

# Study of Public Private Partnership (PPP) Model for Development of Bus Stand

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**Abstract** — Transportation is the spinal column of the development of urban areas. It enables performance of urban areas capably by providing access and mobility. Passenger transport has an overriding influence on the functioning of the city. The public agencies which operating public transport systems repeatedly fail to restructure check types to meet with the changing demand pattern. As a result public transport becomes financially less viable, speeds reduce, and obstruction levels increase and the transportation becomes a source of environmental problem. Vehicles are major sources of urban air pollution and greenhouse gas emissions. Traffic, Transportation service, Mass Transportation, and Road network are key indicators to provide the image of city.

The objective of this paper is to ensure safe, affordable, quick, comfortable, reliable and sustainable access for the growing number of city residents to jobs, education, recreation and such other needs within our cities. The bus terminal is point where a bus route starts and terminates, where vehicles stop, turn or reverse and wait before departing on their return journey. It's also where passengers board and alight from vehicle; it also often provides a convenient point where services can be controlled from.

**Keywords**—Public Private Partnership(PPP); Build Operate Transfer(BOT).

## 1. INTRODUCTION

Recent sub-urban growth has ushered in a new area of traffic problems and raised additional transportation issues. Many of the services that have attracted business and individuals to the sub-urban are being lost or overshadowed by traffic inconveniences.

It has become evident that with the growth comes the need for accept transportation policies and plans to maintain the quality of life and aesthetics of suburban communities. Co-ordinate efforts between transit service providers, municipalities, businesses

and the development community are necessary to find effective solutions to traffic congestion and to improve suburban mobility. If there is a single bus terminal, this is convenient for passengers interchanging between routes. Due to outburst of population and scarcity of land, there is less scope of commercial development inside the city. So there is a need to development of commercial bus terminus which has proper facilities for passengers. This is needful to identify the physical improvement of the existing bus terminus to make it more 'transit friendly'.

It's now the turn of the country's unorganized bus terminals to take the public-private-partnership (PPP) path. Private players are being invited to build and operate modern ones. Private developers get land on lease to build and operate a bus terminal for a fixed period of time. At the end of the concession period, the terminal is handed back to the government.

## 1.1 BACKGROUND AND SCOPE OF WORK

The government of Maharashtra proposed a significant upgrade in the civic infrastructure of the state through public-private partnership (PPP). The PPP cell of the state government, In May 2009, therefore approached the Asian Development Bank (ADB) through the Department of Economic Affairs, the Ministry Of Finance, and the central government to Study the urban transport sector of the state and explore the possibilities of PPP in the sector.

## 1.2 OBJECTIVES

1. To study a process of PPP use for development of bus terminal.
2. To collect a data and find out problem in existing bus terminal at Sakharpa.
3. Planning proposed bus terminal and Estimate the cost for construction of proposed bus terminal at sakharpa.
4. To check feasibility of proposed bus terminal by public private partnership mode.

### 1.3 NEED OF PROJECT

1. The rapid industrial development, agriculture production coupled with rise in population over the past decade has contributed in a large-scale increase in traffic in the sakharpa city.
2. The increasing intensity of traffic has resulted in the manifestation of a number of problems like traffic congestion, delay, accidents etc.
3. The Size and capacity of the terminal is insufficient for daily purposes so it is need to develop new bus terminal in core of the city replacing existing.
4. The city is connected to various villages and it has a dense road network.
5. The accessibility and mobility needs of the city, and the bus system, both in its basic form (regular bus) and rapid form (Bus Rapid Transit System).
6. Specific plan will also clarify land use mix, density, incentives, parking, and pedestrian and bike linkages to the station area.
7. Passengers waiting manners at bus stops results show that frustration levels were affect by waiting time, activity engagement at the bus stop including spending time in a nearby convenience store, time constraints at destinations, and environment of the bus stops. For minimize frustration, good design of benches and relaxed environment of bus stops need to be investigated so that passengers can use the bench willingly and wait for bus without feeling frustration.

