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COVID 19 PANDEMIC IN TURKEY CHALLENGES AND OPPORTUNITIES

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 @feygunf

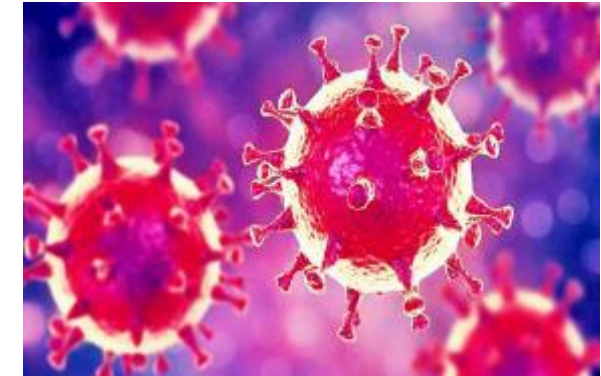
➤ COVID-19 IN TURKEY

Covid-19 outbreak started in Wuhan/China at the end of 2019. in Turkey, first case was seen in March 11.

Then:

Step-by-step preventive measure was taken with the leadership of pandemic scientific committee.

- Information about covid-19
- Personal preventive measure-14 rules
- Advise **not to use PT** and away from crowded
- Disinfection and cleaning
- Sanitary device to stations and vehicles
- Capacity limitation, social distancing but service not interrupted.
- Wearing mask compulsory



➤ CHALLENGES IN TURKEY

- Passenger rate dropped down to 10 percent, decreased by %90
- Revenue dropped accordingly.
- Due to social distance capacity limited to 25 percent. more service less passenger.
- Due to extra clean + disinfection, mask, PPE.... costs are increased.
- Lack of revenue drop financial problems started.
- In general informal transport, individual transport has big share 60-80 percent.
- Revenue depends on passenger, net cost contract
- Big challenges is finance.



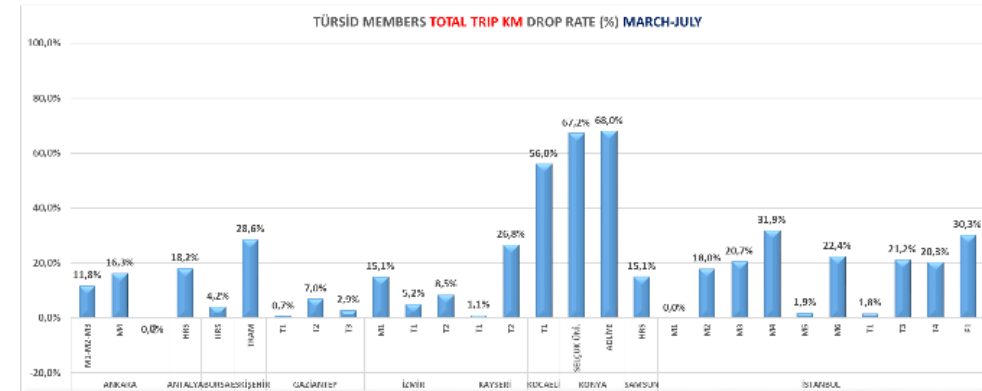
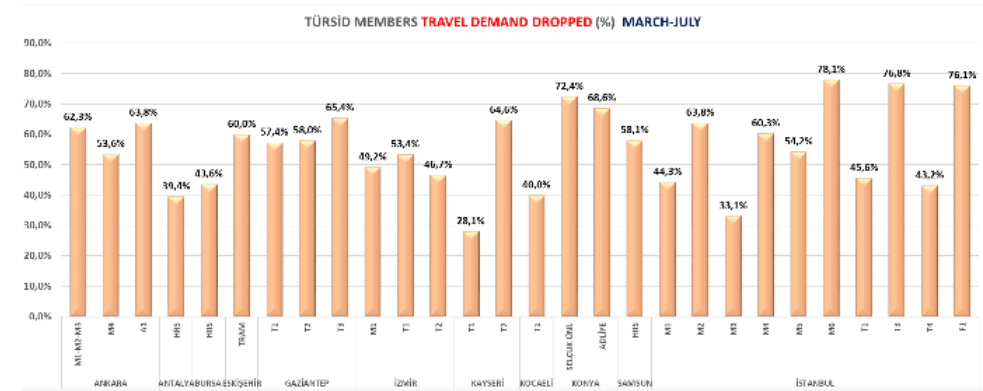
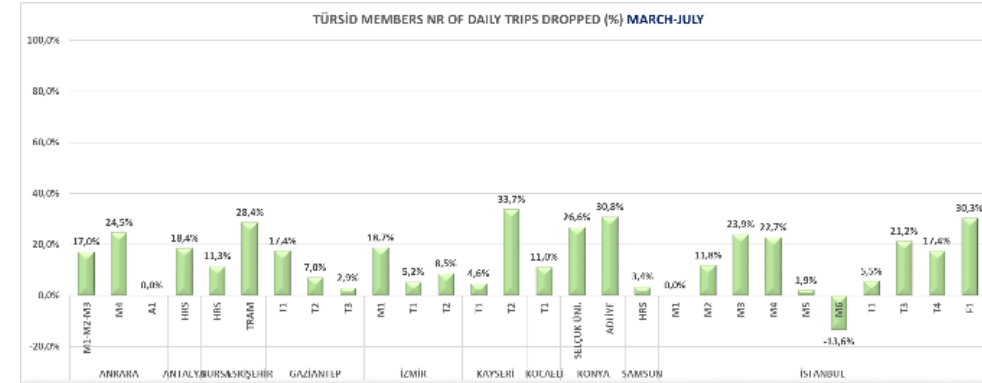
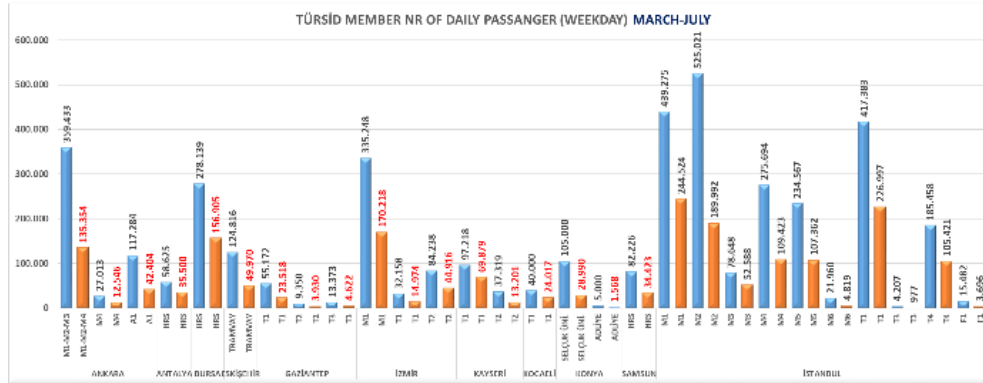
➤ COVID SUPPORT BY GOVERNMENT

