

CHAPTER - 3

WORKING OF KOLHAPUR MUNICIPAL TRANSPORT

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C H A P T E R - 3

WORKING OF KOLHAPUR MUNICIPAL TRANSPORT

3.1 DEVELOPING TRENDS IN MASS TRANSPORT

The Kolhapur Municipal Transport undertaking was inaugurated in 1962. In initial stage, undertaking has started its activities in the passenger transport with the help of 20 buses. The popularity of stage carriage bus service in city as well as outside the city become ever-growing. Due to the rising demand for mass transport additional buses were introduced by the KMT during the last two decades. Continuous increase in demand for mass transport can be judged from the following fact. The number of passengers travelling by KMT was 231.90 lakhs in 1975-76, and this figure rose upto 312.23 lakhs after one decade i.e. 1984-85. Thus showing a percentage increase of 3.9.

The steady increase in demand for mass transportation in Kolhapur was due to various reasons some of which are given below. They are -

1. Increase in city area, particularly sub-urban area of the city.
2. Growing population and concentration of population.

3. Rising trends of employment result in rising per capita income or wealth. Which result increased demand for urban transport.
4. Industrial area, and some other work centres are situated away from the city. In the 1970's and early 1980's industrial development has grown around Kolhapur city, due to establishment of MIDC and policy of industrial dispersal, consequently industrial workers have to commute from Kolhapur to industrial area, like Shirol, Gokul Shirgaon, Uchagaon etc. Rise in such commutation has led to increase in demand for prompt and efficient municipal bus-transport.
5. New educational nucleus have emerged around the city like Shivaji University, Agricultural College, Rajaram College etc.
6. Changing structure of the population more young people, who generate more trips and may make more use of Municipal Transport.
7. Changing cultural attitudes, for example, working women may well generate more demand for municipal transport.

3.2 GROWTH OF PASSENGER TRANSPORTED BY K.M.T.

It seems, from the table no. 3.1 that the total number of passengers transported by the K.M.T. has ever been increasing. In 1976-77 and 1977-78 there was marginal decline in the number of passengers. This fall or decline was due to curtailment of uneconomic trips on the same routes.

TABLE NO. 3.1

NUMBER OF PASSENGER TRANSPORTED BY THE K.M.T. DURING
THE PERIOD 1975-76 TO 1984-85

Sr. No.	Years	Passengers Transported (In lakhs)	City Popula- tion (In lakhs)	Per day passenger transported (in thou- sand)	Percentage of trans- ported population to the total population
1.	1975-76	231.90	3.09	64.083	21.29
2.	1976-77	227.17	3.11	62.239	20.01
3.	1977-78	228.09	3.20	62.493	19.52
4.	1978-79	257.56	3.30	70.564	21.38
5.	1979-80	292.42	3.40	80.116	23.56
6.	1980-81	283.57	3.40	77.690	22.82
7.	1981-82	273.49	3.47	74.931	21.59
8.	1982-83	313.07	3.52	85.774	24.36
9.	1983-84	328.31	3.52	89.948	25.36
10.	1984-85	312.23	3.81	85.543	22.44

SOURCE OF TABLE :

1. Figures of the city population from municipal records 1975-76 to 1984-85.
2. Annual Master Registers of the K.M.T. from 1975-76 to 1984-85.
3. Annual Reports of K.M.T. and published material from time-to-time.
4. All India Institute of Social Self Government Report on K.M.T. 1984.

As there was increase in the population of the city, number of the transported passenger have also increased by 72 thousands during the last decade, i.e. from 1974-75 to 1984-85. In the number of passengers transported increased by 20 thousands. The percentage of transported population to the total population showed some fluctuations, it remained in between 19.52 per cent to 25.36 per cent in the decade 1975-76 to 1984-85. These fluctuations reveals that, due to increase in the fare rates the poor migrants, low income group workers get to their work-site by the way of walking or other means, such a cycling etc. It is obvious that rising fare rates would definately affect the percentage of the population, which would be transported by bus.

The years, 1976-77, 1981-82 and 1984-85 showed low percentage than it's previous year, because the K.M.T. has made fare revision in those years.

3.3 INCREASE IN THE SCALE OF OPERATION BY K.M.T.

As population expansion had taken place, the undertaking has also increased its fleet, to meet the growing demand of the bus transport. In 1962-63 the KMT had only 20 buses on the road. The total number of the buses has increased from 57 in 1975-76 to 1982 in 1984-85. The total number of kilometers operated has increased by 56.30 per cent from 35.66 lakhs kilometers to 55.74 lakhs kilometers in the same period.

The yearly average kilometers operated by per bus in the fleet during the working period of 10 years showed fluctuations from 58.6 thousand kilometers in 1976-77 to 72.9 thousand kilometers in 1983-84. The year i.e. 1976-77 envisaged smaller rate of vehicular utilization, because 14 per cent buses of the fleet were of the road.

The table no. 3.2 shows the buses in the fleet and yearly effective kilometer operated by the fleet. As well as average number of the Kms. operated by per bus.

3.4 GROWTH OF THE FLEET AND FLEET UTILIZATION

Initially the K.M.T. was operated with fleet of 20 buses, out of them 18 buses were on the road. After handing over the business by the State Road Transport Corporation to Kolhapur Municipal Transport undertaking 1972, the number of fleet increased from 20 in 1962-63 to 57 in 1975-76. In 1975-76 out of 57 buses, 47 buses were on the road. In the last decade (1975-76 to 1984-85) K.M.T. had purchased new vehicles, including Double Decker (11) and Road Train (5) and single Decker (10) respectively. At present the K.M.T. has 66 single, 11 Double Decker and 5 road trains.

TABLE NO. 3.2

NUMBER OF BUSES AND EFFECTIVE KILOMETERS OPERATED BY
FLEET DURING THE YEAR 1975-76 TO 1984-85

Years	Buses in fleet	No. of Kms. Operated (in lakhs)	Average number of Kms. operated by per bus (in thousand)
1975-76	57	35.66	62.56
1976-77	57	33.43	58.64
1977-78	58	34.49	59.46
1978-79	62	36.89	59.50
1979-80	62	42.14	67.96
1980-81	70	43.00	61.42
1982-82	78	48.04	61.58
1982-83	81	52.58	64.91
1983-84	81	58.98	72.81
1984-85	82	55.74	67.97

SOURCE : As table no. 3.1

In 1962-63 the total fleet operated 3000 kilometers per day. During the span of 10 years i.e. 1972-73 the fleet operated 7,126 kilometers per day. After one decade i.e. 1982-83 the number of operated kilometer was 15,672 per day. In 1985-86 the fleet operated 16,732 kilometers per day.

FLEET UTILIZATION

It is niether possible nor with in the capacity of any undertaking to entire fleet on daily operation. A distinction is drawn between the number of the buses held and actual number of the buses on road for example, the KMT has a fleet of 82 buses in 1985-86 and 72 buses out of these fleet were on the raod. This we can termed as actual fleet utilization. The difference between these figure indicates the size of idle fleet, which is possibly due to minor and major repairs, spare buses and buses awaiting registration, licences etc. After making due allowances of 10 per cent to such unforeseen contingencies, it is generally accepted as an ideal standard that rate of fleet utilization should at least be around 90 per cent, so that it should achieve maximum operations.

The rate of fleet utilization of the undertaking may be calculated by taking in to account, the average number of buses operated on road and held in fleet. The

rate of fleet, utilization is always expressed in the percentage. It shows how many total vehicles held are made available and actually utilized for operation. Maximum use or operation of the fleet depends on the efficiency of the engineering section of the undertaking.