### 1.4 ADVANTAGES AND LIMITATIONS OF PPP FOR BUS STAND

#### 1.4.1 ADVANTAGES

- i. Ensure the necessary investments into public sector and more effective public resources management;
- ii. Private sector expertise and experience are utilized in PPP projects implementation;
- iii. In many cases assets designed under PPP agreements could be classified off the public sector balance sheet.
- iv. Mostly investment projects are implemented in due terms and do not impose unforeseen public sectors extra expenditures;
- v. A private entity is granted the opportunity to obtain a long-term compensation;
- vi. Suitable PPP project risks allocation enables to reduce the risk management expenditures;
- vii. Ensure higher quality and timely provision of public services;

### 1.4.2 LIMITATIONS OF PPP FOR BUS STAND

- i. Infrastructure or services delivered could be more expensive.
- ii. PPP service procurement procedure is longer and more costly in comparison with traditional public procurement.
- iii. PPP project public sector payments obligations delayed for the later periods can negatively reflect future public sector fiscal indicators.

## 2. LITERATURE REVIEW

### Deloitte Touche Tohmatsu India LLP. September 2016

Urban transport is a critical component of urban infrastructure and the lifeline of a city. A well-developed and planned transportation system is integral to the development of social activity and accelerates economic growth. With the burgeoning rate of population and expanding urbanization, requirement of urban transport infrastructure and associated funding needs are growing at rapid pace, resulting in an ever increasing gap between supply and demand.

Traditionally, financing of urban transport projects in the country has largely been confined to gross budgetary support from the government and revenue from user charges. Due to relative lack of appreciation of heavy investment needs of urban transport and conflicting demands on the general exchequer, investment in urban transport in past has not kept pace with the rapidly increasing requirement of the sector. Considering the importance of this sector, the Government of India (GoI) in its 12th Five Year Plan (FYP) has estimated INR 202,628 crores investment in public transport and other associated infrastructure and INR 167,218 crores investment specifically in street infrastructure. The investment in urban infrastructure as estimated by the High Power Expert Committee set up by the Ministry of Urban Development, Government of India for the period 2012 – 2031 (12th FYP to 15th FYP) also indicates a huge requirement of INR 39,20,000 crore.

### Anouj Mehta, Published 2011.

The government of Maharashtra proposed a significant upgrade in the civic infrastructure of the state through public-private partnership (PPP). The PPP cell of the state government, in May 2009, therefore approached the Asian Development Bank (ADB) through the Department of Economic Affairs, the Ministry of Finance, and the central government to study the urban transport sector of the state and explore the possibilities of PPP in the sector. ADB

appointed CRISIL Risk and Infrastructure Solutions Limited (CRISIL) to

- explore opportunities for PPP in urban transport; and
- prepare term sheets to realize those opportunities.

The assignment was carried out in the following phases:

- Phase 1—review of PPP structures implemented in India, preliminary assessment of urban transport services in sample cities of Maharashtra, identification of issues, identification of suitable PPP structures, and preparation of term sheets.
- Phase 2—detailed financial analysis, feasibility studies, and project structuring for selected cities.
- Phase 3—bid process management.

**Department of Civil Engineering, University of Engineering and Technology, Karachi, Pakistan (1 July 2008), PP-1,3,6 Ahmad Hassan Khan, Assistant Professor.**

Build operate and transfer (BOT) term in construction management has been gearing up popularity tremendously in recent times. In developing countries (i.e. Pakistan), where often the owner do not have enough finances to carry out the infrastructure development projects, the BOT can provide the unique opportunity to assist both the financier and the owner. The developing country like Pakistan require extensive infrastructure to meet the various development challenges of future.

The BOT projects have the potential to serve the government and private sector with equal effectiveness. BOT projects are also offering attractive opportunities to foreign investors, which in turn can generate substantial foreign exchange for economic growth.

Today the Pakistan construction industry has lot of prospects of BOT projects in the fields of power, irrigation, transportation, real estate, highways, multistory buildings and urban development, which can gain the attention of foreign investors.

This paper highlight the major BOT projects offered in Pakistan in recent years. This paper will also discuss the major requirements of the BOT projects.