- Public transport sector supported by government by implementing special tax regime.
- In this year, January 2020,
 - Income tax reduced to 1% from almost 25%
 - VAT reduced to %1 from 18%
- All tax and loan payment postponed by 6 months
- Law changes to let municipality to support PT sector to subsidize.
- Not enough in Covid-19 period
- Since sector is not institutionalized, there is no company structure, operators could not benefit some other support packages, e.g. short term work.





LRT OPERATIONAL DATA-11 CITIES



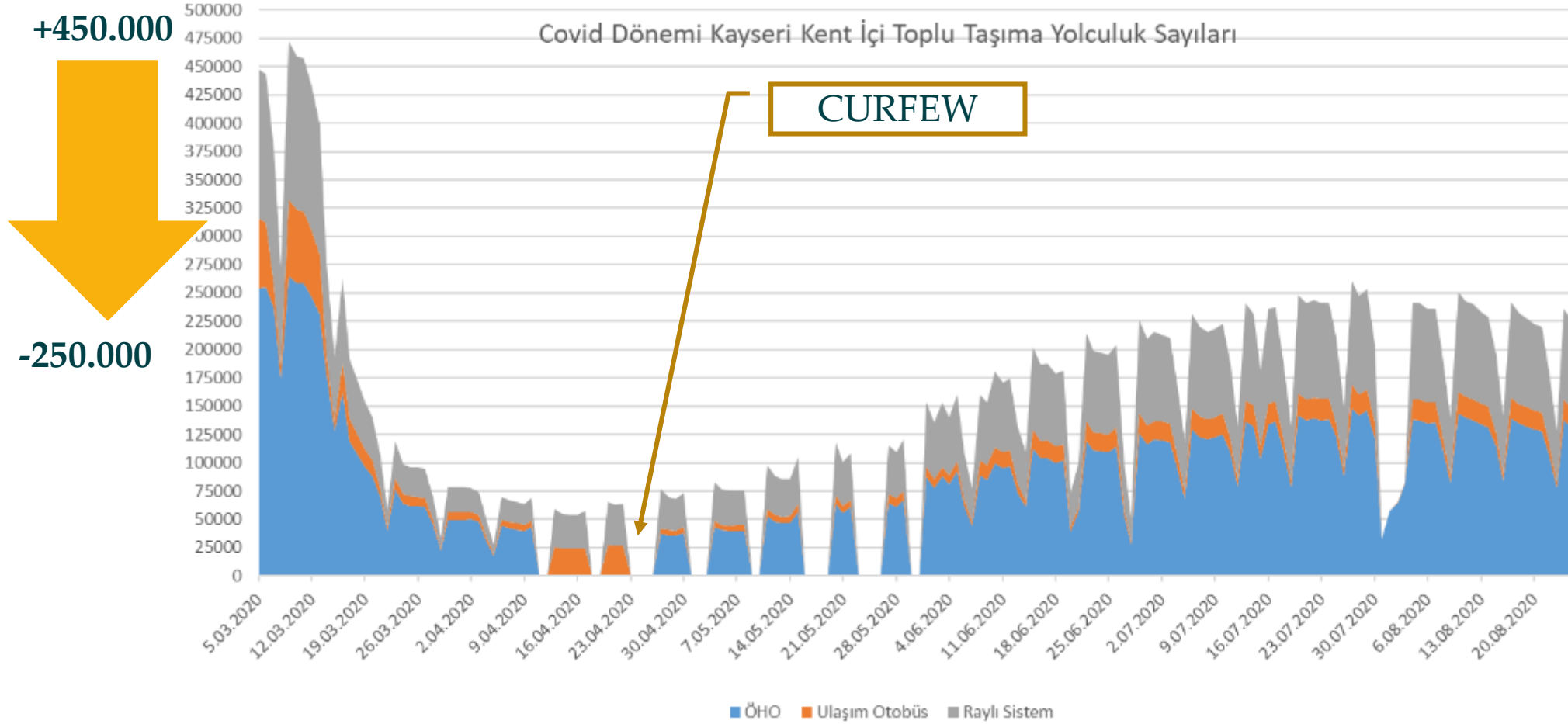
Covid-19 period travel demand dropped by 80-90 percent

