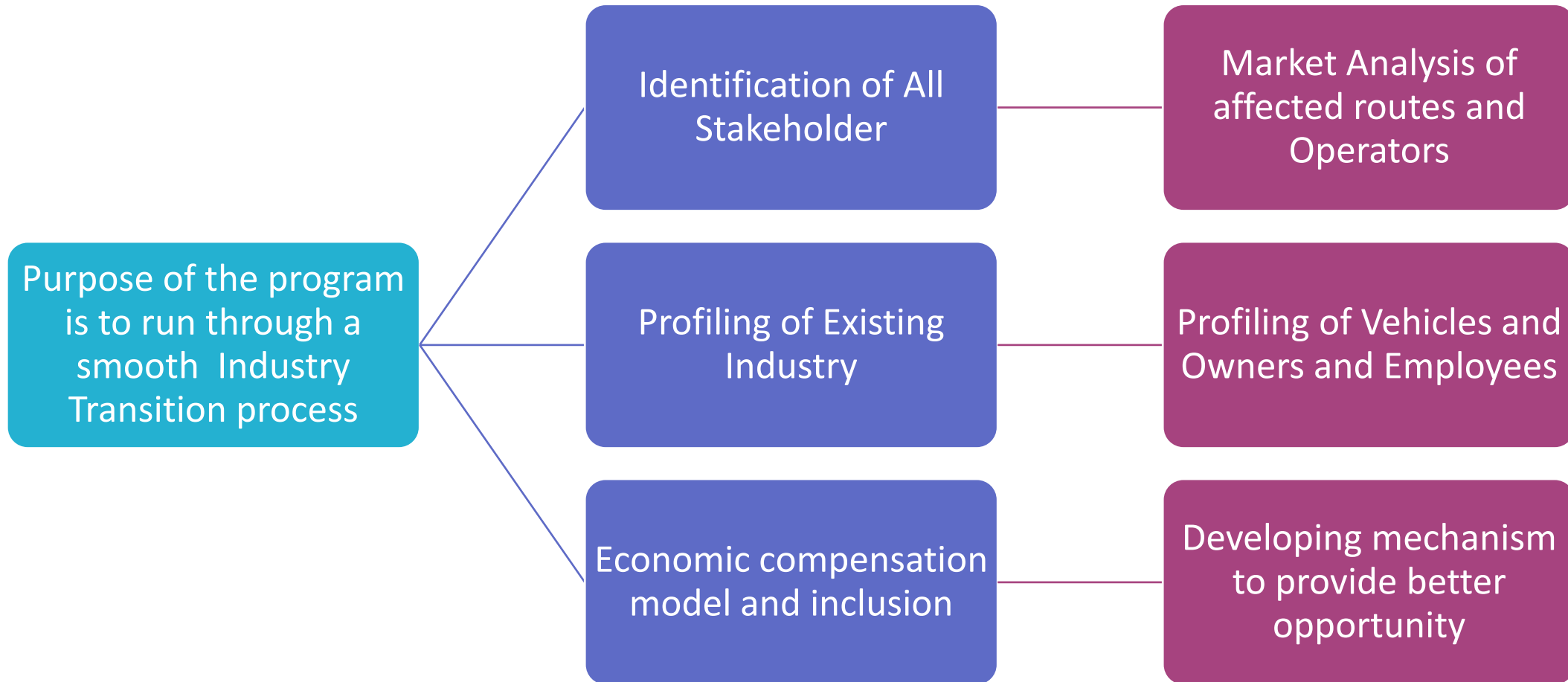


Rickshaws

- The fare for these vehicles were partially regulated by Government.
- These vehicles were providing point-to-point services for specific period of the day.
- These vehicles were also providing fixed route para transit services.