**Florida Planning and Development Lab  
Department of Urban and Regional Planning  
Florida State University, (March 2006) (pp 40 – 41) Ivonne Audirac, Ph.D., Harrison Higgins, AICP,**

The recent California Supreme Court decision in *Bonanno v. Central Contra Costa Transit Authority*, 30 Cal. 4th 139 (2003) ruled in favor of a pedestrian who was tragically hit by a car while crossing a dangerous intersection to reach a bus stop. This court case brings attention to the bus stop, an often overlooked, yet fundamental component of

overall safe quality transit service which provides a viable alternative to the automobile.

As the Bonanno case demonstrates, bus stops and other bus passenger facilities have been treated as residual elements in a transportation system biased toward rapid automobile flow and characterized by poor speed limit enforcement. Bus passenger facilities from the bus stop and shelter to the intermodal station are vital elements of multimodal environments that contribute to people's accessibility to places. The design and location of these facilities with respect to surrounding land uses and the modes of travel they interconnect (particularly for pedestrians and automobiles) are critical to enhancing people's overall accessibility to the bus network, people's transferability within the bus network and, ultimately, people's ability to reach their desired destination.

This report assembles a large body of literature related to the planning, design and siting of bus passenger facilities. Its organizing themes were conceptualized using brainstorming and nominal group techniques the aim of this compilation is to offer to planners and transit planners, and most particularly to those planning bus transit facilities, a variety of sources of the relevant literature concerning good bus passenger facility planning, siting and design.

#### A. Public Private Partnership

A public-private partnership (PPP) is a government service or private business venture which is funded and operated through a partnership of government and one or more private sector companies. These schemes are sometimes named as PPP, P3 or P3. PPP involves a bond between a public sector authority and a private party, in which the private party provides a public service or project and assumes substantial financial, technical and operational risk in the project.

There are usually two fundamental drivers for PPPs. Firstly, PPPs permit to public sector to connect the expertise and efficiencies that the private sector can bring to the delivery of certain facilities and services traditionally procured and delivered by the public sector. Secondly, a PPP is structured so that the public sector body seeking to make a capital investment does not incur any borrowing. The Government of India states a P3 as "a partnership between a public sector entity (sponsoring authority) and a private sector entity for the creation and/or management of infrastructure for public purpose for a specified period of time (concession period) on commercial terms and in which the private partner has been procured through a transparent and open procurement system."

#### B. Build Operate and Transfer

BOT finds wide-ranging application in the infrastructure projects and in public-private partnership. In the BOT framework a third party, for example the public administration, delegates to a private sector entity to design and build infrastructure and to operate and maintain these facilities for a certain period. During this time the private party has the accountability to raise the finance for the project and is entitled to retain all revenues generated by the project and is the owner of the regarded facility. The facility will be then transferred to the public administration at the end of the concession agreement.

The BOT Project (build operate transfer project) is typically used to develop a distinct asset rather than a whole network and is generally entirely new in nature (although renovation may be involved). In a BOT Project the project company or operator generally obtains their revenues through a fee charged to the utility/ government rather than tariffs charged to consumers. A number of projects are called concessions, such as toll road projects, which are new build and have a number of similarities to BOTs. In general, the project is financially practicable for the private entity if the revenues generated by the project cover its cost and provide sufficient return on investment.

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The termination of the private sector participation occurs at the return of the ownership of the facility to the government after a fixed concession period, usually 25 to 40 years.

