

PHYSICAL PERFORMANCE OF KSRTC

Deepthy k Kumar¹ Aneesh thomas² Nice Jose³

1 Deepthy K Kumar, Management Department, St. Antony's College, Peruvanthanam

2 Aneesh Thomas, Management Department, St. Antony's College, Peruvanthanam

3. Nice Jose, Management Department, St. Antony's College, Peruvanthanam

Abstract-Traditionally food, clothing and shelter were acknowledged to be the basic necessities of an individual. But in today's world, transport too has become a basic necessity. An efficient Public Transport System is the only solution for the Traffic congestion, uncontrolled growth of Urban Population, High Cost Urban dwelling and spiralling urban real estate prices. Instead of staying in urban centres, people prefer to stay at their own houses in villages and commute daily between the house and the office when the Public Transport System is efficient and cost effective. The cost of the urban stay and the pricing of the public transport are the critical factors which affect the growth of public transport.

Key words-public transport system, traffic congestion, uncontrolled growth

1. INTRODUCTION

Planning Commission as a part of finalizing the 12th Five Year Plan for 2012-17 had created several expert panels to submit their report on various subjects. The Working Group on Urban Transport was headed by Sri. E.Sreedharan, Advisor to Delhi Metro Rail Ltd. Association of State Undertakings- (ASRTU) the apex body of SRTUs had submitted a report on STU's named "REPORT OF THE SUB GROUP ON STATE ROAD TRANSPORT UNDERTAKINGS formed under the working group on ROAD TRANSPORT constituted by the PLANNING COMMISSION" to the Planning Commission for the 12th Five Year Plan 2012-17. This is the latest official data available on the performance of State Bus Transport Companies. This study includes the following: **A)** Physical performance of major STU's, **B)** Physical highlights of major STUs, **C)** Cost of operation of bus service in South India, **D)** Operational efficiency of South Indian STUs, **E)** Performance details of KSRTC, **F)** Summary of physical performance

A) Physical Performance of Major SRTU's

06.03. The following table shows the summary of the physical performance of major SRTU's (provisional) in India during 2010-2011. The physical performance parameters considered are fleet utilization, bus staff ratio, load factor etc.

Table 1

Physical performance of major SRTU’s in India during 2010-2011

Sr. No	Company Name	No of Buses	Fleet Utilization Percentage	Load Factor	Passengers Carried (Lakhs)	Staff	Bus Staff Ratio	KM Per ltr
01	APSRTC	21764	99.5	66.2	47197.9	11885	5.49	5.11
02	MSRTC	16164	94.5	62.5	25549.2	98097	6.42	4.92
03	UPSRTC	8521	95.7	64.3	4857.3	32081	3.93	5.26
04	GSRTC	7847	80.5	70.4	8122.5	38182	6.05	5.5
05	KnSRTC	7188	92.8	75.4	8309.9	33678	5.05	4.81
06	KSRTC	5623	81.8	83.2	12277.1	39435	8.57	4.22
07	RSRTC	4448	92.9	71.5	3441.2	20788	5.03	5.04
08	NWKnSRTC	4199	93.0	63.4	6880.9	21071	5.40	5.04
09	NEKn SRTC	3771	90.9	59.7	4582.1	17600	5.14	5.21
10	TNSTCckm	3503	94.2	76.4	11988.1	22664	6.87	5.51
11	TNSTC Vilp	3304	96.1	82.3	10792.5	21657	6.82	5.52
12	TNSTC Cbe	3104	97.0	80.1	10619.7	18688	6.39	5.02
13	TNSTC Mda	3008	96.0	86.0	12823.0	14597	5.09	5.46
14	TNSTC SIm	2055	95.7	76.0	7090.8	12826	6.52	5.44
15	TNSETC	1002	90.4	85.1	276.1	6690	7.38	5.02

(Source: Report of the Sub Group on SRTU by Planning Commission 2012- Page No50)

From the “Physical Performance of major STUs”, it can be seen that Kerala SRTC is having the WORST PHYSICAL PERFORMANCE PARAMETERS _ like the LOWEST FLEET UTILISATION % @ 81.8, have the HIGHEST BUS STAFF RATIO (BSR) @ 8.57 and LOWEST KILOMETER PER LITER OF DIESEL (KMPL) @ 4.22. These are the major factors contributing to the ever increasing losses of KSRTC. Historical data on the performance of KSRTC & others STUs from 1980 onwards proves this point.