Paratransit Reforms in Peshawar BRT

Bus Industry Restructuring Program



Paratransit Reforms in Peshawar BRT

Bus Industry Restructuring Program

Bus Industry Restructuring Surveys

Route and Buses Profiling

Employees and Owners Profiling

Identification of Routes to be removed or curtail

Types of Vehicles Operating, Age, Fuel Type, Trips per day

Assessment of per day/month earning, cost of maintenance and operation

Checking Vehicle suitability for inclusion or removal

Number of employees per vehicle or route

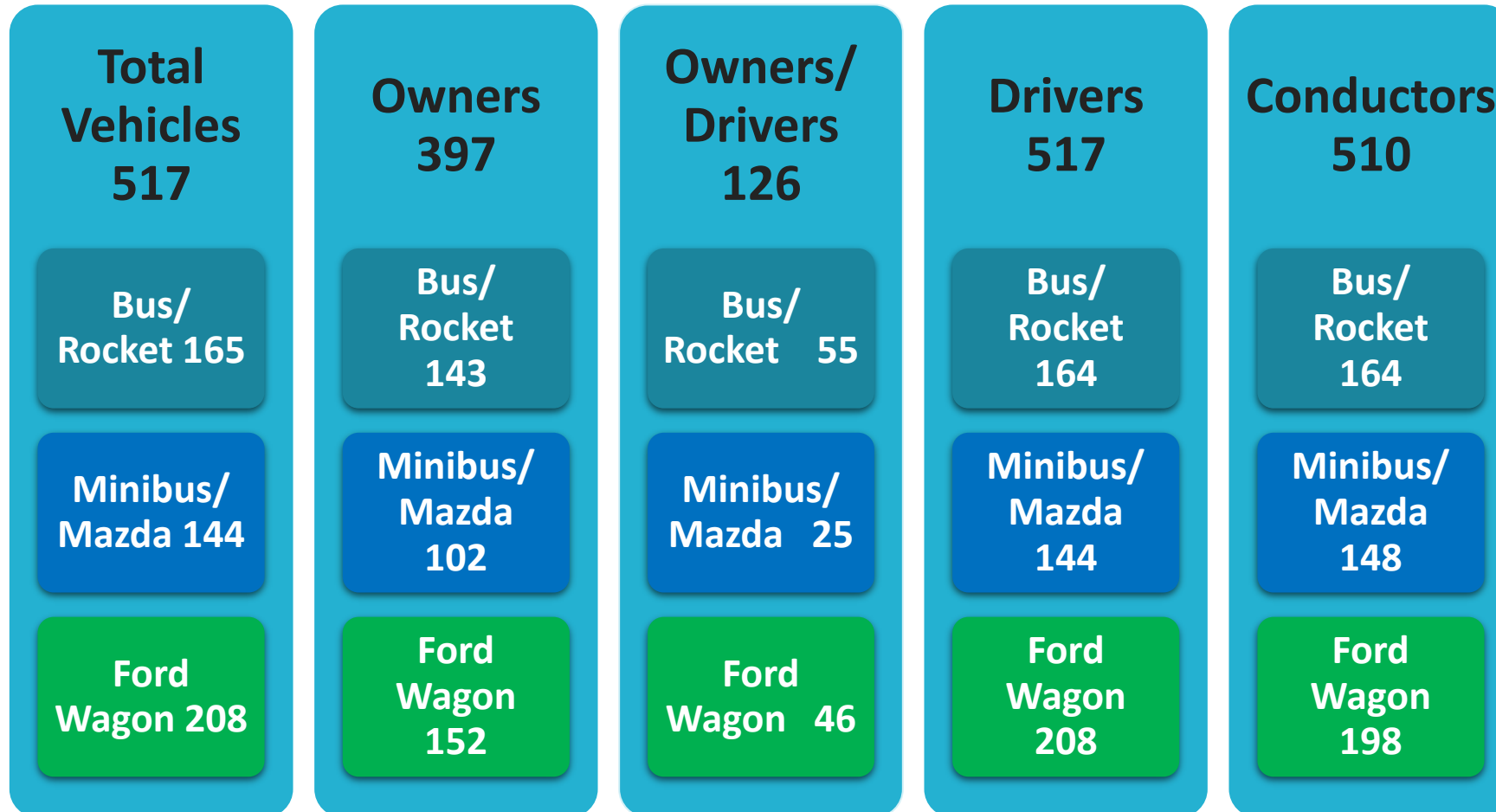
Per Month earning of the Employees

Other benefits to employees

Monthly earning of Owners

Paratransit Reforms in Peshawar BRT

Bus Industry Restructuring Program- Survey Results



Paratransit Reforms in Peshawar BRT

Employment Opportunity Program

- Two contracts for Vehicle Service Providers (VSP)
- One contract for System Control Service Provider (SCSP)