Percentage of the fleet utilization is calculated as under -

$$\begin{array}{rclcl} \text{Percentage of} & & \text{Average No. of Vehicle on Road} & & 100 \\ \text{fleet} & = & \text{-----} & \times & \text{---} \\ \text{utilization} & & \text{Average No. of the vehicle held} & & 1 \end{array}$$

The percentage of the utilization shows how many buses are idle or not on the road. If large number of the buses are not on the road ; this become direct loss, so it is most advantageous to bring in to service as many buses as possible. The cent percent utilization of the fleet is not attainable, due to repairing, docking, painting etc. but it should be at keast 90 per cent.

The K.M.T. in its initial period had made a satisfactory use of available fleet, under the study period i.e. 1975-76 to 1984-85 the scale of fleet utilization was increasing from 82.00 per cent in 1975-76 to 87.09 percent in 1978-79. In 1979-80, the fkeet utilization had got the peak i.e. 93.55 per cent, means the higher utilization of the fleet in that particular year. After that year there was decling scale upto 1984-85.

TABLE NO. 3.3

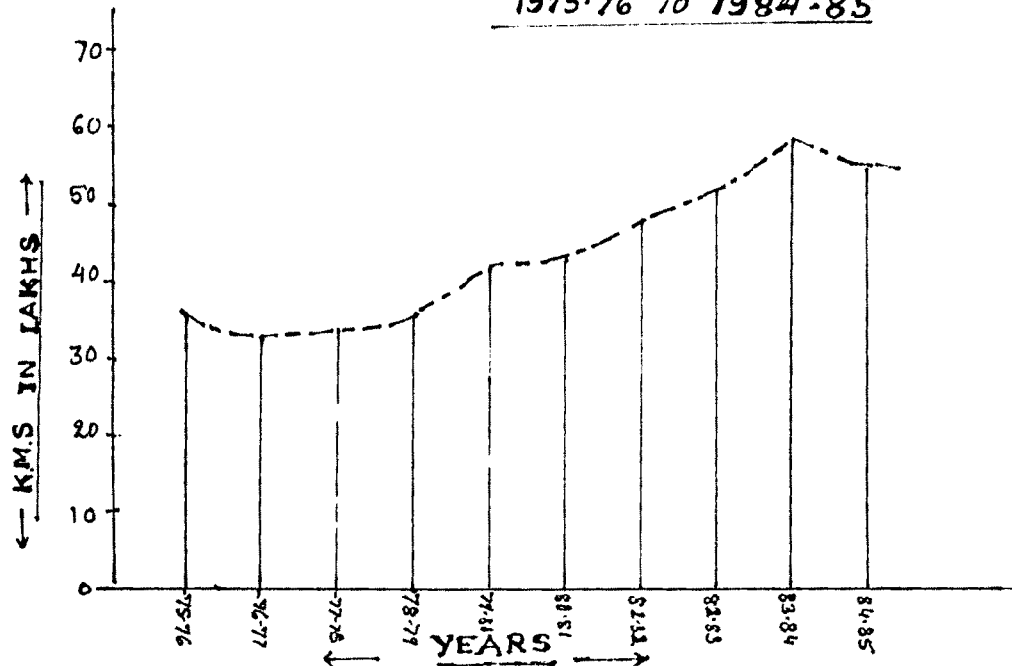
FLEET UTILIZATION DURING THE YEAR 1975-76 TO 1984-85

Sr. No.	Years	Fleet	Buses in Services	Buses on Road	Percentage of fleet utilization
1.	1975-76	57	47	47	82.00
2.	1976-77	57	49	49	85.96
3.	1977-78	58	50	50	86.20
4.	1978-79	62	54	54	87.09
5.	1979-80	62	58	58	89.23
6.	1980-81	70	58	58	89.23
7.	1981-82	78	64	64	82.05
8.	1982-83	81	69	69	85.18
9.	1983-84	81	70	70	86.41
10.	1984-85	82	72	72	87.80

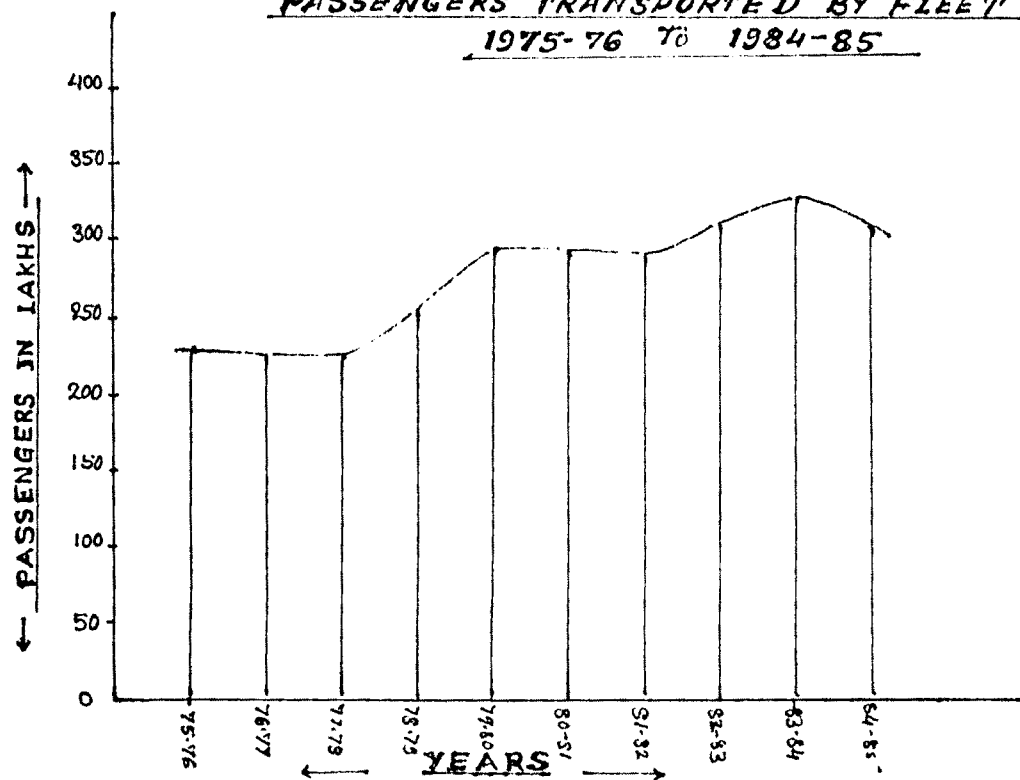
SOURCE : As Table No. 3.1

The percentage of the fleet utilization during the period 1975-76 to 1984-85 showed fluctuations, it did not cross the desired margin 90 per cent except the year 1979-80, the percentage of fleet utilization was 93.55.