However, service level could not be adjusted accordingly due to safety distance



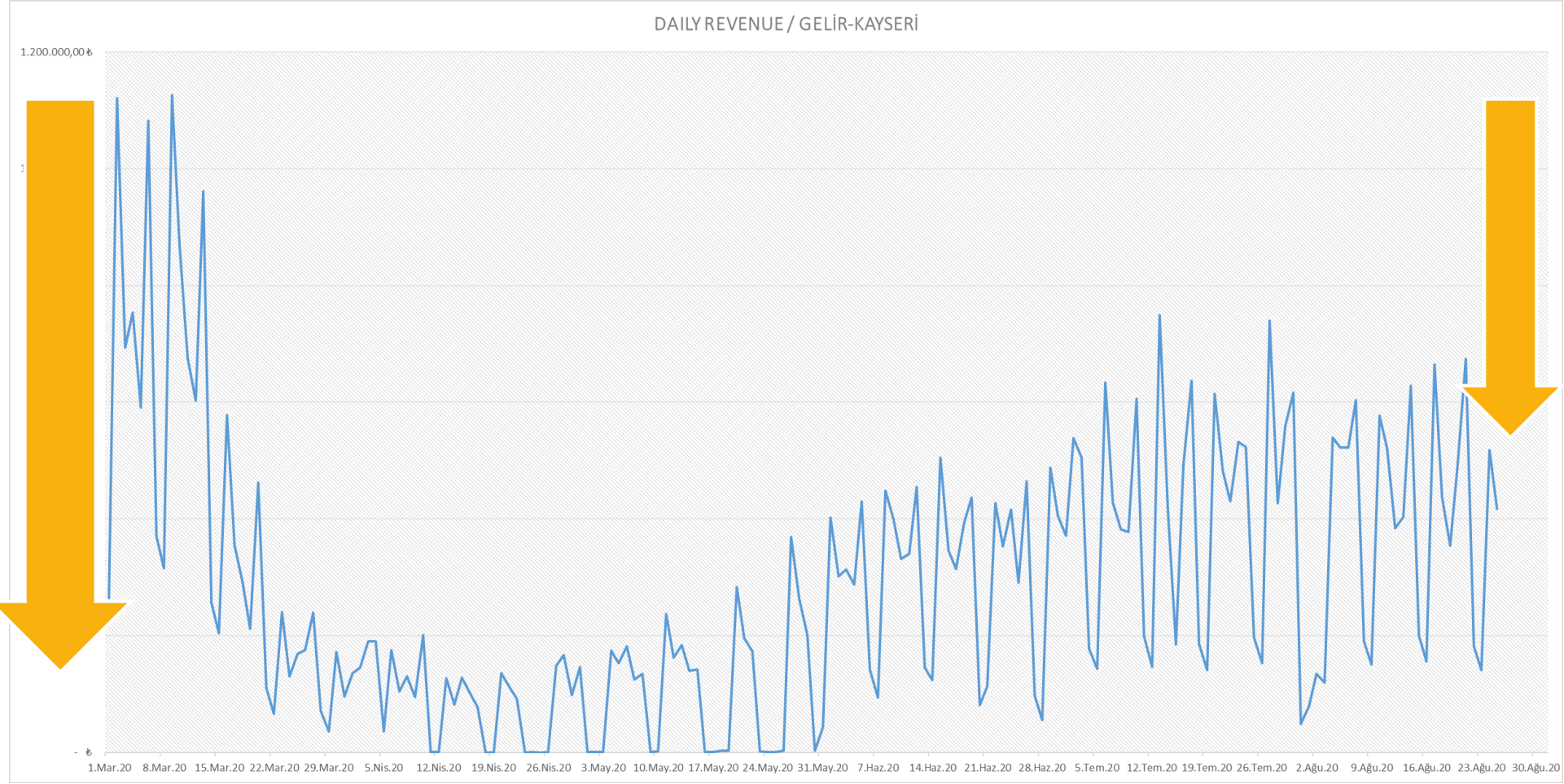


KAYSERI PT OPERATIONAL DATA





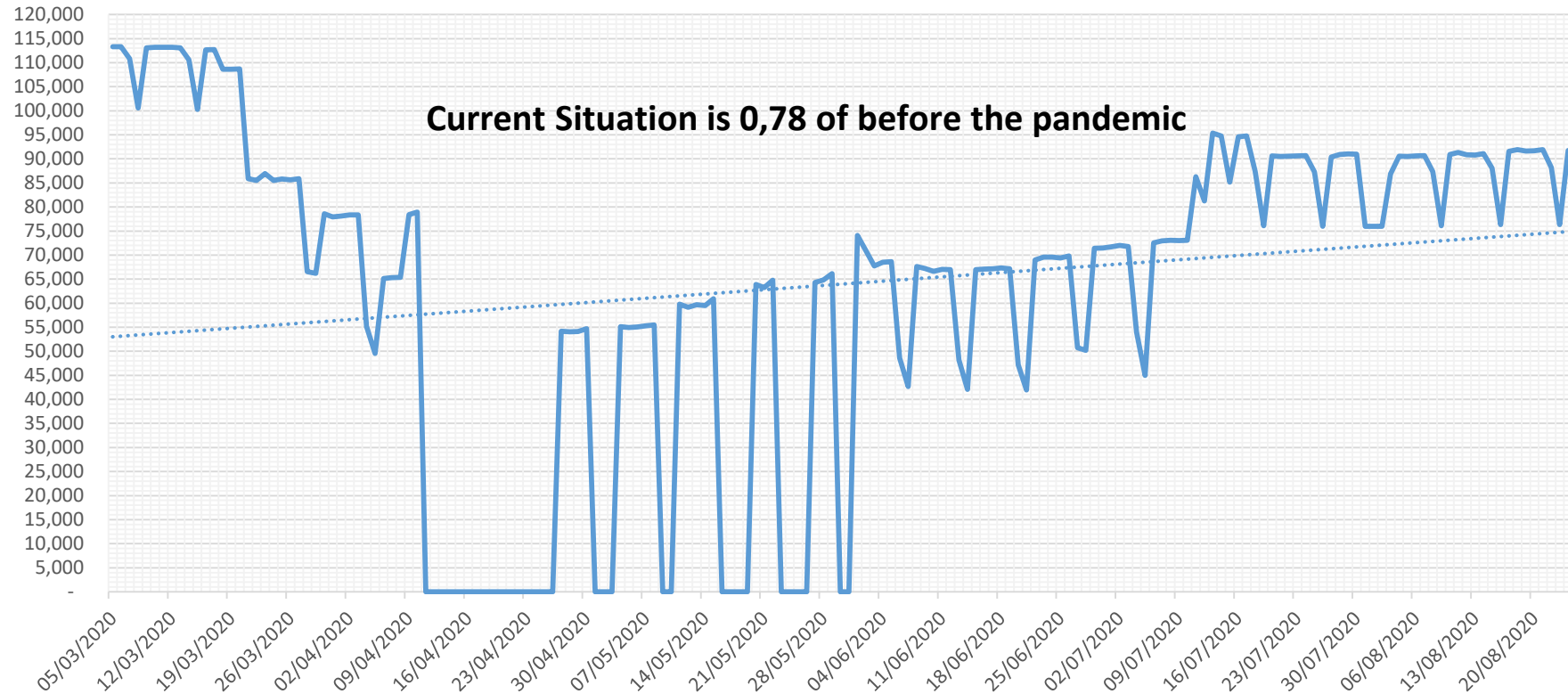
KAYSERİ REVENUE DROP





INDIVIDUAL SECTOR-KAYSERI

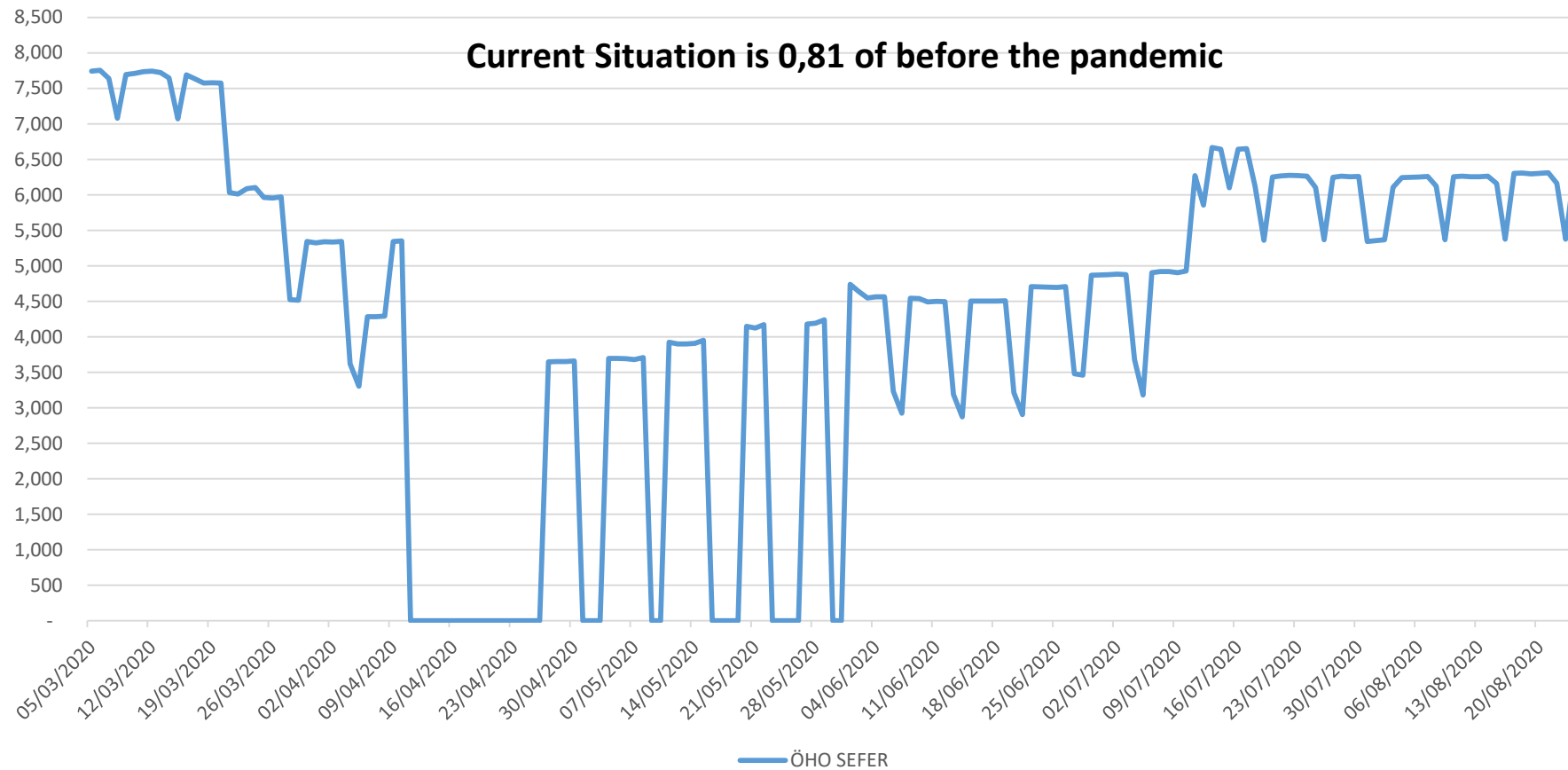
