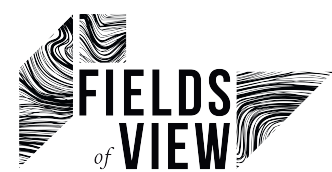


# Does Reduction In Fare Adversely Impact Revenue?



Change in ridership

↑ **33%**

Daily ridership

**47 Lakhs**

Annual reduction of loss

**₹362 Crores**

SCENARIO 1

Change in ridership

↑ **20%**

Daily ridership

**42 Lakhs**

Annual reduction of loss

**₹147 Crores**

SCENARIO 2

Change in ridership

**0%**

Daily ridership

**35 Lakhs**

Annual increase in loss

**₹183 Crores**

SCENARIO 3

**10% decrease in fares**

BUSINESS AS USUAL  
FOR **BMTC**



Daily ridership

**35,80,000**

Present  
annual loss

**₹530 Crores**

Cost of operation  
annually

**₹2642 Crores**

Assumption: Remains  
same for all scenarios

**10% increase in fares**

SCENARIO 4

Change in ridership

↓ **20%**

Daily ridership

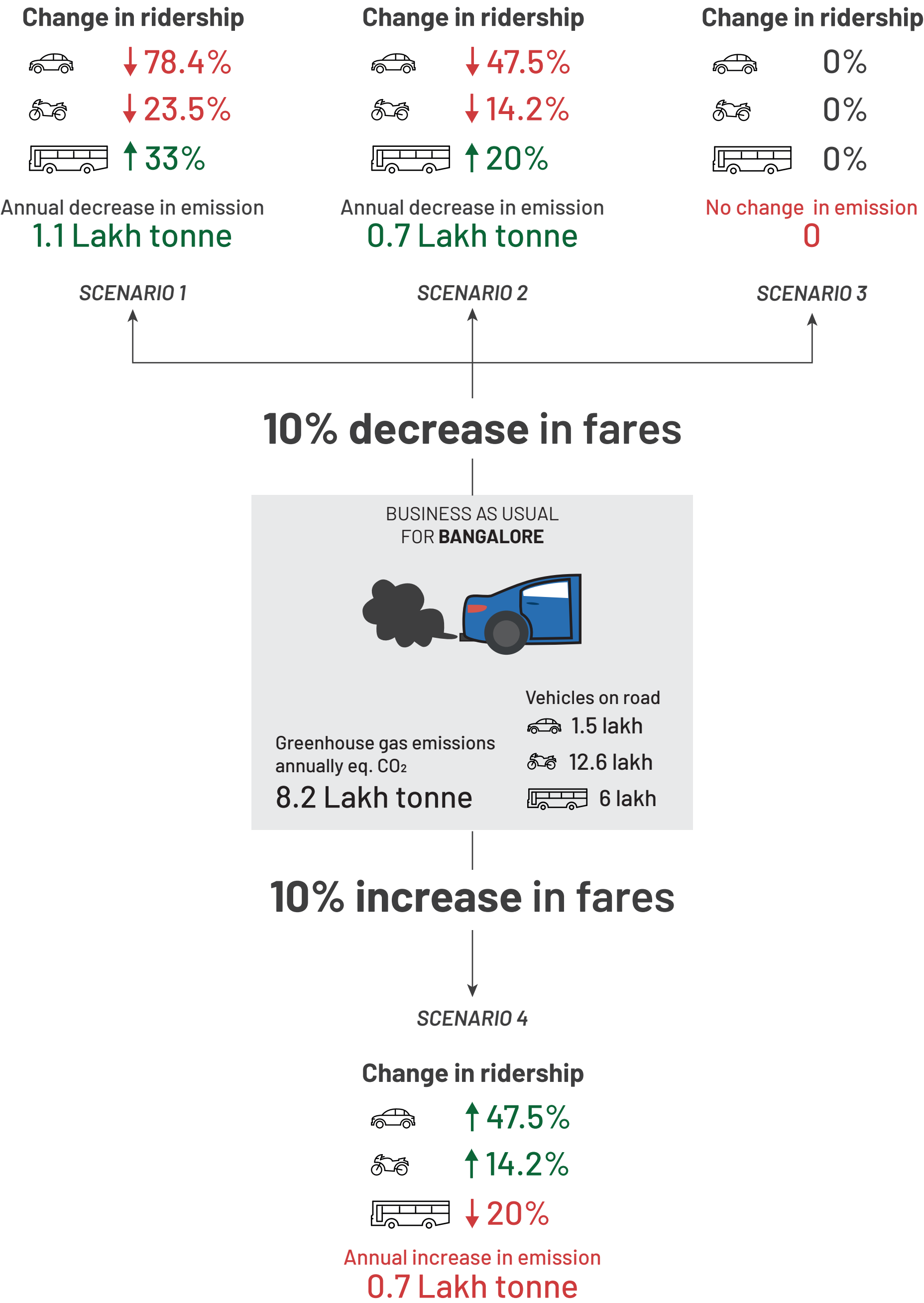
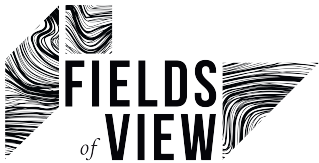
**28 Lakhs**