### 3. METHODOLOGY

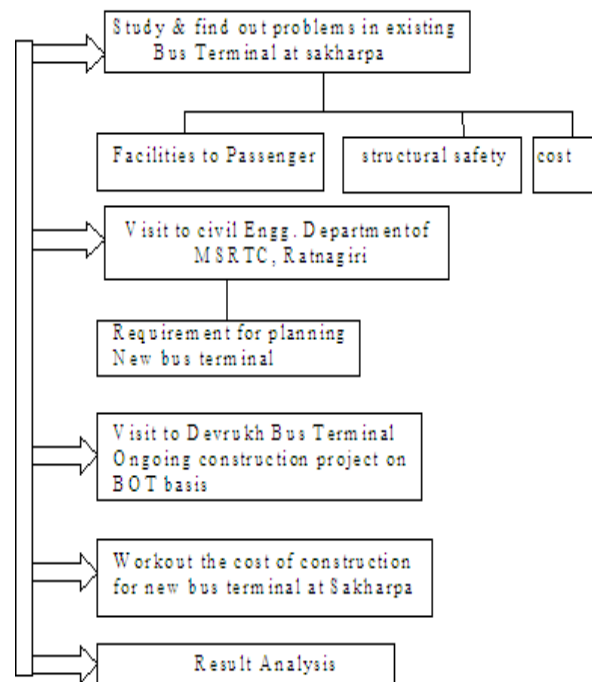


Fig 3.1: Methodology Flow

The above fig 3.1 illustrates the methodology flow to study of public private partnership model for development of bus stand at Sakharpa.

#### 3.1 PLANNING AND DESIGNING:

1. Identification of land: The first activity involved in the planning phase is the identification of land for development of the bus terminal. Bus terminals require a huge area, and the size of terminal usually varies from 1 acre in small settlements to 15 acres in bigger cities. The terminal size is primarily governed by factors such as traffic demand (present as well as future demand), traffic characteristics, functions to be performed, and the type, quantum and sophistication of facilities to be provided in the terminal.

2. Finalization of product mix: Product mix includes the various developments that would form a part of the bus terminal. These could include commercial developments such as malls, hotels, food courts, retail showrooms, supermarkets and office

spaces, apart from the infrastructure required for operation of the bus terminal such as alighting and boarding bays, bus queue shelters, passenger waiting halls, platforms, booking/ enquiry counters, office space for bus terminal administration, passenger waiting halls, sufficient public conveniences, dormitories (for night operations), telephone booths, eateries/ vendor zones, ATMs, etc. The commercial developments form a significant source of revenue and can be leveraged to fund the bus terminal operations. This also includes planning for the amenities in the bus terminal such as clean drinking water etc.

3. Layout and design of the bus terminal: This includes planning for the specifications of the bus terminal infrastructure, the floor area ratio, and the layout of the various developments planned.

4. Fixation and revision of charges and fees: An integral part of the planning phase is the fixation of entry and parking charges for various categories of vehicles, including different charges for night parking.

5. Service Level Benchmarks: This involves setting service level standards for performance of bus terminal operations. The benchmarks could be measurable, and clearly defined penalties should be in place in case of default in adherence to the benchmarks.

6. Financial Planning: Costs for development and operation of bus terminal need to be estimated, and related funding needs to be arranged. The ratio of finance to be raised through debt/ equity needs to be decided upon.

### 3.2 IMPLEMENTATION

1. Acquisition of land: The first activity in development of a bus terminal is the acquisition of land and the related clearances. Usually, the public authority is in a better position to acquire land and hence, this activity is suggested to remain in the domain of the authority.

2. Construction of bus terminal infrastructure: This involves the construction of the bus terminal infrastructure based on pre-decided specifications. Hard standing facilities such as bus bays, bus queue shelters, terminal building, administrative office, waiting rooms, public conveniences, booking/ enquiry counters etc need to be developed within the bus terminal.

3. Provision of movable assets/ utilities: Movable assets within a bus terminal could include benches, chair, fans and lighting, pumps, tube wells, air conditioner, water coolers, generator, office equipment etc., while utilities include water and electricity connections and drainage etc. The responsibility for providing such movable assets and utilities would need to be appropriately assigned to the private operator or the public authority.

4. Set up of control room: A control room serves as a centralized center for capturing ITS data, as also for broadcasting passenger information in the terminal. Setting up and operation of the control room would need to be assigned to the appropriate party.

5. Set up of booking/ enquiry counter: This involves the setting up and operation of the booking/ enquiry counter, including its staffing and equipping.

### 3.2 OPERATIONS AND MANAGEMENT

1. Maintenance of utilities: Utilities within the bus terminal such as drinking water facilities, public conveniences etc. need to be operated and maintained.

2. Parking/ entry fee management: This activity involves management of all types of charges to be collected from bus terminal users, including entry fee, day parking charges (per hour basis for buses as well as private vehicles), and night parking charges.

