

Chapter - II

**PROFILE OF KOLHAPUR
MUNICIPAL TRANSPORT**

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2.1 Introduction :-

Kolhapur Municipal Corporation formed an ad-hoc committee in 1960 under the chairmanship of Shri. Shripatrao Bondre then president of municipality to present its case to the government. The committee got success in its efforts and government issued order to start-up city Bus operation to Kolhapur Municipal Corporation with the effect from 1st April 1962. The municipality there upon formed Kolhapur Municipal Transport Undertaking (KMTU) to take over the city bus operation from MSRTC. and thus Kolhapur municipality became first municipality in southern Maharashtra in providing passenger transport service through the municipal transport undertaking.

In the initial stage KMT started its passenger transport service with the help of 20 buses, but population of Kolhapur city and its suburban areas was growing at very high speed and as a result popularity of passenger transport service was growing. The growing demand can be judged from the fact that number of average daily passengers traveled by KMT was 0.27 in 1962-63 and this increased to 1.05 in 2003-04. It indicates that demand for passenger transport is slowly and steadily increasing due to the

population growth in the city and its suburban area and expansion of industrial area and educational facilities.

2.2 Administration of KMT :-

2.2.1 Transport Committee :-

According to provision of Bombay provincial Act 1949 a municipality for its transport undertaking should form a transport committee of 13 elected municipal corporation members out of which one member from municipal standing committee. The chairman of transport committee is elected every year. Six members of committee retire every year. However maximum period of transport committee membership is four years. The meetings of committee are held after every 15 days throughout the year for making the policies and taking decisions about different aspects of transport operation. Generally following aspects are covered by transport committee.

- To prepare fare structure of city Bus according to government norms.
- To consider and sanction tender for purchase above Rs. 3000.
- To update the working procedure, select and appoint required staff and workers.
- To start new bus route as per requirement or on public demand.
- To consider punishment of staff and handling workers grievances.

- To adjust required fund from outside sources for smooth working of transport service.

For effective working of the above function transport committee assisted by additional transport manager and various departmental heads, who implement the policies which are formulated by transport committee.

2.2.2 Transport Manager :-

According to sec. 40 of Bombay provincial Act 1949 commissioner of municipal corporation is appointed as a transport manager of its transport undertaking. He is responsible for transport policies and overall administration of KMT. He is assisted by the additional transport manager.

2.2.3 Additional Transport Manager:-

Sec. 346 of Bombay provincial Act 1949 the post of additional transport manager is filled. This is very important and responsible post in KMT. Who conforms the day to day administration and operation of KMT for that he is assisted by various departmental heads.

Additional transport manager deals with the following functions.

- To implement policies with the assistance of various departmental heads.
- To consider and sanction purchase below Rs. 3000.
- To give proper guidance to the departmental heads for smooth working of undertaking.

- To be responsible for day to day administration and maintain proper co-ordination among all departments of KMT.

2.3 Organisational structure of KMT :-

Success of any organisation depends upon the proper co-ordination among the various departments. KMT has very wide area of operation. it not only functions in Kolhapur city but also covers all sub urban areas and rural areas, a radius of 20 to 25 Km. Effectiveness of its operations and services depend upon the various functional areas like general administration, traffic department, workshop etc. In April 2004 a total of 813 employees were working in the three departments at different levels.

Presently KMT's organisational set up is divided into three main departments namely General Administration Department, Traffic Department and Workshop.

2.3.1 General Administration :-

This department is headed by administrative officer and assisted by various officers and section superintendent e.g. internal auditor, labour officer, store purchase officer, superintendent issue cash, statistical incharge, account officer. In the year 2004 total sanctioned staff were 81 but actual on work staff were 68.

2.3.2 Works Department :-

For effective and smooth working of KMT operation works department plays a vital role. The department has its well equipped

maintenance workshop with qualified and skilled work force who is working over day and night shift for maintaining the buses to get better returns and avoiding air and noise pollution. It is located near Buddha garden in the area of 11 acres of land and its capacity of maintaining 150 buses.

Works department 164 employees working in three shifts of 8 hours each. Generally following types of work is carried out in central work shop.

- Engineering works with overhauling.
- Body works Docking.
- Cushion works etc.

2.3.3 Traffic Department :-

The chief traffic officer is responsible for working of this department. He gets assistance from, traffic officer, public relation officer, traffic inspector, assistance traffic inspector, driver conductor etc. A total 581 employees are in this department working with convenient shifts for about 20 hours a day. Generally traffic department is related with work of

- route survey
- preparing time-table
- safety accident prevention
- preventing revenue leakage
- arranging bus service according to public demand like yatra special.

2.4 Services Rendered by KMT :-

The KMT offers following city bus services to the Kolhapur and its suburban people.

2.4.1 Intra-City Service :-

People from common strata like students, factory workers, housewives, traders etc. badly need KMT bus services. and KMT satisfies their need in time within the city and out side the city area also.