| No | Types of Employment | Estimated Jobs Requirements | Existing Industry Employees |
|----|------------------------------------------------------|-----------------------------|-----------------------------|
| 1 | Drivers | 800 | 650 |
| 2 | Conductors/ Security | 1600 | 600 |
| 3 | Station Staff (Cleaning, Ticketing, Public Relation) | 1250 | 50 |
| 4 | Corridor Cleaning | 100 | 0 |
| 5 | Mechanics/ Other Technical Staff | 90 | - |
| 6 | Administrative and Management Staff | 100 | - |
| | Total | >3990 | 1300 |

Paratransit Reforms in Peshawar BRT

Training and Benefits

Training Through Service Providers

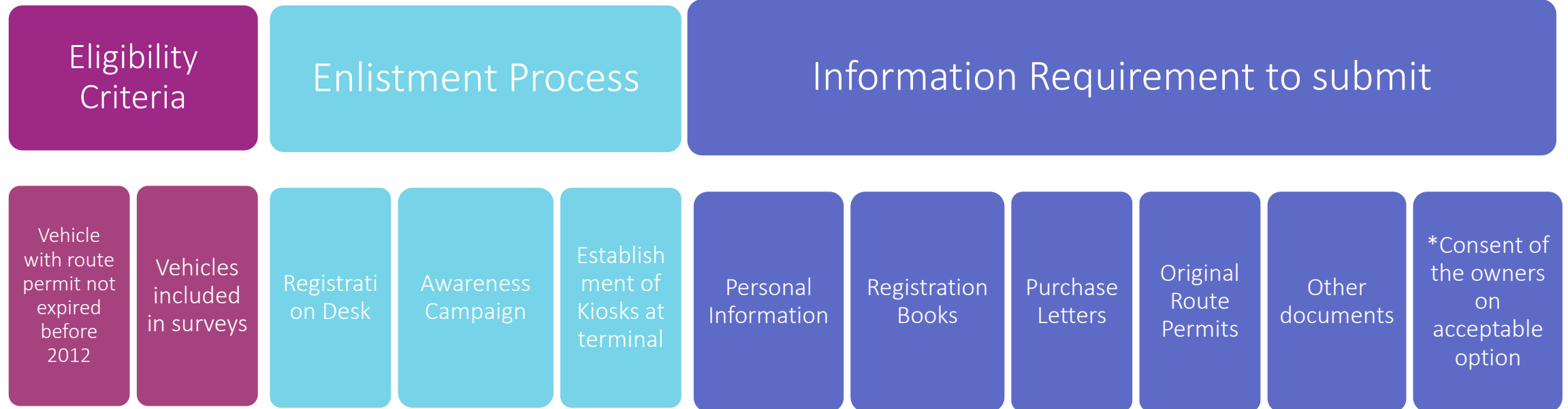
- Technical Trainings
- Adult Literacy, if required
- Lifeskills and customer relations

Benefits include

- Eight Working Hours
- Salary as per the labor laws
- Training and capacity building
- One day holiday per week
- Earned, sick leaves and maternity leaves
- Registration in EOBI
- Life Insurance
- During job health cover