TOTAL EFFECTIVE KILOMETERS OPERATED BY FLEET
1975-76 TO 1984-85



PASSENGERS TRANSPORTED BY FLEET
1975-76 TO 1984-85



GRAPH NO-312

FLEET UTILIZATION OR VEHICLE UTILIZATION

PERCENTAGE OF FLEET UTILIZATION

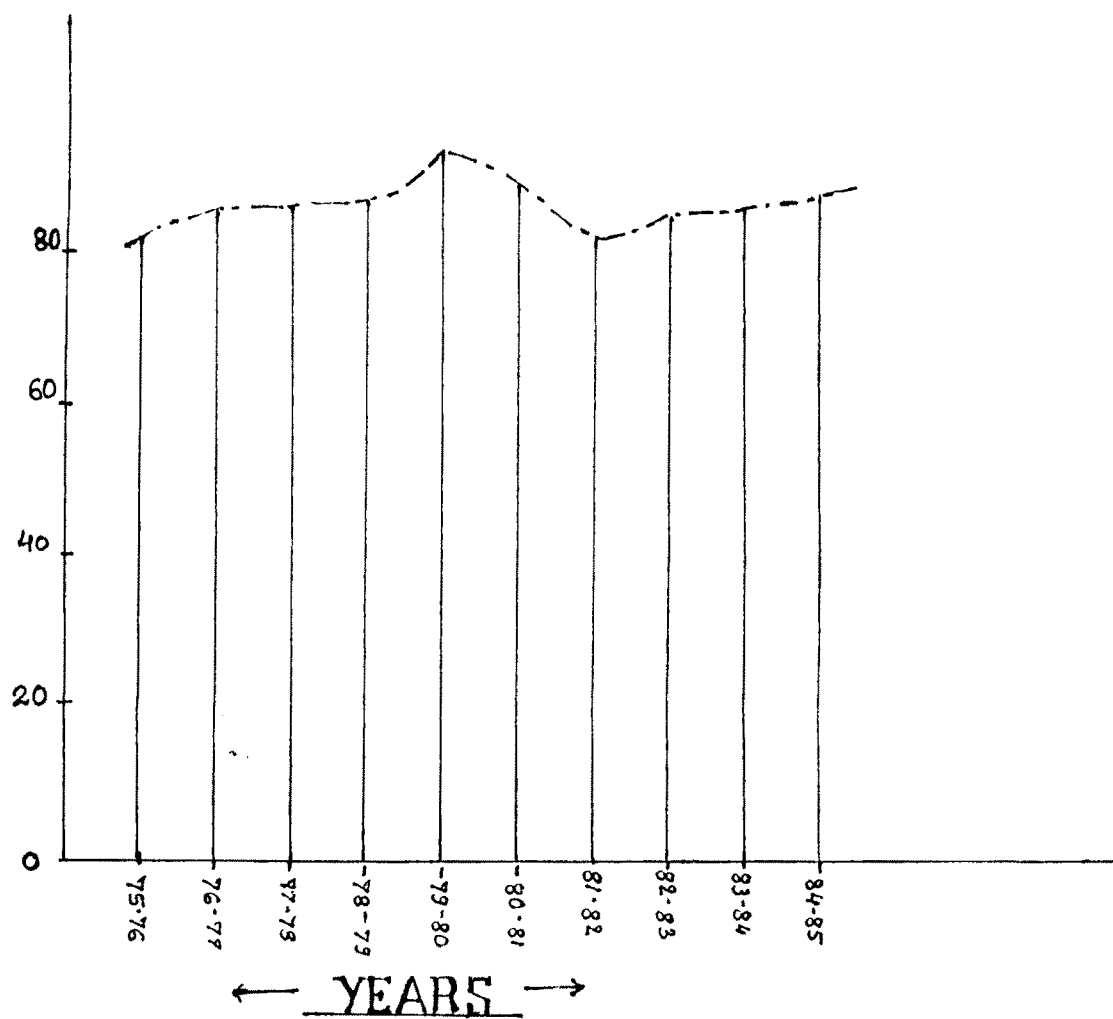


Table No. 3.3 shows, buses in fleet, buses on the road, and buses in the service. Also it shows that rate of percentage of fleet utilization of K.M.T. As per table we find that rate of the percentage of fleet utilization of the KMT was satisfactory from 1976-77 to 1984-85. If we can compare this fleet utilization was 47 per cent, SMTU 80 per cent, PMTU 81.2 per cent in 1983-84.¹

3.5 MAJOR ROADS IN THE CITY

The urban transportation and the pattern of the roads with in the walled city were oriented towards Mahalaxmi Temple. Gujar road was the main bazar of the town in the past, and net work of narrow lanes, connected other section of the town with the main road. This old pattern of roads has been changing constantly during the last one hundred years. As the fort wall was demolished. The mot was filled up and Shahupuri, Laxmipuri and Rajaramपुरी were planned and with their development the new roads had to be chalkedout.

The present pattern of roads inherited by the city is a result of deliberate attempts made in the past. Even then, the system of roads in the old town has not altered much except for the change that several roads have been widened and provided with a drainage system. The systems of roads pattern converting at Mahalaxmi Temple. In city

the religious, commercial, historical points are important in the interpretation of the pattern of road. It is most important to note that there is no central chowk, i.e. square, where all the roads meet. Bhavani Mandap area may be developed in future, to take place of city square. The difficulty is that some roads merge at Nagarkhana, while other meet at Mahadwar i.e. main gate of Mahalaxmi Temple.

Surrounding this old township is a chain of square, that occupy the site of fort or open space near them as mentioned below :

1. Gangawes Chowk.
2. Rankalawesh Chowk.
3. Shivaji Chowk.
4. Bindu Chowk.
5. Subhash Chowk.
6. Papa's Cornor.
7. Ubha Maruti Chowk.

The system of roads beyond the old town is conditioned by natural feature, like relief and water bodies. There is also the pull of railway line. The roads in the far eastern zone are bound to be oriented toward Karad and Kagal, along the National Highway. The road from the Shivaji Chowk to Bavada village and Sugar Mills follows

higher ground to avoid the normal flood plain. The road in Tarabai and Nagala Park area are oriented towards the Bhausingaji Road, which is also major road. The road on the other side is known as old Kagal and provides easy access to Kolhapur city from NH₄. All the main road in Shahupuri was planned and they are parallel to railway line.

The influence of the floods is witnessed in the case of joining the suburbs of the Bhosalewadi and Kadamwadi with the city. The absence of roads from these suburb to the river and beyond, can be explained on the ground that extensive low area occurs between these places and the river. This low area and that on the opposite bank of river subject to flood.

Another important feature of the road system is the extensive road widening has been done or altogether new roads have been chalked out during the last 50 years. The road system in Shahupuri, Laxmipuri, Rajarampuri, Tarabai Park also represent chequre board pattern.

A silent feature of the pattern of the road, no hindrance, like Temple, Mosques, Dargahs, etc. are found in the middle of the roads.

Almost all main roads in city are asphalted, today the present length of roads in under.

- 1) Total tar road or Asphalt Road : 205 Km.
- 2) Total water bound, in alia dam Road. : 4 Km.
- 3) Total Surface Road : 43 Km.
- 4) Total Roads : 252 Km.

Above length of the roads are available in 1985. A brief discription of the main artieries of the city is presented below. These roads links and play vital role with the life of the city.

- 1) Shahu Road : It starts from Kawala Naka to Shivaji bridge, passing opposite to railway station, bus stand and Shahu Statue. The road is very busy from Kawala Naka to Shahu Statue.
- 2) Shivaji Road : From the Shahu Road near Venus cornor goes vis Wilson bridge, Bindu Chowk, Shivaji Chowk.
- 3) Rajaram Road : It commence from the Nagarkhana and goes to railway level crossing on the national highway, via Raviwar gate, Uma talkies. The road is narrow in fort area, while near Bagal Market it is wide, it has no footpath.
- 4) Subhash Road : It starts from a point below - Shahu Statue and runs south wards to Yellama temple, via Uma talkies. It has a footpath upto Uma talkies.

