

CHAPTER - 5CONCLUSIONS AND RECOMMENDATIONSCONCLUSIONS

The Kolhapur Municipal Council acquired city bus services from the Maharashtra State Road Transport Corporation with the effect from April, 1962 and since then K.M.T. is operating stage carriage services in the city and in some extended area to some adjoining, villages outside the municipal limit. After conversion of municipal council in to municipal corporation with the effect from 1972, the municipal transport become the undertaking of the Kolhapur Municipal Corporation.

During the period of study (1975-76 to 1984-85) taking in to consideration the over all development of K.M.T., in respect of fleet, routes fleet utilization, scale of operations, fare structure and its revisions, existing operations transported passengers and operated kilometers, the prices of accesseries as well as financial position and income and expenditure sources, following are the main conclusions.

Increase in population leads to increase in city traffic. During the period of study, population increased by one Lakh persons.

Net increase in population, expansion of industrial activities, dispersal of small-scale industries and expansion of educational centres were responsible for increased demand of the city dwellers for more city transport. Increase urban development leads to increase in demand for urban transport development into near by villages. This is because, the villages around a city supply increased consumer goods. Vegetables, milk etc. to urban areas and earn their source of livelihood. This type of urban rural relationship necessitates the linkage of the periphery with the urban centre with the appropriate transport facilities.

Due to increased demand for bus services K.M.T. had strengthened its fleet and has tried to meet growing demand. In 1975-76 K.M.T. had a fleet of 57 out of which 47 buses were on road. In 1984-85 the fleet strength increased upto 82 out of which 72 buses were on road.

Due to increase in the fleet strength the number of passenger transported also increased. In 1975-76, the number of passengers transported was 231.90 lakhs, this figure rose to 312.23 in 1984-85. However, percentage of transported population to total population did not

show increasing tendency. It has remained in between 19.52 to 22.84. Due to increase in fare rates, the poor persons use bicycles or walk down the distance between homes and work places.

The increase in the fleet has led to rise in total routes including main and sub-routes. In 1975-76, the number of routes was 47 which consisted of 17 main routes and 30 sub-routes, having aggregate length of 170.00 kilometers. In 1984-85, the number of fleet increased to 78, which consisted of 30 main and 48 sub-routes, having aggregate length of 281.3 kilometers. The average route length remained 10.00 Kms. during this period. A rapid increase in routes reflects (a) increasing coverage of suburban and periphery area by KMT and (b) introduction of new routes within city.

In order to meet increasing demand for bus transportation KMT tried to maximise fleet utilization and to keep more and more buses on the road. Between 1975-76 to 1984-85, percentage of fleet utilization increased from 82.00 percent to 87.80 percent. We find that percentage of fleet utilization of KMT was better from 1975-76 to 1984-85. If we compare this fleet utilization of KMT with other municipal transport undertakings we found that KMT's performance is better for example Solapur

Municipal Transport undertaking had a fleet utilization of 47 percent and Pimpri-Chinchwad Municipal Transport undertaking has fleet utilization of 81.2 percent in 1983-84.¹ Increase in fleet and maintenance of better fleet utilization results in increased number of per day operated kilometers by KMT. The number of per day operated kilometers increased from 7,126.3 in 1972 to 16,732.1 kilometers in 1986 by KMT. Similarly passenger transported per day also shows increase. The number of passenger transported per day increased from 58,000 in 1972 to 82,000 in 1986.

It is very obvious, that intermediate public transport increased in figure and adding to the traffic, scooters, mopeds, motor cycles, and rickshaws showing the fast increase because, some of the city dwellers resettled outside the city where the house rents are low. They purchase above mentioned vehicles for their convenience to reach the work-sites and for day to day marketing purpose.

K.M.T. gets its income by the way of passengers fare, lauggage, passes fare, causal contracts etc. The total income by these sources increased during the period under study. In 1975-76 KMT had Rs. 72.864 lakhs as a

total income, it rose upto Rs. 217.602 lakhs in 1983-84.

The main constituent of the total income of KMT is passenger fare, which formed from 92 to 95 percent of the total income during 1975-76 to 1983-84. So passenger fare is the dominant factor determining the total income of the K.M.T. Expenditure pattern of the K.M.T. shows that, K.M.T. has to incur expenses on following constituents, such as expenditure on personnel, maintenance and repair, government taxes, depreciation, repayment of loans and interest . The total expenditure also show increasing tendency. In 1975-76 the total expenditure of K.M.T. was Rs. 76.708 lakhs and it is the outgoing flow of K.M.T. The percentage of expenditure on personnel, maintenance and repair consisted 65 to 70 percent to total expenditure. We find that as increase in total income ascribed by an increase in total expenditure. Moreover, K.M.T. is facing the problem of deficit and offently K.M.T. incur a loss. To over come this problem, the K.M.T. is always in need of funds for the investment. Due to the deficit KMT borrowed funds of Rs. 1.21 crores from the various banks viz. Bank of India, The Kolhapur Urban Co-operative Bank, Shree Mahaveer Urban Co-operative Bank, Maratha Co-operative and Canara Bank from time-to-time.