Paratransit Reforms in Peshawar BRT

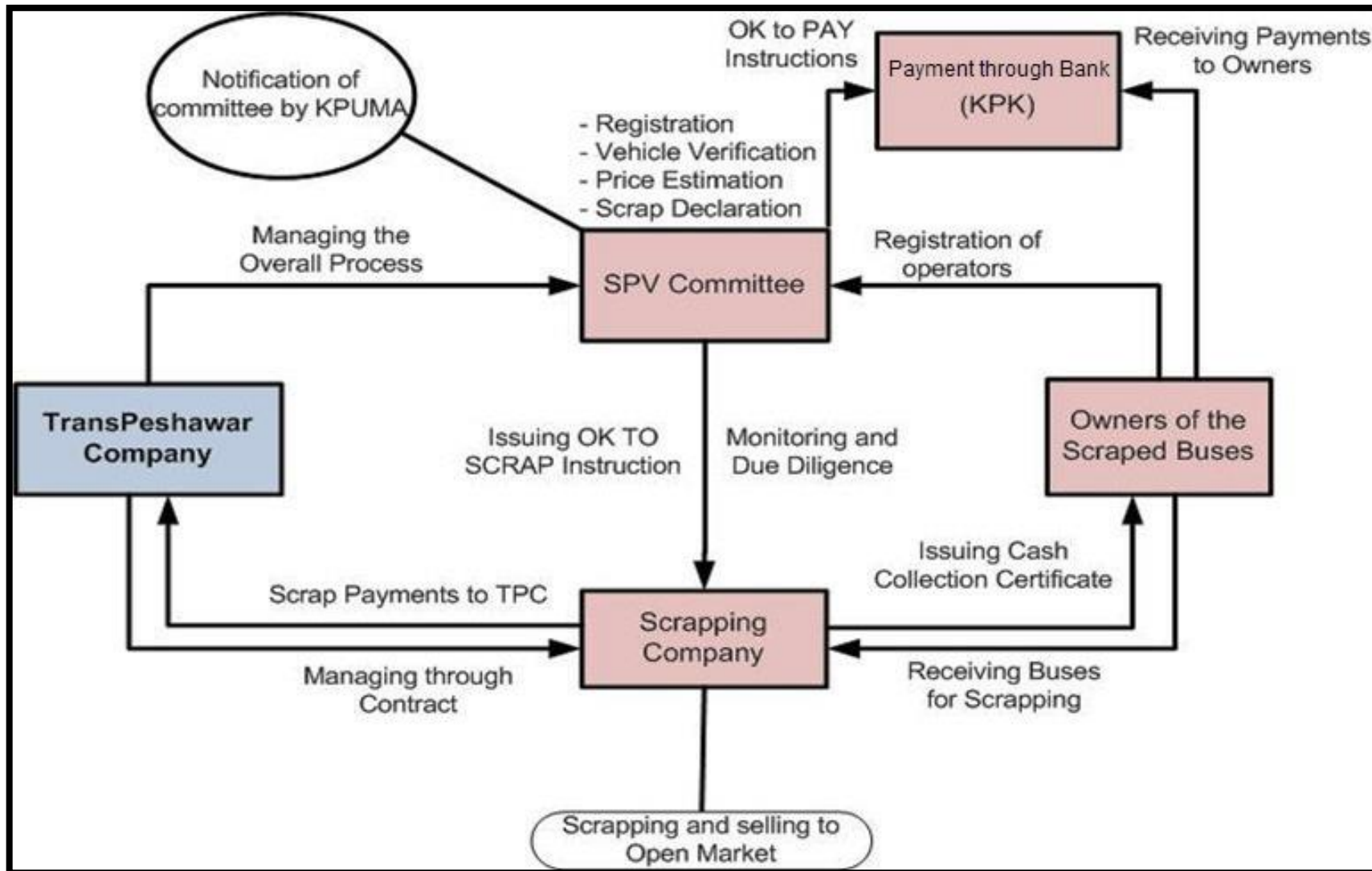
Process for Inclusion of Owners



*Option-1: Take alternate routes, Option-2 : Sale Vehicle and get compensation for 12 months

