

## **Feeder Vehicle policy of KMRL**

### **Back Ground**

Kochi, is one of the 53 cities/ urban agglomerations (UA) in the country having a million plus population. It is one of the fastest-growing tier-2 cities in India. The Kochi Metro Rail Project was implemented by the Kochi Metro Rail Ltd (KMRL) in Kochi as 50:50 joint venture of Govt. of India (GoI) and the Govt. of Kerala (GoK). Now Kochi Metro is having a substantial portion of the daily commuters in Kochi. With the opening of the new stretch till Thykoodam, KMRL has linked almost all the busy junctions of Kochi from Aluva to Thykoodam. With extension proposals on anvil, Metro is all set to become the nerve centre of public transport in the city. Last mile connectivity is a critical component for provision of an effective integrated public transport. It is to promote the use of public transport and to provide speedy & easy access to metro stations and to transit point / destination. Various last mile connectivity modes includes feeder buses, e-rickshaws, cycle sharing services, etc. In order to provide further comfort to the passengers and simultaneously contribute to the green environment. KMRL has already initiated deployment of e- rikshaws as feeder. In order to augment feeder service in a efficient manner, KMRL is planning to introduce mini vans/e buses/e-mini vans/ buses for seamless last mile connectivity . For having uniform guidelines on feeder vehicles, the following policy is proposed.

### **Name:**

The Policy is called Feeder Vehicle Policy of KMRL.

### **Coverage of the policy :**

All type of vehicles including e-rickshaws/e-autos/ buses/minivan used as feeder for public carriage .

#### **1. e-rickshaws/ e-autos/ autos**

e-rickshaws/ e-autos/ autos are expected to be used as feeder vehicles to cover a distance upto 5 km from respective metro station as share auto basis. As KMRL is

committed to reduce pollution by promoting clean energy, the share of autos functioning on fossil fuels/ CNG should not be more than 20% of the total feeder auto fleet.

a. Licensing for outside agencies

Based on the requirement, notification can be published from time to time, in KMRL website mentioning the required number of feeder vehicles at a given point of time, and inviting applications in prescribed form from interested OEMs / Aggregators / Society/ individuals who are willing to provide e-rickshaws/e-autos/autorickshaws exclusively as feeder service for KMRL for a fixed period of time. The applications submitted will be processed by KMRL at regular intervals based on the requirement and after taking into consideration availability of parking area, charging points and other operational requirements. Preference will be given to those applicants whose applications are complete in all respects and is early in time compared to others (first come first serve basis for applications complete in all respects). In case the applicant is OEM / Aggregator / Society, it shall be able to provide at least 5 vehicles. It has to be ensured by the applicant that all the required details of the vehicles which are proposed to be offered as feeder is duly mentioned in the space provided for in the application. In the application, five choices of locations (reporting station) can be mentioned by the applicants from the given bucket.

Once selected, license letter will be issued by KMRL to the applicant specifically mentioning the specified Routes in which each vehicle can operate, specified charging points, specified pick-up point, reporting metro station (location), operating time and other terms and conditions to be complied with by the licensed vehicles. Though KMRL will try to allot to the applicant such locations, as per one of his choices at least for one vehicle, such allotment is not guaranteed. The licensee can have the freedom to accept the license letter for a particular location or to relinquish his application. If the license letter is accepted by the applicant first year license fees shall be paid by the licensee in 4 equal instalments. An unique license number would be allotted for each vehicle. In addition a Metro Feeder sticker with trademark of KMRL and license number mentioned thereon will be provided free of cost by KMRL. The sticker shall be affixed on the front hood of the respective licensed vehicle.

License will be issued for one year at a time, and is eligible for renewal from time to time, based on the past performance. License once issued will however be reviewed periodically, and such vehicles which are not compliant with the terms and conditions of the license, would be de-licensed by KMRL, even before completion of the license period. In case a vehicle which is once de-licensed applies for license again, on grant of license, it will be allotted a new license number.

b. License fees

A quarterly license fee of Rs. 2250/- will be paid on advanced basis. However, initial license fee for first two quarters shall be paid in one go in advance. Pick-up and drop off point will be provided to the licensed vehicles, free of cost. Electricity charges, shall be paid by each licensee on actuals.