- 5) Bhausingji Road : It commence from Old Palace and reaches upto Sugar Mills, via Civil Hospital and Nagala Park. The road is busy from Old Palace to Zilla Parishad. It is asphalted and has no footpath.
- 6) Mahadwar Road : It starts from Papa's cornor and goes to Binkhambi Ganesh Mandir, via Laxmi Temple. It is asphalted and has no footpath. It is an extremely busy road. It's southward extension called new Mahadwar road, is less busy.
- 7) Bhaskarrao Jadhav Road : It starts from Kavalanaka and goes to new palace via Jamkhandikar Chowk. It is asphalted.
- 8) Sathmari Road : It commence from Sathmari and goes to join national highway via Vaddwadi.
- 9) Tarabai Road : It commence the Mahadwar with the Rajghat, traffic going to Rankala uses this road. The mango seller are along this road in summer season. It is asphalted.
- 10) Rankala Road : It starts from Rajghat and goes to city limit via Vashi Naka to city limit. It is extremely used for evening walk.

11) Mahatma Phule Road : It starts from Gangawes and goes to Shivaji bridge. It is asphalted.

In the table no. 3.4, there are 13 major roads in Kolhapur, whose width have been increased are mentioned. This data is upto 1980-81. The Kolhapur Municipal Corporation had spent an amount of Rs. 93.65 lakhs on widening of these roads to improve the traffic flow. Some of the roads in the city, which were unpaved converted into tar roads, some were repaired due to bad condition and other were developed. The K.M.C. spent about Rs. 68.88 lakhs on these essential repairs to the existing road. Totally the corporation had spent a massive sum of Rs. 102.53 lakhs on road improvement programme.

The foregoing information regarding the roads will be useful for the understanding the nature of traffic.

TABLE NO. 3.4

THE DISCRIPTION OF ROADS AND THEIR WIDTH IN KOLHAPUR

Sr. No.	Name of the Road	Total width in feet.
1	2	3
1.	Bindu Chowk, Azad Chowk, Biroba Temple.	50
2.	Bhausingji Road	58
3.	Kapiltirth Market extension & Sakoli Cornor.	25
4.	Ambai Tank to Azad Chowk	50
5.	Ghati Gate to Gujarj	30
6.	Toraskar Chowk to Shivaji Bridge	50
7.	Ubha Maruti Chowk	40
8.	Bagal Chowk	50

1	2	3
9.	Belbag to Kosti Galli	30
10.	Sambhaji Bridge Approach Road	60
11.	Khari Cornor to Binkhambi Ganesh Mandir.	40
12.	Joshirao Ganapati to Mirajkar Tikati.	40
13.	Khardekar Wada to Gujar1	50

SOURCE : As Table No. 3.1

3.6 NATURE OF THE TRAFFIC FLOW

Almost every modern city is confronted with the problem of traffic control today. The channeling of traffic is becoming more and more difficult due to the rise in the urban population of the cities and the introduction and increasing use of heavy trucks, buses, automobiles, motor cycles, tempo, tractors etc. during the last two decades. Increased use of modern vehicles coupled with the increased needs of the shopping and other activities plays together a dominant role in heightening the problem. These days naturally old narrow historic roads are proving to be inadequate to accommodate the entire variety and load of the present day traffic.

The main flow of traffic in Kolhapur city is alongwith Shivaji Road from the Venus Cornor to Papa's

Cornor, Rajaram Road from Old Rajaram College (Science College) to Bagal Market, Shahu road from Shahu Statue to market yard. Bhausingji road from Nagarkhana to Zilla Parishad Office, Subhash road from Uma talkies to its junction with Shahu road, Mahadwar road, Tarabai road and Dasara etc. This is by no means an exhaustive list of busy roads in the city and there are many others.

It becomes quite clear at once that most of the above busy roads are concentrated in the old town area, not far away from the Ambai Temple. This can be explained on the ground that the main shopping zone of the city is located in the vicinity of Shivaji Putala (Chowk). Moreover, some offices are located in the old palace area and main terminus of Kolhapur Municipal Transport bus system at Shivaji Putala. Naturally, on these roads that concentration of traffic flow is found not only in peak hours but also several times in lean hours also. Students, officers, workers, businessmen, together with all types of vehicles are found on these roads. The co-existence of bullock carts and the automobiles on these main roads, abstracts the smooth flow of traffic several times. The long queues of people standing on the footpaths and large number of KMT buses entering to Shivaji Putala from all directions are troubles some

to pedestrian, as well as vehicular traffics. These condition of congestion reach to the high peak in the evening particularly due to KMT's buses are parked at Shivaji Putala, Bindu Chowk and along the road and in squares.

The flow of students, traffic-goers and the labourers from the distant suburbs to Shivaji Putala and back is an important element. The residents of distant residential colonies like Rajarampuri, Vidyanagar, Samratnagar, Ratnappa Kumbhar Nagar, Mahalaxmi-Nagar, Subhashnagar, Tarabai Park, Ruikar Colony, Sykes Extension, Salokhenagar etc. frequently visit the Shivaji Putala for shopping. All of these traffic flow located mainly on Shivaji Road.

Another feature of the traffic in the city is that of Sunday market. Sunday market gather on the Dasara Chowk road, which is not away from the Shivaji Chowk. The buyer and seller coming from the peripheral villages as well as local people gather on this road and the adjoining lanes. Sellers occupies their places in order to sale their vegetables, foodgrains, fruits etc. alongwith the sides of the road and lanes, leaving only a narrow passage at the centre, through which all types of traffic passes, peoples, animals, vehicles the flow of traffic is seriously affected.

Lastly, the Mahadwar road is also a shopping area of the city, the rush of the people is considerable along this road. But the medium pressure is experienced at the Mahadwar or main gate of Mahalaxmi Temple, where a junction is formed by Tarabai Road branches off towards Rankala lane.

TABLE NO. 3.5

NUMBER OF VEHICLES ON ROAD IN KOLHAPUR DISTRICT

Sr. No.	Type of Vehicle	1982-83	1983-84	1984-85
1.	Motor Cycles	7,872	7,845	9,608
2.	Scooters	13,046	14,362	15,317
3.	Moped	9,350	13,244	17,281
4.	Cars	5,489	5,654	5,325
5.	Taxi Cub	64	101	95
6.	Station Wagon	14	14	16
7.	Auto Rickshaw Public	2,521	2,935	3,210
8.	Auto Rickshaw Private	225	168	462
9.	Stage Carriages	512	546	586
10.	Contract Carriages	23	23	23
11.	Private Trucks	312	590	315
12.	Public Trucks	5,180	6,274	5,571
13.	Delivery Van - Private	75	75	123
	Public	482	564	775
14.	Ambulance	33	33	34
15.	School Buses	6	7	6
16.	Private Service Vehicles	5	5	5
17.	Trailers (Trollys)	3,754	4,107	4,451
18.	Tractors	3,994	4,300	4,523
19.	Other Vehicles	39	39	36
TOTAL		54,116	62,389	69,138

SOURCE : R.T.O. Office, Kolhapur.

From table no. 3.5 it can be seen that the total number of vehicles on road as in 1982-83 was 54,116 in the Kolhapur district. The number of public carriers trucks and lorries were 5,180 and private trucks and lorries were 312. There were 75 private carries, 64 taxies, which played the roads in Kolhapur district daily. 225 private and 2,521 public Auto-Rickshaw were also using the roads and adding to the traffic.

In 1983-84 the total number of vehicles were increased by 15.28 per cent, the total number increased from 54,116 to 62,289. Number of Tax Cub also increased from 62 to 101. There were 6,274 public trucks and 590 private trucks. As well as there were 2,935 public rickshaw and some what reduced number in private rickshaw, i.e. 168 as compared previous year.

In 1984-85 the total number of vehicles were increased by 10.96 per cent. The total number of vehicles increased from 62,389 to 69,138.