INDIVIDUAL SECTOR FLEET KM





INDIVIDUAL SECTOR-KAYSERI

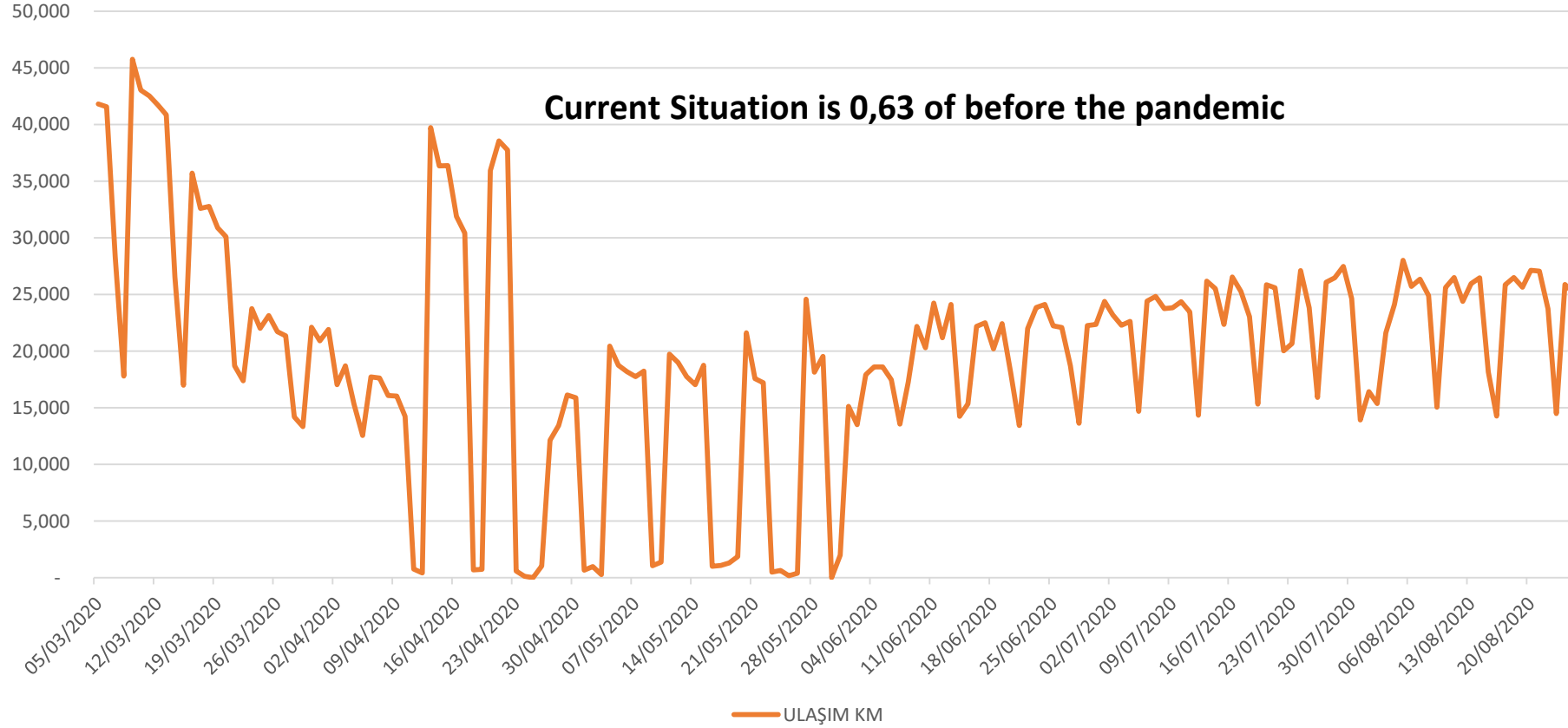
DAILY TRIP





FORMAL SECTOR DAILY KM

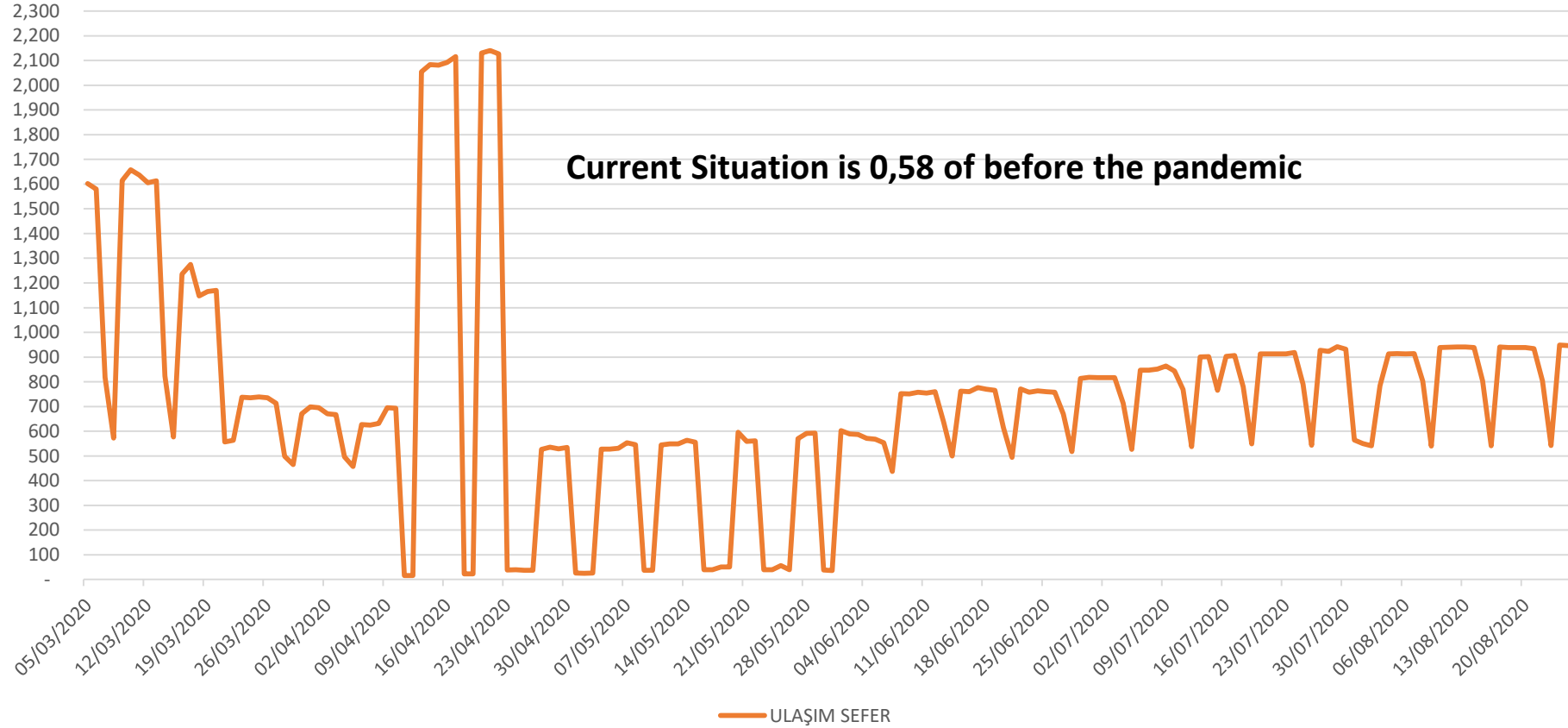
ULAŞIM KM GRAFiĐi





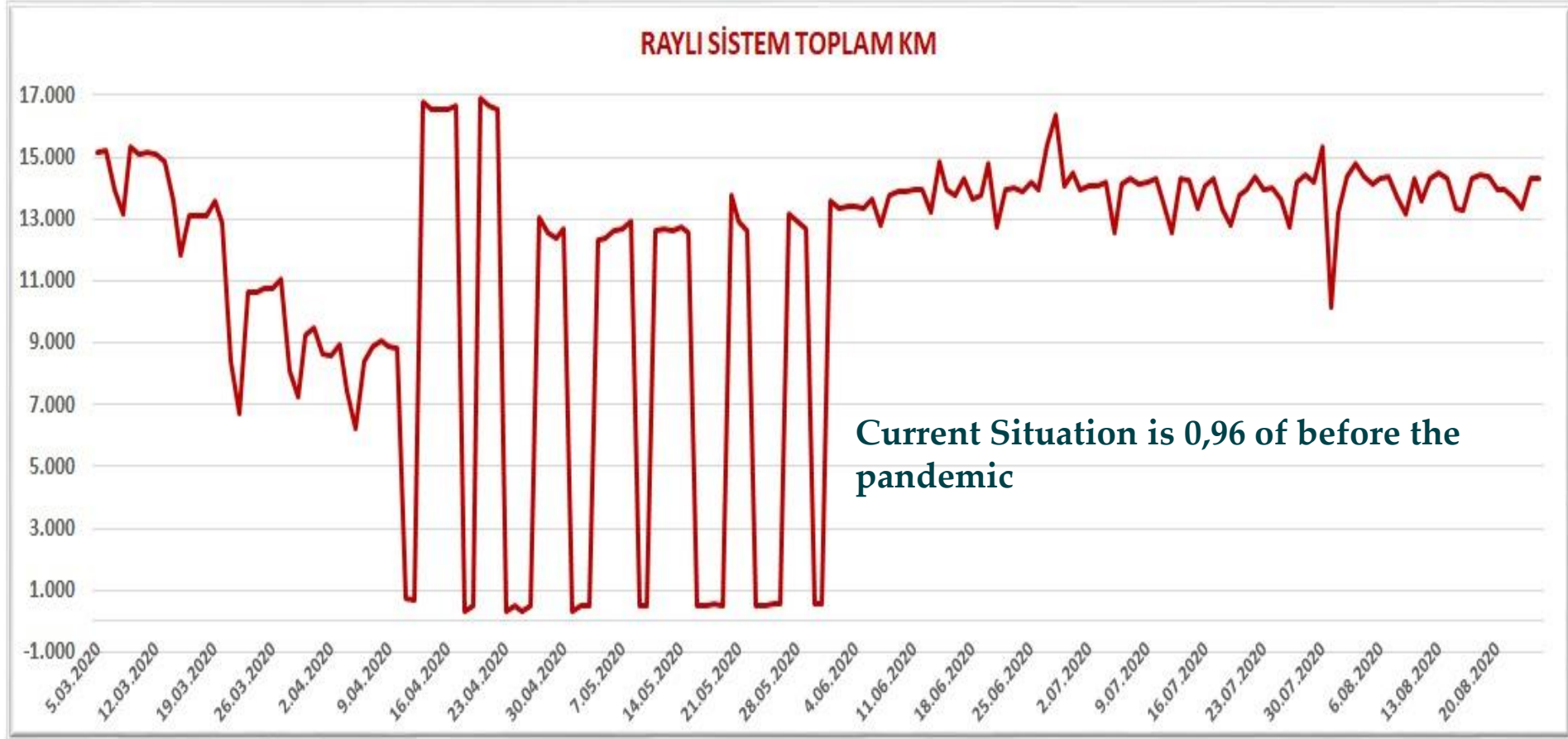
FORMAL SECTOR DAILY TRIP

ULAŞIM SEFER GRAFİĞİ