**Benefits to the Licensee**

Licensee will be allowed to use the KMRL sticker, which is proof for the designated Metro feeder, and thus can use the goodwill of Kochi Metro for feeder operations. The feeder can be legally operated as share-auto. Pickup and drop facility will be provided in each metro station based on the availability of the space. Availability of pick up space in each station shall be as per the notification. Fare and route will be fixed by KMRL and shall be subject to decision from time to time.

**Deliverables by KMRL**

1. Pick and drop in designated area.
2. E- charging location and infrastructure.
3. Fare collection system
4. Power at the rate fixed by KMRL

**Obligations of Licensee**

1. Licensee needs to deploy the vehicle in good condition with trained operators (drivers).
2. Ensure that driver is legally competent to operate and is well behaved.
3. Run the service in route allotted by KMRL as shared service with the rate fixed by KMRL.
4. Fare collection from passengers
5. Maintenance and operation of vehicles
6. Service level of 90% to be achieved within first three months and need to maintain and improve service levels month on month.

7. In case any vehicle has to be withdrawn for maintenance/repair or for other reasons for more than 3 days, or more than 25% of the vehicles of the licensee is not to be operated on any given day, prior information to be given to KMRL and ideally alternate vehicle/s to be provided.
8. Implement all data centric/IT initiatives of KMRL and provide/share all data related to vehicles running and fare collection to KMRL at no cost.
9. Charging infra structure to be installed in required locations.
10. Vehicle to be reported to respective station controller on daily basis with name and contact number of the driver
11. GPS shall be installed preferably within six months of start of operation.
12. Ensure timely payment of license fees and electricity charges to KMRL .
13. Permits/registration under kerala MV act to be obtained.
14. Ensure Third party insurance cover for vehicle.
15. Ensure sticker supplied by KMRL with license number is displayed at all times to identify vehicle as licensed feeder of Kochi Metro.

### **Termination**

1. In case the vehicle is not running on the stipulated route.
2. Non replacement of e-rikshaw operator after instruction to do so by KMRL.
3. Non-compliance of instructions given by KMRL from time to time.
4. Over charging.
4. Non-payment of license fees /electricity charges can lead to termination.

In all such cases, license fees already deposited will be forfeited.

### **Termination by licensee**

1. By giving notice period of one month for each vehicle.
2. License fee once paid will not be refunded.

## **2. E –bus / E- mini van/ Bus / Van**

E-bus/E-mini van/Bus/Van are expected to be used as feeder vehicles to cover a distance upto 20 km from respective metro station As KMRL is committed to reduce pollution by promoting clean energy, the share of Buses/vans functioning on fossil fuels/ CNG should not be more than 20% of the total feeder Bus/Van fleet.

- a. Licensing for outside agencies

Based on the requirement, notification can be published from time to time, in KMRL website mentioning the required number of feeder vehicles at a

given point of time, and inviting applications in prescribed form from interested OEMs / Aggregators / Society/ individuals who are having experience in operating any vehicle in the category as contract carriage and are willing to provide E-bus/E-mini van/Bus/Van exclusively as feeder service for KMRL for a fixed period of time. The applications submitted will be processed by KMRL on regular intervals based on the requirement and after taking into consideration availability of parking area, charging points and other operational requirements. Preference will be given to those applicants whose applications are complete in all respects and is early in time compared to others (first come first serve basis for applications complete in all respects). In case applicant is OEMs / Aggregators / Society, it shall be able to provide at least 2 vehicles. It has to be ensured by the applicant that all the required details of the vehicles which are proposed to be offered as feeder is duly mentioned in the space provided for in the application. In the application, five choices of locations (reporting station) can be mentioned by the applicants from the given bucket.