It was clear from above table, that Scooters, moped, rickshaw, motor cycles are increasing in figure and adding to the traffic.

3.7 FARE STRUCTURE OF K.M.T.

A discussion of economics of the bus operation would be in complete without reference to fares. The

fare structure of the municipal transport undertaking in the State of Maharashtra is determined by the Government. There has been, like other transport undertaking, radical changes in the fare system of K.M.T. during last 10 years of its working period. The rise in the fares occurred due to increase in operational expenditure (cost) of the undertaking.

The basis of the KMT fare structure from its establishment was such that 5 paise were charged per mile for an adult. This fare in initial period were based on the system of 'Flat Rate'. In 1966, on account of steep rise the cost of operations fares were revised and both the element of flat as well as 'Telescopic' rate system were incorporated in the fare structure. In view of this policy of fares, the journey of first two kilometers was charged at the rate of 5 paise per kms. While collecting the fare, KMT has imposed passenger tax at the rate of 5 percentage of fare paid by passenger.

After 6 years (1972) KMT modified its fare rates. According to these modification in the fare structure, the passenger journey of first 3 kilometers was charged at the rate of 6.5 paise per kilometer, and subsequent journey was charged at the low rate of 0.04 paise per kilometer and minimum fare for the journey was fixed at 15 paise.

In 1975 KMT has further increased its fare charges. As per modification the journey of an adult passenger of first 2 kilometer is charged at the rate of 7.5 paise per kilometer and subsequent journey was charged at slightly lower rate of 0.05 paise per kilometer. The minimum fare charge for the journey was fixed at 20 paise.

As per the Maharashtra State Government notification No. M.V.A. 0680/5 T.R.A.2, dated 5th January, 1981, the revised rates for charging passengers fares on public transport have been brought in to effect by the K.M.T. According to road transport authority rules, the stage-wise rates have been sanctioned with the effect from 22.1.1981. The table no. 3.6 shows the existing rates and revised rates and half ticket charges as well as passes charge. The revised rates that can be charged are minimum of 0.40 paise and maximum of Rs. 1.25 paise.

As per modification the journey of an adult passenger of more than 2 kilometers and less than 10 kilometers was charged at the rate of 7.5 paise per kilometer and above distance was charged by 0.05 paise per kilometer.

TABLE NO. 3.6FARE STRUCTURE OF K. M. T. EFFECTED FROM 22-1-1981STAGewise RATES ARE AS BELOW

Kilo- meters	Stage	Present Rates (Rs.)	Revised Rates (Rs.)	Half Ticket Rates (Rs.)	Rates of passes (Rs.)
1	2	0.25	0.40	0.20	12.00
2	3	0.25	0.40	0.20	12.00
3	4	0.30	0.50	0.30	15.00
4	5	0.35	0.55	0.30	16.50
5	6	0.40	0.65	0.40	19.50
6	7	0.45	0.70	0.40	21.00
7	8	0.50	0.80	0.40	24.00
8	9	0.55	0.85	0.50	25.50
9	10	0.60	0.95	0.50	28.50
10	11	0.65	1.00	0.50	30.00
11	12	0.70	1.05	0.55	31.50
12	13	0.75	1.10	0.55	33.00
13	14	0.80	1.15	0.65	34.50
14	15	0.85	1.20	0.65	36.00
15	16	0.90	1.25	0.65	37.50

Vide Maharashtra State Notification No. M.V.A. 0680
5 R.T.A. 2, dated 5-1-1981 the new rates raised for the
passengers has been brought into effect, according to
Regional Authority the revised rate has been sanctioned,
w.e.f. 22-1-1981.

3.8 PRESENT FARE STRUCTURE

As per Maharashtra State Government Notification No. M.V.A. 068/559 T.R.A.2, dated 14th August, 1984, the new rates revised for charging passengers fares on the public transport have been brought in to effect from 25.9.1984 by KMT. According to Road Transport Authority rule the stagewise rates have been sanctioned. The table no. 3.7 shows the present rates. The earlier fare revision increases the fare charges with in minimum span of 3 years. As per notification the journey of an adult passenger of first 2 kilometer is charged 0.25 paise per kilometer, more than 2 kilometer and less than 10 kilometer the an adult passenger is charged by 8.5 paise to 10 paise per kilometer. More than 10 kilometer or subsequent journey is charged at slightly lower 0.05 paise to 7.5 paise. The minimum fare charge for the journey is fixed at 0.50 paise.

In this fare revision the KMT has introduced Nutrition Tax of 0.50 paise on the passenger who's ticket fare is more than 0.70 paise. The fare structure is implimented by KMT from 1984, showed imbalance, in the sense, that, those passenger who travelled less distance has to pay more charge as compared to long distance travelled by passenger. For example, travelling charge of first kilometer by KMT was 00.95 paise and subsequent travelling of 20 kms. was charged 2.10 paise.

TABLE NO. 3.7FARE STRUCTURE OF KMT WITH EFFECT FROM 25.9.1984.STAGewise REVISED RATES

Stage	Revised full ticket charge (Rs.)	Half ticket charges (Rs.)	Concessional passes charge (Rs.)
1	0.50	0.20	15.25
2	0.70 to 0.05	0.30	21.25
3	0.90 -,-,-	0.50	27.25
4	1.10 -,-,-	0.50	33.25
5	1.30 -,-,-	0.70 to 0.05	37.25
6	1.45 -,-,-	0.70 -,-,-	43.75
7	1.60 -,-,-	0.90 -,-,-	48.75
8	1.75 -,-,-	0.90 -,-,-	52.75
9	1.90 -,-,-	1.10 -,-,-	57.25
10	2.05 -,-,-	1.10 -,-,-	61.75

- Notes :
- 1) Distance of each stage is 2 kilometer.
 - 2) Stage No. 1 to Stage No. 2 is one full stage.
 - 3) Stage No. 5 to Stage No. 13 is the eight full stage.
 - 4) T. Represent Nutrition Tax of KMC vide Maharashtra State Notification No. M.V.A. 0681/559-T.R.A.2, dated 14th August, 1984.

No doubt, the new fare system, which is implemented on 22.9.1984 by KMT was criticised by citizens and local organisations, they have registered their strong opposition and published pamphlet showing the in efficient working of K.M.T.

Justification was made by Kolhapur Municipal Transport Committee with the support to fare freight and published pamphlet in order to convey the citizen and other local organisations. The authority have brought in detail information regarding the rising prices of the various components of bus and strong supported that, there was no substitute for the KMT instead of fare revision for their smooth working. Due to sudden rise in prices of various items such as Diesel, Engine Oil, Tyre and Tube, Battery, Syllender Head, Crankshaft, Engine Assembly, Salary, Allowances and H.R.A. of employee. (See table no. 3.7).

The table no. 3.9 shows the names of the item and its percentage of price rise from 1981-1984.

The table no. 3.8 shows that there was rapid increase in routes due to cover sub-urban resident, which are settled in outside the city. The average length of the routes was in between 9.7 kilometers to 10,000 kilometers. The average length of routes showed, that there was no substantial increase during the period of study (1975-76 to 1984-85.)

TABLE NO. 3.8

PERFORMANCE OF PRICE INCREASED DURING 1981 TO 1984.