To meet the rise in the cost of operations KMT has made thrice fare revisions within limited span of 10 years. Firstly, KMT has revised fares in 1975, secondly, in 1981 and also in 1984, because KMT is not able to equate its total expenditure to total income. The reason is that due to the sudden rise in the prices of various items (spare-parts) such as engine oil, tyre and tube, battery, cylinder head, crank shaft and engine assembly as well as salary allowances and H.R.A. of employees. To meet increasing expenditure, there was not substitute for KMT instead of fare revisions.

Generally, traffic congestion take place in central business district in the peak hours. Shivaji Putala to Zilla Parishad, Bindu Chowk to Laxmipuri and Mahadwar road these are the very busy streets, so smooth working of traffic flow always disturbed, often stoppage and changing the gears definitely increase operational cost of undertaking.

Municipal Corporation has tried widen narrow roads. It has spent massive us of Rs. 102.53 lakhs on road improvement programme. But we find that many roads have no footpaths. Those roads which have footpaths occupied by Sundry traders, auction sale hawkers. Due to this hindrance pedestrian are compelled to walk on roads which disturb

smooth working of traffic flow. Accident percentage per 1,00,000 kilometers shows increasing tendency. In 1983-84 per lakh kilometers accident percentage was 0.50 , it rose to 2.1 in 1985-86.

Number of bus terminus and sheds has increased. At the initial stage KMT had only one bus terminus and 2 bus stop (sheds). In 1975-76 the KMT operated the city bus services through 4 terminus and near about 50 bus stops (sheds). At present KMT has 6 terminus and 102 bus stops. We find that bus terminus and stops though they increased in quantity but they are not maintained properly.

The whole working of K.M.T. is conducted by 1,242 staff (workers) out of which 802 are present permanent staff. Whenever, recruiting the permanent staff by KMT bus-staff ratio has been strictly maintained by the employee's union.

There are two workers unions municipal transport works union is recognised one, other union is local, KMT and Municipal Corporation Workers Union yet to get recognised by KMT and government. Since, the last 5 years the Municipal Transport Works Union is loosing its hold. Thus the KMT is having some inter-union rivalry problems which has created divisions among the workers.

K.M.T. has dire need of well equiped workshop depot, present workshop depot does not help in increasing efficiency of workers and productivity of vehicles.

K.M.T. is always in deficit eventhough earning of per kilometer is increasing. The earning per kilometers never exceeds expenditure per kilomters. The exception is that of year 1976-77, in that year total income exceeded total expenditure, results in profitable position. But subsequently the KMT which has incurred heavy losses, caused increasing value of deficit from year to year.

R E C O M M E N D A T I O N S

Kolhapur city is experiencing increased traffic flow since last 30 years. The growth of traffic is of a mixed nature and this has been using the old inadequate street pattern, because lane development has not taken place adequately. With the growth of population the increase number of persons dependent upon public transport in take place. To cope with rising demand of public the KMT has steadily expanded its activities during the last 30 years. However, there are few problems and non-satisfactory working. In order to remove this following suggestions may be made.

1. Kolhapur Municipal Transport undertaking is possessing one depot workshop covering an area of 1.5 acre consisting general office and workshop. Kolhapur Municipal Corporation also use this depot to part their vehicles viz. tractors, tankers, trolly, sanitary vans. Due to the limited area, whole fleet of K.MT is parked at various terminus in the city at the high time, majority at Bhawani Mandap and Shivaji Putala, Gangawes. In such a situation K.M.T. is not in a position to keep its fleet in safe secure place. So a well equiped depot is essential as well as planned building of General Office and



big area for parking purpose at the highest time.

Recently, KMT has purchase 6.5 hectors land near Buddh Garden in order to construct a well equiped depot, but yet implementation of this has not taken place. This should be done immediately.

2. Total strength of fleet is inadequate as compared to the city population. Due to the less number of fleet, frequency can not maintained and waiting period is also increased. At present waiting period is 45 to 60 minutes. This will creat an opportunity for rickshaws etc. to get more passengers. In case of KMT the waiting period is not more than 20 to 30 minutes. To solve this problem KMT has sent 'World Bank' loan proposal to purchase new vehicles in order to increase the fleet strength. If fleet increases frequency will maintain and it will also help to reduce waiting period. It is necessary that the KMT proposal gets through as early as possible.

3. There is congestion in the central part of the city viz. Bhausingji Road, Shivaji Putala, Zilla Parishad, these are the central business districts. This congestion hampers the smooth working of the traffic and this leads more use of gears, breaks and wear and tear of tyres and leads to increase in the operational cost of the under-taking. Therefore, there is an urgent need of reducing

the congestion through the traffic control, by the way of restriction on the movement of vehicles, shifting the heavy transport from the heart of the city to other suitable location. Giving priority to public transport and restriction on other vehicles and relocation of the whole-sale traders in congested area and also creation of a sufficient parking area for private vehicles.