Once selected, license letter will be issued by KMRL to the applicant specifically mentioning the specified Routes in which each vehicle can operate, specified charging points, specified pick-up point, if needed, reporting metro station (location), operating time and other terms and conditions to be complied with by the licensed vehicles. Though KMRL will try to allot to the applicant such locations, as per one of his choices at least for one vehicle, such allotment is not guaranteed. The licensee can have the freedom to accept the license letter for a particular location or to relinquish his application. If the license letter is accepted by the applicant, first year license fees shall be paid by the licensee and then an unique license number would be allotted for each vehicle. In addition a Metro Feeder sticker with trademark of KMRL and license number mentioned thereon will be provided free of cost by KMRL. The sticker shall be affixed on the windshield of the respective licensed vehicle.

License will be issued for one year at a time, and is eligible for renewal from time to time, based on the past performance. License once issued will however be reviewed periodically, and such vehicles which are not compliant with the terms and conditions of the license, would be de-licensed by KMRL, even before completion of the license period. In case a vehicle which is once de-licensed applies for license again, on grant of license, it will be allotted a new license number.

## b. License fees

The license fees proposed are as follows:

E- mini van	Rs 1000 / month
Mini van	Rs 1200/ month
E- Bus	Rs 1500/ month
Bus	Rs 2000/month

It has to be remitted on a quarterly basis on advance basis. However, initial license fee for first two quarters shall be paid in one go in advance. The Pick-up and drop off point will be provided to the licensed vehicles, free of cost. Electricity charges, shall be paid by each licensee on actuals.

### **Benefits to the Licensee**

Licensee will be allowed to use the KMRL sticker, which is proof for the designated Metro feeder, and thus can use the goodwill of Kochi Metro for feeder operations. Pickup and drop facility will be provided in each metro station based on the availability of the space. Availability of pick up of space in each station is given in the notification. Fare and route will be fixed by KMRL from time to time basis in consultation with the operators.

### **Deliverables by KMRL**

1. Designated area for Pick and drop
2. E- charging location ( party needs to establish the infrastructure for charging)
3. Night parking facility ( as per the rate fixed by KMRL on time to time basis)
4. Fare collection system
5. Power at the rate fixed by KMRL

### **Obligations of Licensee**

1. Licensee needs to deploy the vehicle in good condition with trained drivers.
2. Need to run the service in route allotted by KMRL as contract carriage with the rate fixed by KMRL.
3. Service level of 90% to be achieved within first three months and need to maintain and improve service levels month on month.

4. In case the vehicle has to be withdrawn for maintenance, same to be informed one day prior and ideally alternate vehicle to be provided.
5. Implement all data centric/IT initiatives of KMRL and provide/share all data related to vehicles running and fare collection to KMRL at no cost.
6. Feeder service shall be operated on contract carriage basis and commuters who are travelling to and from the metro only be permitted.
7. Vehicle to be reported to the respective station controllers with contact details of the driver
8. GPS along with passenger information system shall be installed in vehicles
9. Timely payment to KMRL.
10. Permits/registration under Kerala MV act to be obtained.
11. Third party insurance cover for vehicle.

### **Termination**

1. In case the vehicle is not running on the stipulated route.
2. Non replacement of Driver after instruction to do so by KMRL.
3. Non-compliance of instructions given by KMRL from time to time basis
4. Over charging.
4. Non payment of license fees /electricity charges can lead to termination.

In all such cases, license fee already deposited will be forfeited.

### **Termination by licensee**

1. By giving notice period of three months.
2. License fee once paid will not be refunded

### **Support from KMRL.**

1. Promotion and publicity of the transport mode on various channels.
2. Brand association of the transport mode with KMRL brand.
3. Integration of the transport mode as Last Mile Connectivity to KMRL through provision of signages, route maps, displays at appropriate places etc.

4. Introduction of integrated/mobile/web based ticketing/fare collection mechanism.
5. Other supports as required in special cases.

### **Definition**

License – Permission issued by KMRL to operate as feeder service to Kochi Metro Rail services

Licensee- Entity who has obtained permission from KMRL to operate as feeder service.

Fare collection system- System defined by KMRL either digitally or manually to collect fare from commuters and to ensure pilfirages.

Contract carriage – Carriage which transports commuters to and from fixed locations

### **Amendments**

MD is the competent authority to make alteration on the approved policy.