Sr. No.	Item	Percentage of Price increases
1.	Diesel per Kms.	25.3
2.	Engine Oil per Ltr.	15.8
3.	Tyre, Tube each size (900x20)	26.6
4.	Cylinder head each	56.6
5.	Battery each	16.9
6.	Crank shaft each	23.9
7.	Engine Assembly each	31.9
8.	Salary, Allowances, H.R.A. per employee.	68.0

-1-

SOURCE : As Table No. 3.1

TABLE NO. 3.9

GROWTH OF THE ROUTES DURING 1975-76 TO 1984-85

Sr. No.	Years	Main Routes	Sub Routes	No. of Total Routes	Total Route length in km.	Average Route length in Kms.
1.	1975-76	17	30	47	170.0	10.0
2.	1976-77	17	30	47	170.0	10.0
3.	1977-78	19	35	54	192.2	10.1
4.	1978-79	24	38	62	243.7	10.1
5.	1979-80	24	38	62	243.7	10.1
6.	1980-81	26	40	66	259.3	9.7
7.	1981-82	27	48	75	263.2	9.7
8.	1982-83	28	48	76	281.3	10.1
9.	1983-84	29	48	77	281.3	9.7
10.	1984-85	30	48	78	285.0	9.5

SOURCE : As Table No. 3.1

3.9 GROWTH OF ROUTES

In the year 1975-76 fleet of KMT were operating on 47 total routes including 17 main routes and 30 sub-routes daily, having aggregate length of 170.00 kilometers. The average length of route was 10.00 kilometer. In the subsequent year number of main routes and sub-routes have been increased. In 1984-85 the number of total routes was 78 including 30 main routes and 48 sub-routes. The aggregate length was 281.3 Kms. and the average length of route was 10 kilometers.

3.9-A BUS ROUTES IN OPERATION BY K.M.T.

At present there are 30 total routes and 48 sub-routes with total length of 285.0 Kms. on which 82 buses of K.M.T. are operating with in the city as well as covering the peripheral villages. There are at present 6 bus terminus, previously there were only 4 bus terminus, these bus terminus are (1) Bhawani Mandap, (2) Shivaji Putala, (3) Gangawes, (4) Shahu Maidan, (5) Maharana Pratap Chowk, (6) Sonya Maruti Chowk.

In the table no. 3.10 municipal transport's routes and terminus are given, which are in operation from 1979-80. It also shows the six terminus from which buses of Kolhapur Municipal Transport operate. The total respective route distances and the total distance of routes service carried out of municipal limit are also shown.

As per above mentioned table no. 3.10, there are 6 major terminus viz., Shivaji Putala, Bhawani Mandap, Gangawes, Maharana Pratap Chowk, Shahu Maidan, Sonya Maruti Chowk.

TABLE NO. 3.10

TERMINUS-WISE OPERATION OF ROUTES SINCE 1983

Sr. No.	Name of the Terminus	Description of Buses			Total Trips	Down Trips	Up Trips	Total Kms.	Dead Kms.
		SD	DD	RT					
1	2		3		4	5	6	7	8
1.	Shivaji Putala	16	2	-	18	195	198	3816.0	80.9
2.	Bhawani Mandap	15	1	1	17	304	300	3647.0	68.0
3.	Gangawes	11	2	-	13	189	190	2802.0	56.0
4.	Maharana Pratap Chowk	8	-	-	8	116	118	2154.8	32.2
5.	Shahu Maldan	6	-	1	8	91	91	1893.2	32.0

N.B. : SD = Single Decker
DD = Double Decker
RT = Road Train.

SOURCE : As Table No. 3.1

It also shown the buses discription such as single decker, double decker, road train, as well as up and down kilometers. In 1983, KMT has 71 buses on road comparising of 64 single decker, 5 double decker and 2 road train buses. Down trips are 1001 and up trips are 1003, total Kms. 15,721.5 total dead Kms. 2,971.1. From the table no. 3.10 if we can see that at Shivaji Putala and Bhawani Mandap there are maximum number of dead kilometers, because these terminus are located in C.B.D. (Central Business District) wards. The traffic position is congested due to less width of roads and high density of population. More than 200 peoples are living per 100 Sq. meters in this C.B.D. wards. In the third category, there is the Gangawes terminus, a busy area similar to Shivaji Road locality. We can at once draw the conclusion, that first two, viz. Shivaji Putala and Bhawani Mandap terminus are operating more buses having more demand for KMT service and heavy passenger.

3.9-B EXISTING TERMINUS AND DISTRIBUTION OF THE BUSES IN 1984-85

At present, the total number of buses on road are operating from the above 6th terminus. Following table no. 3.11 shows, bus terminus distribution of the buses, and dead kilomters of the each terminus.

TABLE NO. 3.11

EXISTING TERMINUS AND DISTRIBUTION OF THE BUSES
IN 1984-85

Sr. No.	Terminus	Description of Buses			Total	Dead Kms.
		SD	DD	RT		
1.	Shivaji Putala	15	3	-	18	151.00
2.	Bhawani Mandap	15	3	1	19	149.70
3.	Shahu Maidan	5	-	2	7	58.90
4.	Maharana Pratap Chowk	8	-	-	8	76.00
5.	Sonya Maruti Chowk	8	-	-	8	83.10
6.	Gangawes	9	4	-	13	104.70
TOTAL		60	10	3	73	523.40

TABLE NO. 3.12

ROUTES AND TERMINUS IN OPERATION SINCE 1979-80 SHOWING
THE PERIPHERIAL COVERAGE

Sr. No.	From Terminus	To Point	Total distance in Kms.	Total distance out of municipal limit in Kms.
1	2	3	4	5
1.	Gangawes	Kuditre	14.40	11.00
2.	-do-	Kerle	11.00	8.00
3.	-do-	Vadanage Padali	10.00	7.00

Contd...

1	2	3	4	5
4.	Gangawes	Nigave	10.02	7.02
5.	-do-	Shinganapur	7.00	4.00
6.	-do-	Bhahuwadi	12.00	11.00
7.	-do-	Lakshtirth Vasahat	5.00	3.00
8.	Rankala Chowpatty.	Vaibhav Housing Society, S.T. Stand, Uma Talkies and Nerli Tamgaon.	5.00	7.00
9.	Bhawani Mandap	K. Sugar Mills	7.02	1.02
10.	-do-	Vashi	10.02	4.02
11.	-do-	Mudshingi	9.02	4.02
12.	-do-	Katyayani	10.04	4.04
13.	-do-	Uchagaon	7.03	2.03
14.	-do-	Subhashnagar	4.00	-
15.	Maharana Pratap Chowk	Herle	13.09	6.09
16.	-do-	Shiroli (MIDC)	16.00	8.00
17.	-do-	Shiroli village	10.00	5.00
18.	-do-	Chinchawade	11.00	4.00
19.	-do-	Waliwade	11.04	5.00
20.	Gangawes	Porle	12.00	10.00
21.	-do-	Padali Kh.	11.00	3.04
22.	-do-	Jadhavwadi	14.05	13.05
23.	-do-	Khupite	9.00	6.00
24.	-do-	Wakare	9.00	6.00

Contd....

1	2	3	4	5
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FROM 1980-81

25.	Bhawani Mandap	Khandalgaon	7.06	2.08
26.	Gangawes	Hanumantwadi	2.00	6.00

FROM 1981-82

27.	Maharana Pratap Chowk	Shiye	14.00	5.00
28.	-do-	Nandgaon	9.00	5.00
29.	Gangawes	Koge	8.00	3.00

SOURCE : As Table No. 3.1

3.9-C EXISTING ROUTES WHERE THE BUS SERVICE INADEQUATE

Due to the shortage of the fleet the KMT is not in the position to provide more trips with in the city as well as out side the city. Even though certain locality put their demand, for more frequency of buses the authority is not able to fulfil their demand. In case of the outside the city, in the morning and evening buses are provided by K.M.T.