2.4.2 Rural Service :-

KMT also provides service to the rural passenger around the Kolhapur City within the radius of 20Km. from all side.

2.4.3 Free of Cost and Concessional Travel Service :-

KMT provides following free and concessional travel services-

- Free of cost services to the freedom fighters, physically disabled persons, and reporters.
- Concessional service to the students within the city area and rural area.
- Daily passes, return passes, and monthly passes to the public. This facility is most beneficial to workers who travel on same route every day.

2.4.4 Government Duty and Casual Contract :-

KMT renders services to government like election, relief work etc, as well as casual contract service to public on the occasion like marriages,

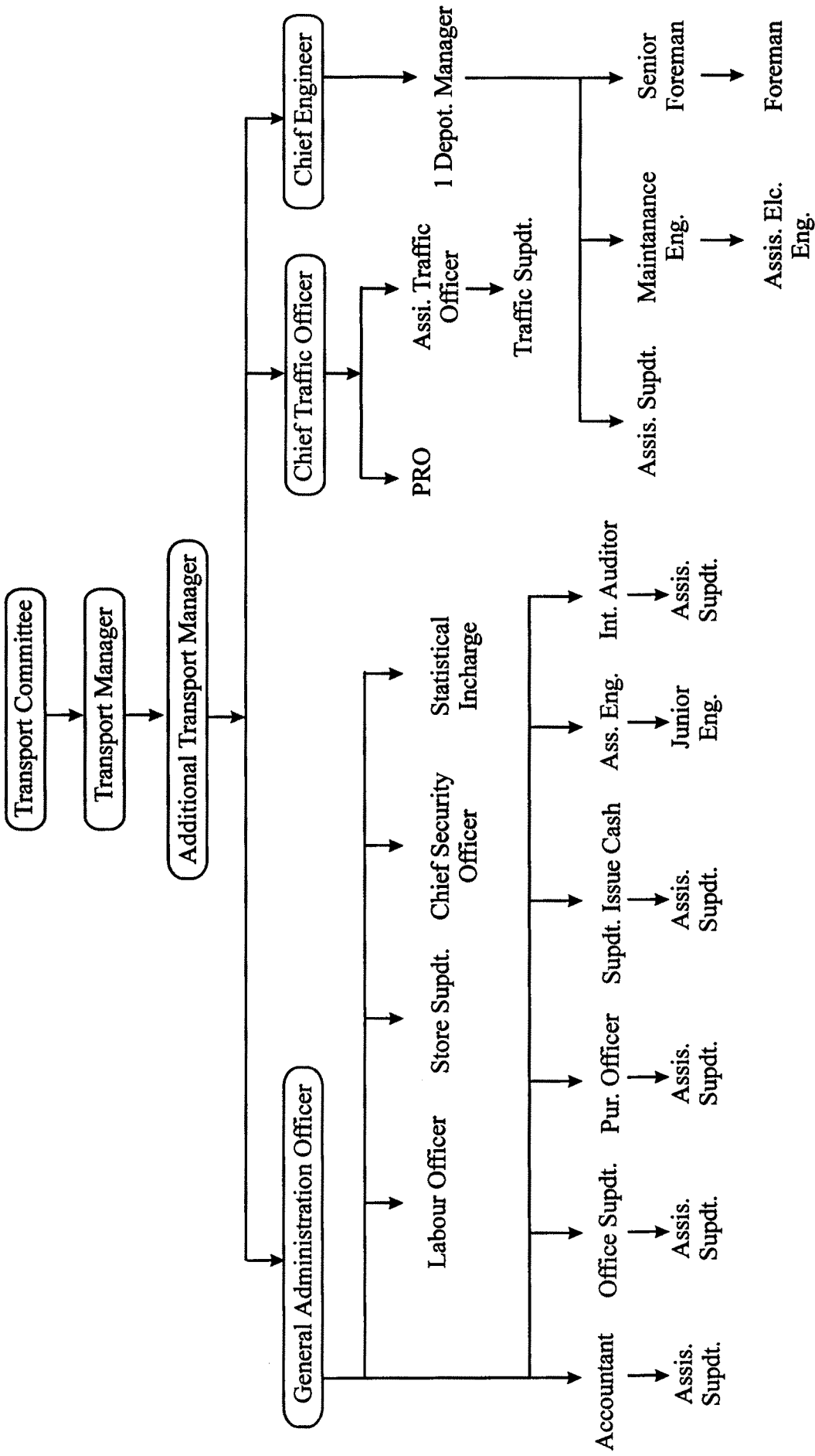
yatra special etc. besides this KMT also provides casual contract services to primary school, high school for sight seeing within and out side the city.

Table 2.1

Total Bus Fleet of KMT in the Year 2004

No. of Buses	Model / Make	No. of Years in use
11	Tata	13 Years
14	Tata	12 Years
8	Tata	11 Years
9	Tata	10 Years
54	Tata	9 Years
1	Tata	1 Year
20 (on Rental Basis)	--	--
Total - 117		

Organizational Chart of KMT



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