3. Leasing for commercial exploitation: Space within the bus terminal apart from that used for terminal operations may be leased out for commercial exploitation such as development of shopping complex, super marts, hotel, offices etc. The activity of leasing out such space would need to be performed by either the public authority or the private player, depending on the type of model.

4. Security management: Management of security at the bus terminal involves security guards/ barriers at the entry and exit points, as well as security provision for the bus terminal facilities.

5. Intelligent Transport System/ Public Information System management: Bus terminals function as a point of information provision to passengers regarding inter change modes. Hence, provision of ITS and PIS becomes critical. This involves operation of the ITS system including collection, analysis and display of information.

6. Revenue collection: This involves the activity of collection of revenue from the various identified sources including user charges, advertisements and rental income.

7. Operation of control room: Operation of the control room would include management of the ITS data, and provision of passenger information through various media in the terminal.

### 3.3 PPP MODELS IN BUS TERMINAL DEVELOPMENT AND OPERATIONS

Based on the allocation of responsibilities for the various identified activities in the value chain of bus terminal development and operation, the following five types of PPP models have been proposed:

1. Build Operate Transfer (BOT) model
2. Activity wise contract
3. Composite service contract
4. System Management Contract

#### 4. DATA COLLECTION

##### 4.1 PROBLEMS AT THE EXISTING BUS TERMINAL

- Old Structure- as Bus stand main building is too old, it is disintegrated structure and not safe to use.
- Improper way of entry and exit of buses in the bus stand due to which traffic conjunction problem at entry and exit on Main Street.
- Unsystematic parking of buses. - No proper parking systems for buses which are not going out, Due to which unnecessary conjunction of bus traffic inside bus stand.
- No proper facilities for passengers. - Lack of passengers Facilities like as waiting space, timetable boards, drinking water, canteen & toilets.
- No proper facilities for staffs. -Lack of staffs Facilities such as rest house for ladies & gents, canteens, drinking water, toilet, cabins.
- Improper lights & ventilation in the bus stand area.
- Problem of parking facilities for passenger’s vehicle like bikes & cars.
- Need of proper Informative boards at proper places.
- Need of systematic bus platforms as per their destination places.
- Overall existing bus stand is no safe for passenger use.

Once we get the problems at sakharpa bus terminal the following requirements should meet to develop existing bus stand. The requirements are obtained by visiting junior engineer, Civil engineering department, MSRTC, Ratnagiri.

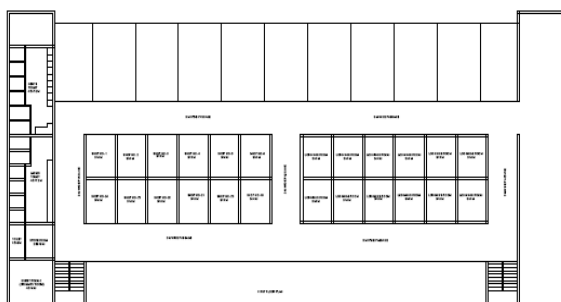


Fig 4.1: First floor plan

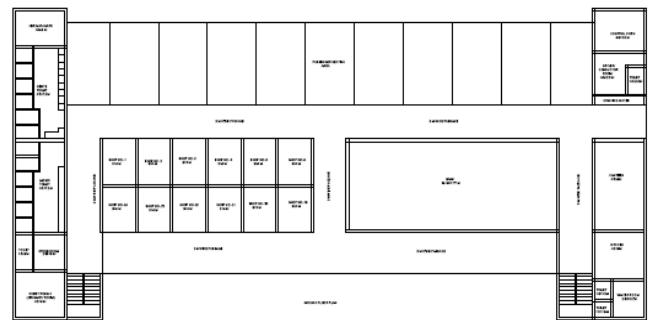


Fig 4.2: Ground floor plan

The above fig 4.1 & 4.2 illustrates the Building Plan of Bus stand for study of public private partnership model for development of bus stand at Sakharpa. The above plans show the following floor wise area statement in square meter.

