

DEVELOPMENT OF A FARE STRUCTURE FOR THE THREE WHEELERS

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DECLARATION

I declare that this is my own work and this thesis does not incorporate without acknowledgement any material previously submitted for a degree or diploma in any other university or institute of higher learning and to the best of my knowledge and belief it does not contain any material previously published or written by another person except where the acknowledgement is made in the text.

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ABSTRACT

Three wheelers have a significant contribution towards the road transportation as a popular para-transit mode in the country. Though three wheeler taxi provides valuable services, it is not appreciated at all. Only negative aspects are highlighted. Its existence and operation fail to get the credits from the society. Three wheeler transport services is unregulated at present and is mainly criticized for its “unfair” fare structure. Many three-wheeler users view that they are often exploited by drivers who over-state distance and charge higher fares. It is also observed that the fares are generally inconsistent and may vary from operator to operator, in addition to the distance travelled and journey time. Further, three wheeler meters are calibrated arbitrarily by the operators. Absence of a proper fare structure for three wheelers causes inconvenience to both operators and passengers. Therefore development of a fare structure would lead to minimization of imbalances and inefficiency in the service under prevailing fare structures. At present, passengers are charged with a minimum fee of Rs. 50 for the first kilometer and henceforth each kilometer is charged at a rate of Rs. 40 per km. There is no systematic procedure to charge for two way trips and waiting time.

This study is an attempt to examine the price irregularities and explore the cost recovery in three-wheeler transport services and thereby develop a systematic fare structure for Three-Wheelers based on both passenger and Three-Wheeler drivers’ perspectives. A fare structure should be transparent, simple and understandable by each party to be effective and fare structure is the instrument to recover cost and it acts as the communicator between the operator and the passenger of the taxi service. After considering the present operational cost and cost recovery of a three wheeler, including the profit mark-up, a new fares structure is proposed considering all stakeholder requirements and expectations.

It is shown that the three wheeler is best for shorter distances (last mile connectivity) and not efficient for longer distances. Hence, three wheelers should not be encouraged for longer distances travel as public bus transport and the van service are more efficient for longer distances.

DEDICATION

To

My Loving Wife

Who Always Encouraged Me Towards Success.

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TABLE OF CONTENTS

DECLARATION		i
ABSTRACT		ii
DEDICATION		iii
ACKNOWLEDGEMENT		iv
TABLE OF CONTENTS		v
LIST OF FIGURES		vii
LIST OF TABLES		vii
1	INTRODUCTION	1
1.1	Development of Three wheeler industry in Sri Lanka	1
1.2	Problem Statement and Background	5
1.3	Objectives of the Study	6
2	LITERATURE REVIEW	7
2.1	Para-Transit-Definition	7
2.2	Fares Policy for Bus Transport Services	7
2.2.1	Constructing the Cost Index	7
2.2.2	Constructing Fares Index	10
2.2.3	Fare Structure	10
2.2.4	Fare Anomalies and their Reduction	11
2.2.5	Criterion for Future Fare Revisions	12
2.3	Review of Taxi fare & Taxi fare Structure for Northern Ireland	12
2.3.1	Total operating costs	13
3	METHODOLOGY	15
4	COMPUTATION OF OPERATING COST	17
4.1	Variants of Three wheeler Operating cost	17
4.1.1	Type of Three wheelers	17
4.1.2	Kilometers operated	18
4.1.3	Number of days operated	18
4.2	Cost Components	18
4.2.1	Fuel Cost	19
4.2.2	Repair & Maintenance Cost	20
4.2.3	Service Cost	23
4.2.4	Tire Cost	24
4.2.5	Tube Cost	25
4.2.6	Operator Salary	26
4.2.7	Provision for Risk (profit)	26

4.2.8	Depreciation	27
4.2.9	Interest on Capital	28
4.2.10	Annual Overheads	29
4.3	Operational Cost	31
5	FORMULATION OF FARES STRUCTURE	34
5.1	Existing Fares Structure	34
5.2	Proposed Fares Structure	37
5.3	Breakeven Analysis	39
6	CONCLUSIONS & RECOMMENDATIONS	40
	REFERENCE	42
	APPENDIX A: DISTRIBUTION OF BASIC PARAMETERS OF THREE WHEELERS	43
	APPENDIX B: QUESTIONNAIRE PREPARED FOR THREE WHEELER OPERATORS	46

LIST OF FIGURES

Figure 1: Vehicle Growth Rate	3
Figure 2: Vehicle Growth Rate (2001-2014) 2001 Base	4
Figure 3: New Vehicle Registration-2014	4
Figure 4: Sensitivity Analysis of Cost Components	33
Figure 5: Trip Length Distribution	36
Figure 6: Trip Type Distribution	36

LIST OF TABLES

Table 1: Total vehicle population	3
Table 2: Average taxi operating costs and cost per live mile (Jan 2011)	14
Table 3: Cost & Lifetime of Major Repairs	21
Table 4: Cost & Lifetime of Minor Repairs	22
Table 5: Tire Prices & Life Time for 2-stroke and 4-stroke three wheelers	24
Table 6: Tire Prices & Life Time for Diesel three wheelers	24
Table 7: Insurance Premiums on Three Wheelers	30
Table 8: Share of Three wheelers	31
Table 9: Weighted average operational cost of Three Wheeler	32
Table 10: Existing Fares Structure	35
Table 11: Fixed cost component per hour	37
Table 12: Proposed Fares Structure	38
Table 13: Stakeholder requirements and expectations	39