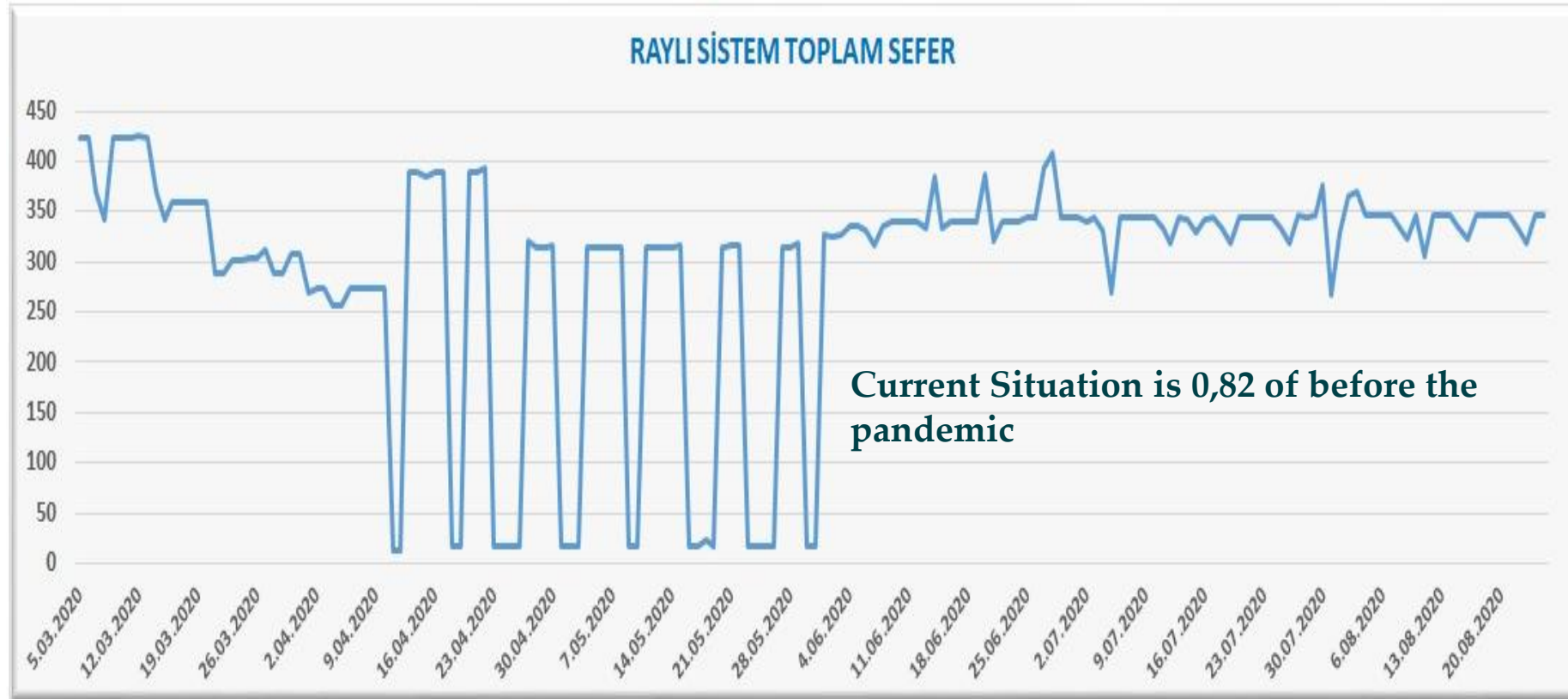




KAYSERİ TRAM DATA



> KAYSERI TRAM DATA



SECTOR REQUIREMENTS

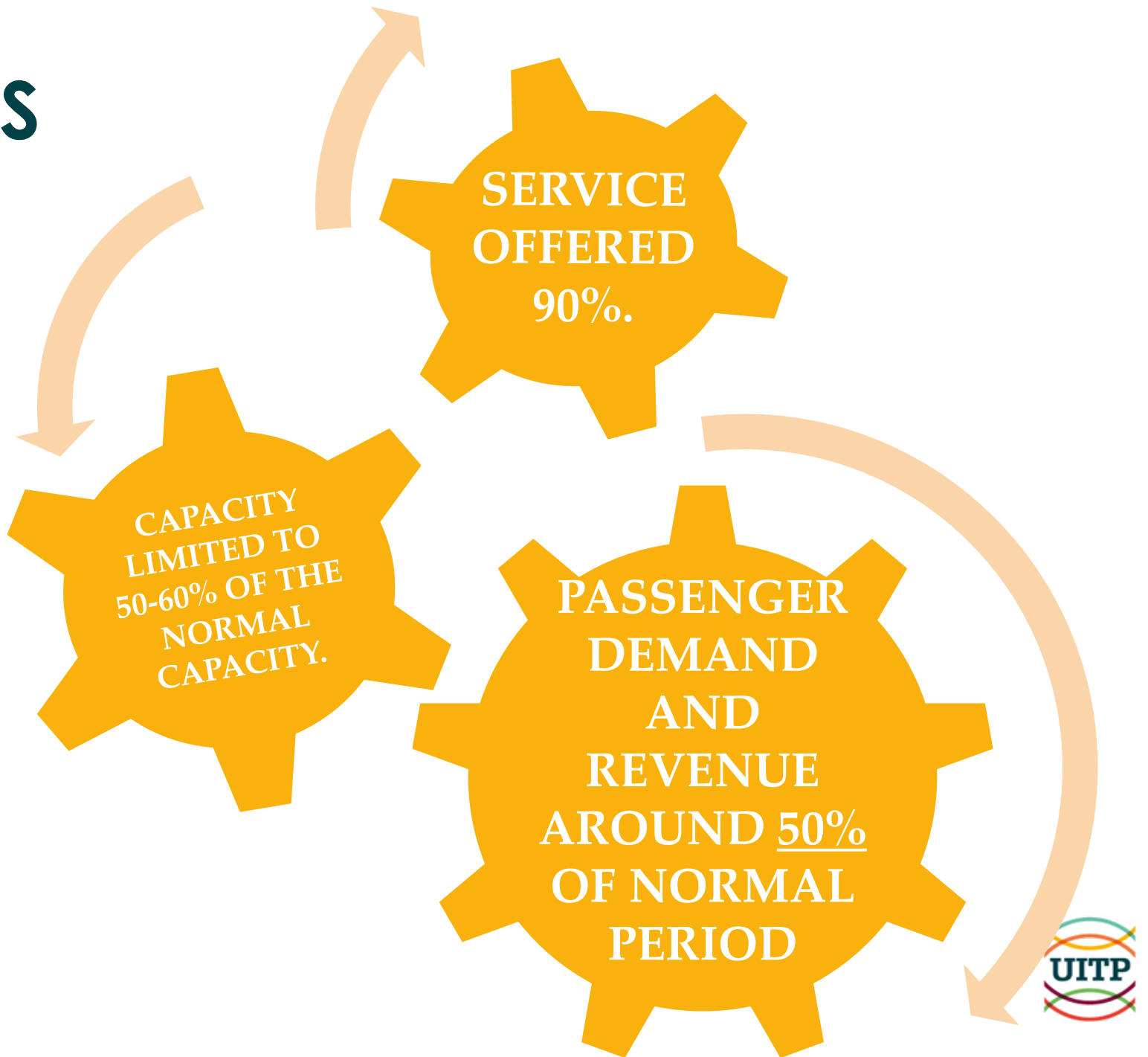
Asking for more privilege- not to pay tax for fuel next?

**BANKRUPTING,
NOT BE ABLE TO
BUY FUEL**

**MORE PRIVILEGE ON TAX, FUEL ETC. WILL NOT SOLVE THE PROBLEMS.
FOR A SUSTAINABLE PT OTHER SOLUTIONS MUST BE IN PLACE.**

➤ CHALLENGES

- **Finance problem.**
 - Finding alternative financing tools.
- **Free travel (65+, 15%+).**
 - Cost of free travel must be paid.
- **Gain back the trust of people to use public transport.**
 - Communicate the preventive measures to make PT safe.
- **Managing crowded.**
 - By differentiation the Daily start time of school industry Office etc.
- **With limited capacity and safe distance.**
 - Need more vehicles.



OPPORTUNITIES

Covid-19 period showed that the individual PT model will not go in this way.

PT SYSTEM HAS TO BE REFORMED

- POSSIBILITY TO INCREASE EFFICIENCY-INDIRECT FINANCE

PT SYSTEM HAS TO BE FORMILISED

- CHANGE TO USE SCALE ECONOMY AND OTHER BENEFITS

CONTRACT MODEL MAY CHANGE

- NET COST TO GROSS COST with quality of service base contract



QUESTIONS?



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