**Table No.4.1: Floor wise area statement**

Floor	MSRTC	Commercial	Toilet	Circulation	Total Area
G.F.	38.14	161.39	82.28	507.13	
	388.89	161.39			
		16.02			
	<b>427.03</b>	<b>338.8</b>	<b>82.28</b>	<b>507.13</b>	<b>1355.24</b>
F.F.	38.14	161.39	82.28	417.87	
		161.39			
	<b>38.14</b>	<b>322.78</b>	<b>82.28</b>	<b>417.87</b>	<b>861.07</b>
			<b>TOTAL</b>	<b>2216.31</b>	

**Table No.4.2 Area requirement for planning of bus stand**

Requirement	Quantity
Bus parking bays	10
Seating for passenger	1.8m
Control cabin / office	120.Sq. Ft.
Canteen	750 Sq. Ft.
Parcel room	130.Sq. Ft.
Toilet block (gents & ladies)	250 Sq. Ft.
Bank/ ATM	1500 Sq. Ft.
Store room	100 Sq. Ft.
Commercial Shop*	150 Sq. Ft.
Office guest house	180 Sq. Ft.
Lodging Boarding(room)	120.Sq. Ft.

\*In commercial shops bookstall, STD/XEROX/FAX stall, Fruit stall, Juice center, Sugar cane juice center, General store, Saloon, Medical store & Cyber café.

Amenities which are provided in future bus stand WiFi, drinking water & two wheeler pay and park. For Planning for bus stand Rain water harvesting and solar energy point consider.

For betterment and perfection we visited the nearby bus terminal which is under construction on BOT basis. The MSRTC officers provided plans and photographs which are very feasible and essential to study and develop Sakharpa bus terminal.

**4.2 REPORT ON VISIT AT DEVRUKH BUS TERMINAL SITE (DEVELOPMENT ON BOT BASIS)**

On 19th Nov 2014, I am visited the Devrukh Bus terminal whose construction work is going on under BOT scheme. MSRTC PWD Engineer guided me and given me the information about the ongoing project of the Devrukh Bus terminus BOT basis. They also provided me with many help data such as site plans, photographs. They also discussed the working plans, detailed furnishing plans, traffic flow of Devrukh city, parking schemes and study of bus specifications.

In this terminal Commercial area divided into 23 nos. of shops on Ground floor, 14 nos. shops on First Floor and 10 nos. of rooms for the Lodging. Common entrance and exit point for bus terminal. Area for MSRTC used is Controller enquiry, Reservation Cabin, Stand in-charge, Parcel room, Driver and Conductor rest room. The Area for commercial purpose in Sq. m. 1202.62 and for MSRTC purpose in Sq. m. 917.07 Contractor bidding this contract in 15,000/- Rs. per Sq.m. Contractor completes this work in 2015. Shops in the terminal are opened and the concession period was started. Public is satisfy this project because of all commercial hub comes in single roof.

**5. RESULT ANALYSIS AND DISCUSSION**

**5.1 GENERAL**

In this chapter of Result analysis find out the capital cost of construction for development of bus stand. Revenue estimate for commercial area for the 30 year concession period calculate. Both values are comparing with each other and it is conclude that Life cycle revenues from bus terminal operations turn out to be significantly higher than capital expenditure costs, thus rendering bus terminal projects financially viable.

For find out suitability of project this parameters and method consider operational efficiency, investment requirement, access to finance, incentives for private players and project viability.

**5.2 FEASIBILITY REPORT**

**Table No. 5.1 Capital cost estimate:**

COMPONENT/ACTIVITY	Unit	Value	Costs per unit (INR)	Total Cost (INR)	Remarks/Assumptions

<b>Civil construction</b>	sq m	2216.31	12947.27	28695167.85	1. (2216.31sq m) bus terminal size, construction cost per sq m = INR 12689.62 2. Bus terminal capacity :  <b>a.</b> 100 Nearby sakharpa and 50(long rout) outside from Sakharpa bus trips, entry / exit daily;  <b>b.</b> 12ECUs parking space
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**Table No. 5.2 Revenue estimate:**