At present K.M.T. has ready with the 'World Bank' loan proposal, showing the inadequacy of their services

provided in the city as well as out side the city or peripheral area. The following point shows the services which is render by KMT are unsatisfactory, there are -

I) IN THE CITY

1. Ratnappa Kumbharnagar.
2. Gangawes to Kasaba Bawada.
3. Ambai Naka.
4. Lakshatirth.
5. Aptenagar.
6. Ramanandnagar.
7. Hanumannagar.
8. Kalamba Jail.
9. Mukta Sainik Vasahat.
10. Gora Kumbhar Vasahat.

II) OUTSIDE THE CITY

1. Porle.
2. Morewadi
3. Kuditre.
4. Koge.
5. Shinganapur.
6. Shindewadi.
7. Shiye.
8. Nerli Tamgaon.
9. Shirolī (MIDC)
10. Gokul Shirgaon.

11. Kandalgaon.
12. Kaneri Math.
13. Pirachiwadi *

3.10 WORKSHOP AND BUS STANDS/TERMINUS BUS SHEDS

At present the undertaking has only one depot-cum-workshop, which covers a little area about 1.5 acre. Administrative Office and various departments of workshop are situated in same premises.

One more depot with well equiped is most essential for the KMT, last year Government of Maharashtra awarded 5.7 hectors land for constructing well facilited new depot near the Buddha Garden.

The Kolhapur Municipal Transport undertaking has at present 6 bus stops, the number was increased by 2 from last two years. Before 1982, city bus services were operated through 4 bus stands or terminus, in 1982 KMT added new 2 bus stands viz. Maharana Pratap Chowk and Sonya Maruti Chowk.

Due to increasing number of bus stops, leds to rise in number of bus sheds. The KMT has at present 102 sheds. The number of sheds were increased from 49 in 1972 to 102 in 1984-85. Out of the total sheds 18 are 'A' type sheds,

* Report of the K.M.T. for 'World Bank' loan proposal in 1985.

66 are 'B' type sheds and remaining are special sheds, as requirement of location. The following list of the sheds are not in good condition, as well as they are small in size. Therefore, they must be renovated in earlier time.

1. Rajarampuri 6th Lane.
2. Rajarampuri 11th Lane.
3. Shivaji University.
4. S. T. Stand.
5. Kawala Naka.
6. Railway Station.
7. Sakoli Cornor.
8. Mahaveer College.
9. Line Bazar.
10. Chavan Hotel.
11. Shahu Maidan.
12. Sonya Maruti Chowk.
13. Maharana Pratap Chowk.
14. Gangawes.

There are the 'A' type sheds. Further considering the rapid growth of Kolhapur city and consequent expansion of the undertaking it has been become necessary to have a property constructed functionally suitable bus terminus at the convenient places in the city. So as to provide the minimum expected amenities to bus commuters.

For the expansion of any activities additional finance is a pre-requisite. But as discussed earlier and as will be evident from the financial position, all indication shows that Kolhapur Municipal Transport undertaking will not be in position to provide for agumentation and replacement of buses, suitable bus stands as well as renovation of bus sheds and various expansion programmes, unless they resort to heavy capital borrowing. For such services returns are difficult to justify and therefore, under the present loan policy both National and International, unless the recovery is guaranted and secure the lend will be possible.

3.11 ORGANISATIONAL STRUCTURE (STAFFING PATTERN OF KMT)

The head of the Municipal undertaking is susually Chairman of the Transport Committee, next one is Transport Commissioner or Transport Manager. It can be seen that KMT has interlinked three separate departments i.e. General Administration, Traffic Section, Workshop Section. Main responsibility of smooth working of bus transport held on Transport Commissioner, below him we find that the Additional Transport Manager, a Triffic Manager and the Traffic Superientendent. At present there are 1,242 servants. Out of them 802 are in general, administration office, 85 supervisors are in traffic section, 222 drivers and 233 conductors and 180 are in workshop.

The number of permanent staff was 200 in 1962-63, this figure was reached to 517 in 1972. After one decade as increase in number of fleet, the number of permanent staff increased and reached to 733. In 1984-85, total number of permanent staff was 802.

The present establishment structure is given in the accompanying diagrams, it also represent the departmental set-up.

3.12 BUS STAFF RATIO

From 1981-82 to 1984-85 the bus staff ratio was 9. Previously it was 10.21 in 1977-78 and slightly decreased in 1979-80. This bus staff ratio was determined through the bargaining with workers union. This ratio used for recruiting permanent staff in K.M.T.

KOLHAPUR MUNICIPAL TRANSPORT UNDERTAKINGORGANISATION CHART

Chairman, Transport Committee.

Transport Commissioner

Transport Manager

Additional Transport Manager (1)

Traffic Manager (1)

Traffic Superintendent (1)

A	B
TRAFFIC OPERATIONS DEPARTMENT	GENERAL OFFICE
Traffic Inspector (3) Asstt. Transport Inspector (16) Head Driver (1) Controller (24) Time Keeper (8) Drivers (222) Conductors (333)	Establishment Account Sr. Clerk (1) Jr. Clerk (24) Typewriter (1) Peon (5)

Total No. of Posts : 540.

TOTALS

1. General Administrative Office	: 82
2. Workshop	: 180
3. Total Permanent Staff	: 802
4. Seasonal Staff	: 440

TABLE NO. 3.13

KOLHAPUR MUNICIPAL TRANSPORT UNDERTAKING

ORGANISATION CHART

Chairman, Transport Committee
 COMMISSIONER / TRANSPORT MANAGER
 ADDITIONAL TRANSPORT MANAGER
 WORKS MANAGER / TECHNICAL DEPT.

Maint. Engineer (2) Asstt. Superintendent (1)
 Senior Foreman (1) Senior Clerk (1)
 Ele. Supervisor (1) Clerk (3)
 Foreman (3) Typewriter (4)
 Peon (2)

Head Artician	Artician 'A'	Artician 'B'	Artician 'C'
Head fitter	Mechanic	Pitter	Asstt. Tyre Fitter
Head Mech.	Body Builder ...	Welder	Strater
Head Painter	Turner	Body Builder ..	Asstt. Aposter.....
Head Body Builder. (1)	Aposter	Asstt. Elect..	Tin Smith
Head Turner	Black Smith	Fireman ..	Body Repairer
Head Welder	Elect.	Tyre fitter ..	Asstt. Repairer....
Head Blacksmith.....	Welder	Asstt. Aposter.	Asstt. Welder
Head Veh. Exam.....	Veh. Exam.	Black Smith ..	Asstt. Blacksmith..
Head Tyre Fitter....	Painter	Body repairer .	Helpers
		Arm.Rewinder .	Cleaners
		Battery Reconditi oner..	
		(1)	TOTAL 180

KOLHAPUR MUNICIPAL TRANSPORT UNDERTAKING

ORGANIZATION CHART

ADMINISTRATION

CHAIRMAN, TRANSPORT COMMITTEE
COMMISSIONER / TRANSPORT MANAGER
ADDITIONAL TRANSPORT MANAGER

Office Supdt. (1)	Accountant (1)	Auditor	Store Supdt. (1)	Labour Officer (1)	P. C. (1)	Chief Security Officer... (1)
1	2	3	4	5	6	7
Asstt. Supdt. (1)	Asstt. Supdt. (2)	Asstt. Supdt. (1)	Asstt. Supdt. (1)	Sr. Clerk (1)	Asstt. Supdt. (1)	S.O. (1)
Sr. Record Clerk. (1)	Sr. Clerk. (3)	Sr. Clerk. (1)	Sr. Clerk. (1)		Sr. Clerk (1)	Gate-keeper. (2)
Sr. Typist (1)	Clerk (26)	Clerk (1)	Sr. Petrol Attendant. (1)		Clerk (3)	Watchman. (7)
Clerk (3)	Peon (3)		Clerk (6)		Peon (1)	
Steno (1)			Petrol Attendant. (2)			
Maik (1)			Peon (2)			
Peon (4)			Coolie.... (2)			