Annual increase in loss

**₹220 Crores**

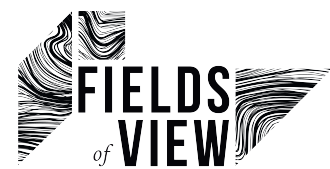


# How Can We Reduce Carbon Emissions In The City?





# What Happens To Congestion In Roads?

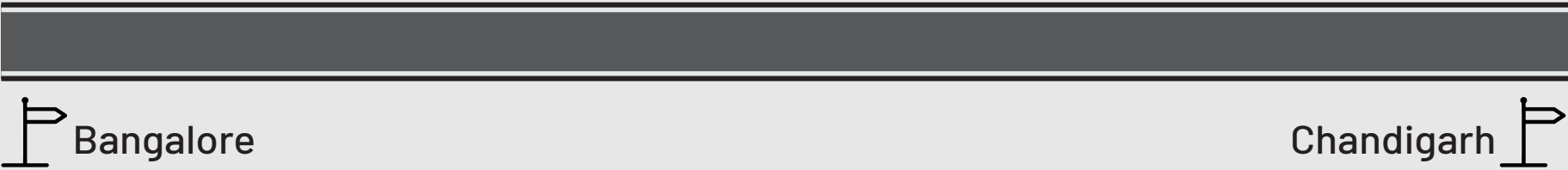


Imagine all the vehicles on the road in Bangalore occupy a single lane that is 3m in width. In a 3m width, 1 bus, or 1 car, or 3 bikes can be placed side by side. How long will such a single lane road be? Let's explore different scenarios.

## BUSINESS AS USUAL FOR ROADS IN BANGALORE

Road length occupied **2409 kms**

If all vehicles occupy the 3m wide single lane in Bangalore, the length of that imaginary single-lane road will be 2,409 kms, the distance between Bangalore and Chandigarh.



### SCENARIO 1

The number of vehicles decreases and hence the length of the imaginary road reduces by 537 kms.



### SCENARIO 2

The number of vehicles decreases and hence the length of the imaginary road reduces by 326 kms.



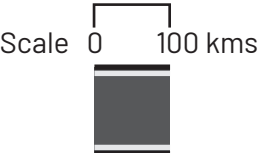
### SCENARIO 3

The number of vehicles does not change and hence the length of the imaginary road does not change.



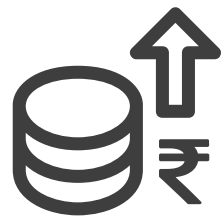
### SCENARIO 4

The number of vehicles increases and hence the length of the imaginary road increases by 326 kms.





# How Does Change In Fare Affect Adoption, Congestion And Emission?



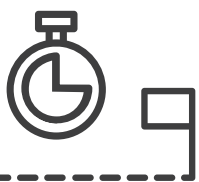
Increase in fare



Increased usage of private transport



More private vehicles on the road



Increased travel time



Increased GHG emission



Decrease in fare



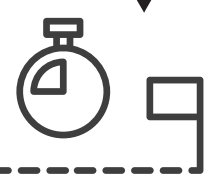
Increased usage of public transport



Lesser private vehicles on road



Decreased GHG emission



Decreased travel time