SOURCE	Total Life cycle Revenue (INR)	Remarks/Assumptions
<b>Rental income from commercial spaces in terminal (Ground floor)</b>	96,707,520	Life cycle (30 Year) rental value from commercial spaces in terminal area @ Rs400 per sq m per month on Ground floor area
<b>Parking revenue</b>	39,420,000	Parking places in terms of Equivalent Car Space (ECS) @50 sq mtr per ECU : 12 i.e. 2 buses (=6 ECUs) and 6 ECUs of private vehicles, Available parking space-time (space hrs) as 288 daily; Utilization factor of parking space-time as 50%; Rate of Tariff per ECS parking time per unit period as Rs 25.
<b>Rental income from commercial space in terminal(first floor)</b>	29,050,200	Area available for commercial use as 322.78 sq m, rental value per sq m per month as Rs 250
<b>Total Revenue</b>	<b>12,89,68,113</b>	<b>Average annual revenue = Rs 42,98,937</b>

Life cycle revenues from bus terminal operations turn out to be significantly higher than capital expenditure costs, thus rendering bus terminal projects financially viable. Average annual revenue is Rs. 42,98,937 thus indicating that the project is financially sustainable.

**Table No.5.3 Parameter –wise feasibility of PPP models for bus terminal projects**

	BOT	Activity wise contract	Composite contract	System management contract

<b>Operational efficiency</b>	Low, since the real estate developer who constructs the terminal may not have expertise in operational aspects	High, since specialized private players operate various activities	Low, since a single private player operates all activities	Low, since a single private player operates all activities
<b>Investment Requirement</b>	Huge investments to be borne by the private player, does not require any costs to be borne by the Authority	Authority needs to invest in construction of the terminal facility, operational costs to be borne by private player(s)	Authority needs to invest in construction of the terminal facility, operational costs to be borne by private player	Authority needs to invest in construction of the terminal facility, operational costs to be borne by private player
<b>Access to finance</b>	Easy, since bus terminals offer huge revenue potential, and project sustainability is not a major concern	Easy, since bus terminals offer huge revenue potential, and project sustainability is not a major concern	Easy, since bus terminals offer huge revenue potential, and project sustainability is not a major concern	Easy, since bus terminals offer huge revenue potential, and project sustainability is not a major concern
<b>Incentives for private player</b>	Medium, since a private player that builds the real estate and terminal building may not be keen to operate it as well	High, since the private player with expertise in a particular activity would be willing to provide that service	Low, since a private operator may not be interested in delivering a composite set of services	Low, since a private operator may not be interested in delivering a composite set of services
<b>Project viability</b>	High, since the private player would be able to exploit the terminal commercially and make the project viable	High, since a specialized private player would be contracted for commercial exploitation of the terminal	Low, since a specialized private player is not contracted for commercial exploitation of the terminal	Medium, since the private player would be able to exploit the terminal space commercially, given the building built by the Authority

<b>Suitability</b>	When Authority is not financially strong, and wants to leverage private sector expertise	When Authority wants specialized private operators for each activity and it has robust monitoring capacity	When Authority lacks adequate monitoring capacity and wants to retain revenue	When Authority wishes to transfer revenue risk to the private player
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### 6. CONCLUSION

- The Sakharpa city is connected to various villages and it has a dense road network. Because of the concentration of various commercial and industrial activities in Sakharpa and Devrukh surrounding areas the traveling intensities of the people and workers is increase in higher percentage.
- This increasing intensity of traffic has resulted in traffic congestion, delay, accidents, pollution etc. which poses a potential threat to the economic vitality and productive efficiency of the city.
- A Size and capacity of the Bus terminal is insufficient for daily purposes so it is need to develop new bus terminal in core of the city replacing existing.
- By keeping in view results which are came after various surveys conducted at Existing Bus terminal Sakharpa, It is necessary to develop the new bus terminus with large capacity and size with high intensity of buses for surrounding villages and cities on Public Private Partnership (PPP) basis.
- After developing Sakharpa BS on Public Private Partnership (PPP) basis the new bus stand will have been provided with separate types bus bays, bus circulation and parking areas, auto-rickshaw lane, taxi parking lane, parking for private vehicles, passenger entry/ exit, Terminal building consisting of passenger circulation and waiting areas, ticket/ reservation counters, staff rest room, first-aid room, waiting rooms, passenger amenities like drinking water, toilets, etc., restaurant, shops and administrative offices, parcel office and other all necessary facilities.

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