4. K.M.T. is not having any other supplementary profit making activities through which they can absorb the losses on the present transport cost. They are not also getting any external finance or subsidy from the state government or ever from the present body i.e. municipal corporation. In the critical situation KMC has helped and transferred little amount on refund basis. The main source of finance of KMT is the net sale of ticket. Moreover, this source is restricted by State Government. Fares are fixed by the State Government, so KMT has to rely on the ticket sale for increased revenue to meet the expenditure. In view of this it is necessary that the undertaking should get some direct financial assistance to minimise their losses.

5. K.M.T. has introduced the Employees State Insurance Act, 1948, it is applicable to only workshop staff, and not for the staff of general administrative and traffic

control sections. While in case of the P.M.T. it is applicable to all staff of undertaking. This E.S.I. Scheme has hit the transport undertaking in two ways :

- A) Absenteeism of the workers has increased,
- B) Considerable extra expenditure has to be incurred by the undertaking by the way of employees contribution in government.

Due to the absenteeism of the workers on the large scale, the day to day work of the undertaking has suffered seriously.

So to maintain smooth working and to increase the efficiency of employee as well as undertaking KMT must to all staff or all staff must exempted from this benefit.

6. K.M.T. undertaking is not independent corporation. They have no spare capital of their own. Further KMT is not entitled to I.D.B.I. refinance facilities, nor getting finance (loan) from L.I.C., S.F.C's etc. Hence KMT has to raise capital from the banks with the higher rate of interest from time to time for purchasing new buses and other capital works. For the repayment the KMT has to make provision of loan instalment and interest in all annual budget. Repayment of capital loan and its interest creates heavy burden on current revenue. In this circumstances it will be useful if the state or central government

gives grants on soft long-term loans to the K.M.T.

7. If is an experience that it becomes very difficult to get vacant land in the city for bus stand or bus depot. If such land is available the prices are very high and it is beyond the paying capacity of transport undertaking. It will be helpful if state government makes available government land for bus depot, bus stand offices, employees quarters with nominal price and priority basis considering public utility service.

8. Kolhapur Municipal Transport undertaking is getting an annual fixed amount as a subsidy of Rs. 10,000/- only since 1974. After that revision of fares taken place thrice. However, this subsidy amount has remained same. In 1980, KMT and Police authority jointly took survey of the Policeman travelling free by KMT's buses. Survey concluded that every day 550 Police travel free, considering minimum distance and minimum charges 40 paise per Police the amount goes upto Rs. 80,000/- as subsidy. KMT has requested to government to increase the subsidy amount from Rs. 10,000 to Rs. 80,000. If government increases subsidy, the KMT finances will slightly improve.

9. The citizens of peripheral villages depend upon the city for employment education, medical aid, marketings

entertainment etc. They regularly visit the city. State Transport buses though covering some connected routes are primarily meant for long distance passengers and there buses do not have sufficient accommodation and frequency to pick up passengers from such peripheral villages. The villagers are often required to wait for hours for getting state transport buses. Extension of city bus services to such nearby villages, however needs 'No objection Certificate' from MSRTC.

However, it has been observed that generally MSRTC is reluctant to give such certificate. Therefore, we recommend that KMT should try to develop proper relationship with MSRTC and MSRTC - KMT Co-ordination is essential.

We also recommend that the state government should grant permission to KMT to extend its bus operation up to a radius of 20 to 24 kilometers outside the Municipal limits without the need of obtain 'No Objection Certificate' by M.S.R.T.C.

10. In order to get passenger load it is essential that KMT must think about 'Ring-route' bus services. It is an experience of other transport undertakings that ring-route bus service collection is much better than up and down

trips operated from terminus to point and vice-versa, because in a slack hours and at the night time down trips can not get passenger load.

11. At present, there are six terminus, which are in operation since 1981-82, they are merely an open places neither they have sufficient land to use nor a sufficient shed for the commuters. They have not made any provision for commuters such as drinking water lavatory etc.
12. Introduction of 'non-stop' buses during peak hours.
13. Introduction of 'Standee' buses, where there is more space for standing rather than sitting.
14. Increase in display of advertisement boards on the back side and top side of the bus and also behind ticket of the bus.
15. Rescheduling of certain time tables where there is a possibility of buses plying one after another on same route. For example, on the Bhawani Mandap - Rajarampuri - Samratnagar - University Colony Route - buses run one after another within short time of 5 minutes. This can be avoided and buses can be so scheduled that there is time lag of 15 to 20 minutes.
16. To overcome the problem of shortage of coins the KMT can introduce its own coupons system.

17. To create efficiency of the workers, incentives in the form of awards, medals, cash prizes can be distributed.
18. For the bus drivers and conductors development of resting places subsidised canteen and lunch facilities can be introduced.
19. To maintain proper relationship with the commuters and to reduce their complaints properly. The KMT can introduce public relation offices at different related words of the city.
20. Introduction of Kolhapur Darshan bus services can also be undertaken.