Paratransit Reforms in Peshawar BRT

Scrapping Program- Procedure



Paratransit Reforms in Peshawar BRT

Pricing Policy

| Committee Scoring | | Model of the Vehicle | | Route Permit | | Physical Verification Committee | |
|------------------------------------------------------|----|----------------------|----|---------------------------------------------------|----|-----------------------------------|---|
| (30%) | | (25%) | | (20%) | | (25%) | |
| Valid Registration in the name of the claiming owner | 5 | After 2000 | 25 | Route permit after 2012 | 20 | Body condition | 9 |
| | | 1980 – 2000 | 20 | | | Engine condition | 5 |
| Purchase Letter | 10 | Before 1980 | 15 | Route permit before 2012 or identified in surveys | 15 | Tire condition | 3 |
| | | | | | | Valid transfer letter | 5 |
| Route Permit on the name of the registered owner | 10 | | | | | Original Engine and Chasis number | 3 |

Payment Price (PP) = Vehicle Assessment Factor (VAF) x Maximum Price (MP)

Max Price + 12 month Compensation
@ of Rs 30,000 per month

Rocket Bus/Mini Bus
PKR. 1,150,000

Ford
PKR. 1,050,000

Paratransit Reforms in Peshawar BRT

Communication with Paratransit Operators

1. Prior to Bus Reform process more than 45 routes were functional in the city
2. Majority of the routes were overlapping - sustainability, safety, congestions issues
3. Most of the routes were plying on proposed BRT corridor - Effective communication required
4. Operators were engaged through Workshops, physical surveys, political representatives, and one-to-one communication
5. Discussion and negotiation for compensation mechanism took 12- 18 months - 1600 sessions with drivers, operators and owners
6. Communication with line departments - 43 sessions
7. Multiple groups were formed for negotiation, discussion and sharing of information
8. Leaders of the transport operators were kept fully engaged in the process

Paratransit Reforms in Peshawar BRT

Social Impacts - Leaving no one behind

1. The objective was to include the employees and operator as part of the new project.
2. Reform process provided job opportunities of approximately 4000 in the cities which includes 1300 employment opportunities to the existing industry staff
3. Reforms process offered better jobs to the existing industry employees ensuring minimum wages, life insurance, off-days etc.
4. Integrating paratransit lines - the new project covered more area of the city which means more ridership
5. With training provision in the contracts, the new transit lines workers have better skills and high level of satisfaction
6. Reform process offered jobs to the vulnerable segments of the society such as special person and females

Paratransit Reforms in Peshawar BRT

Pictorial Overview



Engagement



Profiling



Enlistment



SPV Committee



Payment



Scrapping

Paratransit Reforms in Peshawar BRT

Challenges

1. Individual Operators operating vehicles on different routes
2. Vehicles operating on routes have registration in different cities of the country
3. Deficit of trust on Government Schemes
4. Multiple Organization Involvement
5. Identification of engagement modes with effected owners and employees as most of them were illiterate and not have any information of Government procedures
6. Registered owners of the vehicles are different from the real/original owners
7. Vehicles does not have valid permits as they were banned three years back
8. Vehicles from other cities started to fly on roads to claim for compensation

Paratransit Reforms in Peshawar BRT

Lesson Learnt

1. Maintain a list of paratransit vehicles operating in the city before start of reform
2. Old vehicles shall be removed from the system gradually
3. Rumours spreads faster than reality - Effective communication strategy shall be part of Reforms
4. Includes training and employment opportunities as mandatory requirements in new operating contracts in BRT
5. Decide in advance about scrapping methodology - through scrapping plant or traditional tools
6. Make it mandatory in contract to keep a video record of scrapping of vehicles
7. Operators may be given opportunities to operate other modes of Paratransit
8. Inclusion of paratransit in Bus reforms are key to success

Paratransit Reforms in Peshawar BRT



Replacing Vehicles with Clean Vehicle Technology (Hybrid Electric Buses) with Universal accessibility, step free entry and ITS technologies



Provision of Physical integrated direct services connecting feeder services



Fare and Informational Integration through smart cards, Mobile apps and PIS

Bus Industry Restructuring Program

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GM Operation and Market Development

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