Statistical Incharge (1) : Junior Engineer (1)	9
	8

Clerk.....	(2)	Mistry	(1)
		Coolie	(2)
		Sweepers.....	(3)

TOTAL : 82

At present bus staff ratio is given below :

I.	<u>SINGLE DECKER RATIO</u>	:	8
	<u>SPLIT-UP AS</u>		
	1) Office (GAO)	:	1
	2) Workshop	:	2
	3) Traffic	:	5
	Total		8
II.	<u>DOUBLE DECKER (DD) RATIO</u>	:	10
	<u>SPLIT-UP AS</u>		
	1. Office (GAO)	:	1
	2. Workshop	:	3
	3. Traffic	:	6
	Total	:	10
III.	<u>ROAD TRAIN RATIO</u>	:	9
	<u>SPLIT-UP AS</u>		
	1. Office (GAO)	:	1
	2. Workshop	:	3
	3. Traffic	:	5
	Total	:	9

The K.M.T. is strictly maintaining this bus staff ratio, when they are employing permanent staff for smooth working of transport undertaking.

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3.13 WORKERS UNION/TRADE UNION IN KMT

Employees of the Kolhapur Municipal Transport undertaking established. 'Municipal Transport Works Union' in 1962. In 1972, this union got recognition from the State Government as well as KMT, undertaking. There is another local workers union namely 'K.M.T. and Corporation Workers Union', established 1972, but it is not recognised by Government of Maharashtra and KMT undertaking. At present the membership of Municipal Transport Works Union is 675, another union is 550 members, last year, Municipal Transport Works Union defeated by KMT and Corporation Workers Union in election of the employees Co-operative Credit Society. From the beginning Municipal Transport Works Union was stronger one, but since last 10 years it has lost it's strongness.

The employees of K.M.T. have established one Co-operative Society in 1962. In 1984-85 this co-operative society has published 23rd annual report, that shows it has well progressed. The total number of membership was 670 and authorised capital was Rs. 15 lakhs. and subscribed capital Rs. 8.6 lakhs. The society has given the Rs. 26 lakhs as a loan to its members. Most important that it has distributed dividend by 10 percent to it's members.

3.14 WELFARE SCHEME FOR EMPLOYEES

Under the State Government of Maharashtra Insurance Scheme Act, 1948. K.M.T. provides medical facilities to an employee and their family members. It's yearly expenditure is Rs. 34,000/-. Contributory Provident Fund of which, Scheme is applicable to all permanent staff members. 8.33 percent contribution is from the undertaking, which is calculated upon salary and D. A. paid to respective staff per month. The total expenditure on these accounts per year is near about Rs. 150 lakhs. The employees of KMT gets D.A., H.R.A. and other allowances as per rule of the Maharashtra State Government.

3.15 FUNDS UTILISATION

In order to meet necessity of transport, the KMT has started to invest more and more funds in the business. The KMT in the initial stage took the urban transport functions in the hand by employing capital to the extent of 13.88 lakhs. The employed capital was increased as per needs during the last two decades. In 1975-76, employed capital was 0.33 crores and it was increased to 1.35 crores in 1984-85.

3.16 OVER-ALL PERFORMANCE OF THE KMT

It is very admirable thing to KMT and it is receipt of better service rendered by KMT during last 24 years.

1986 is the Silver Jubilee year of K.M.T. During that period KMT has facilitated good services to students, industrial labour, workers, travellers, within the city as well as the outside the city.

Table No. 3.15-A shows a brief view of its growth and present working from its establishment. Number of passengers transported per day was increased from 20,000 in 1962 to 82,000 in 1985-86. The total fleet was increase in fleets, routes and bus terminus, bus sheds also increase, initially there was only two bus sheds, this number was increased and reached to 102 in 1985-86. A similar things was happened in case of bus terminus, in 1962 there was only one bus terminus i.e. Bhawani Mandap. In 1985-86 there was 6 bus terminus per day operated kilometers showed upward trend, initially total fleet was operating per day 3,000 kms. it was increased upto 16,732 kms. in 1985-86.

TABLE NO. 3.15-A

PERFORMANCE OF THE K.M.T. DURING LAST 20 YEARS

Sr. No.	Particulars	YEARS			
		1962	1972	1982	1986
1.	Fleet	20	57	82	82
2.	Per day passenger transported.	20000	58000	80000	82000
3.	Per day operated Kilometer	3000	7126.3	15671.1	16732.1
4.	Permanent Servants	200	517	733	802
5.	Bus stops (Sheds)	2	49	84	102
6.	Bus Terminus	1	4	6	6

SOURCE : As Table No. 3.1

TABLE NO. 3.15-D

PERFORMANCE OF THE UNDERTAKING IN RESPECT OF IMPORTANT PARAMETERS (1982-83 to 1984-85)

Sr. No.	Parameters	1982-83	1983-84	1984-85	Quarter ending June, 85	Quarter ending September, 85
1.	Avg. No. of Vehicle held	81	81	82	82	82
2.	E.P.K. Kms. (Lakhs)	52.58	53.98	55.74	14.42	14.55
3.	Total Staff	733	742	802	802	802
4.	Break down per 10,000 kms.	15.30	14.77	10.28	7.56	8.77
5.	Accident per lakh kms.	0.50	0.98	2.22	2.1	1.3
6.	Kms. per litre Diesel (KWPD)	3.80	3.72	3.83	3.92	3.87
7.	% fleet utilisation	85.2	86.4	89.2	87.8	87.8
8.	Vehicle utilisation (on Road Kms.)	208.2	210.6	212.1	222.3	224.7
9.	Vehicle productivity	177.8	182.0	186.2	195.2	197.3
10.	Total Revenue (Paise/Kms.)	393.20	409.20	450.48	494.36	478.86
11.	Total cost (Paise/Kms.)	397.20	452.70	506.67	482.55	502.03
12.	Profit/Loss (Paise/Kms.)	- 4.0	- 43.50	- 55.19	+ 11.81	- 23.17

SOURCE : As per table no. 3.1

Table No. 3.15-B shows the performance of the important parameters. Earning per kilometers showed increased trends. In 1982-83 earning per kilometer were Rs. 52.58 lakhs. They reached the level of lakhs in 1984-85. Ratio of the break-down per 10,000 kilometers shows increased efficiency of workshop because, break-down of buses was reduced from 15.30 in 1982-83 to 8.77 by ending September, 1985, but proportionately accident ratio increased. In 1982-83, the ratio of accident per lakh kilometer was 0.50 and it rose upto 2.22 in 1984-85. Latter on it was reduced consumption of diesel per litre showed increased operated kilometers from 3.80 in 1982-83 to 3.87 in quarter ending September, 1985. Percentage of fleet utilization and vehicle utilization, these parameters showed increased efficiency. Lastly, fare revisions showed increased total revenue from 393.20 paise per kilometers in 1982-83 to 478.86 paise in quarter ending September, 1985. Owing to increase in the total revenue total cost also increased from 397.20 paise per kilometers in 1982-83 to 502.03 in quarter ending September, 1985. It resulted in deficit which went of rising except in quarter ending September, 1985 when 11.81 paise profit per kilometers was obtained.