B) Physical Highlights of Major STUs

According to the reports of Planning Commission, there are 61 State Transport Undertakings in the Country running 1,26,691 route buses employing 6,94,921 employees. Following are the Physical Highlights of the Major State Transport Corporations in the Country as on 30.09.2014(Latest Data available)

Table-2

Physical high lights of major STUs

Name of RTC	Buses	Employees	Bus Productivity KM/Bus	Employee Productivity KM/Staff
Rural	74,942	4,09,702	396.7	61.39
Hilly	NA	NA	NA	NA
Urban	23,532	1,51,518	218.0	28.05

TOTAL	98,474	5,61,220	335.9	52.39
AndraSRTC (2013-14)	19,289	1,22,109	409	58.84
Maharashtra SRTC	17,891	1,06,342	345	53.88
Karnataka SRTC	8,305	38,085	357.2	71.11
Gujarat SRTC	7,753	39,540	428	72.45
U P SRTC	7,434	N A	350	N A
Bangalore Metro TC	6,703	36,848	215	35.20
KERALA SRTC	5,778	40,876	328	37.26
Delhi T C	5,047	34,643	189	23.40
North West KnRTC(13-14)	4,615	22,508	344	67.00
BEST Mumbai City Service	4,276	35,939	183	18.70
North East KnRTC	4,369	18,763	329	67.30
T N STC Kumbakonam	3,804	24,331	474	70.17
Chennai Metro Trspt	3,777	24,052	302	40.19
T N STC Coimbatore	3,192	19,009	408	65.90
T N STC Madurai	2,526	14,865	439	70.78

(Source: Economic Review of Various Years, State Planning Board)

C) Cost of Operation of Bus Service in South India

Association of State Road Transport Undertakings (ASRTU), New Delhi publishes the Quarterly and Yearly Performance of State Transport Undertakings in the Indian Journal of Transport Management (IJTM) based on MIS submitted by various Road Transport Corporations. This Review is considered as the most authentic data on the performance of STUs by the Planning Commission, various Ministries etc. Latest authentic data available for inter firm comparison of State Transport Undertakings is that of half yearly performance report of STUs 2014-15 (April-Sept) published in April-June 2015 issue of IJTM. From the above Review, following the major high lights of the performance of South Indian Transport Corporations.

The table below shows the comparison of cost of operation per KM between KSRTC and other South Indian STUs in 2014-2015

Table -:3

Cost of operation of KSRTC and other South Indian STUs 2014-15

Parameters	Kerala SRTC	Tamilnadu SRTC KU	Karnataka SRTC	Andra SRTC
Income–Earnings Paisa per KM	3257.9	2767.9	3272.1	2928.0
Expenses				

Salary	2172.0	1320.0	1070.0	1141.0
Fuel	1706.1	1130.5	1366.0	
Other Materials	331.7	112.8	188.2	
Other Expenses	671.4	395.1	715.8	
Total Expenses	4881.2	2958.4	3340.0	3301.7
Loss per KM	1623.3	190.5	67.9	373.7
Average Km per Bus	327.5	473.4	357.2	409
Loss per bus per day	5316	909	243	1528
Yearly Loss Per bus	19,40,340	3,31,785	88,695	5,57,720

(Source: Performance review of SUs, IJTM, CIRT, Pune, April-June 2013 Issue, Page No 121-146)

D) OPERATIONAL EFFICIENCY OF SOUTH INDIAN STUs

The following table shows the evaluation operational efficiency of South Indian STUs.

Table-4:

Operational efficiency of South Indian STUs

Parameters	Kerala SRTC	Tamilnadu SRTC KU	Karnataka SRTC	Andra SRTC
Number of Buses	5,778	3,804	8,305	19,289
Number of employees	40,876	24,331	38,085	1,22,109
Bus Staff Ratio	8.79	6.75	5.02	6.33
Fleet Utilization %	80.5	94.7	91.3	91.1
Schedule Cancellation %	19.5	5.3	8.7	8.9
KM per bus/ day	327.5	473.7	357.2	409.0
KM per employee per day	37.26	70.17	71.11	58.84
Income per KM (Paisa/KM)	3257.9	2767.9	3272.1	2928.0
Expenses per KM	4881.2	2958.4	3340.0	3301.7
Salary Expenses per KM	2172.0	1320.0	1070.0	1141.0

(Source : Performance Review of State Transport Undertakings published by Association of State Transport Undertakings in Indian Journal of Transport Management of Central Institute of Road Transport Pune, July-September 2015 Issue)

E) PERFORMANCE DETAILS OF KSRTC

Performance Details of the KSRTC submitted before Association of State Transport Undertakings for the month of December 2014 and the Performance Report of KSRTC for April Sept 2014 as published in the Indian Journal of Transport Management indicates the following data:

Table-5:

Performance details of KSRTC

Items/Description	December 2014	April-Sept 2014
REVENUE		
Traffic Revenue (RsCrore)	161.77	
Other Revenue (RsCrore)	1.29	
Total Revenue (RsCrore)	163.06	
Earnings per KM in paisa	3498	3258
Total Effective KMs (In Lakhs)	462.48	
Daily Effective KMs	14,91,870	15,27,340
COST		
Personnel:		
Salary (RsCrore)	66.95	
Pension (RsCrore)	42.40	
Total (RsCrore)	109.35	
Personal Cost per KM		2172
Fuel & Lubricants (RsCrore)	79.50	
Paisa/effective KM	1719	1706
Tyre/Tube/Flaps etc. (RsCrore)	9.00	
Paisa/effective KM	194.60	158
Spare Parts & Others (RsCrore)	8.94	
Paisa/effective KM	193.31	174
Interest (Loan repayment including Principal) (RsCrore)	19.35	
Paisa/effective KM		
Depreciation (RsCrore)	5.90	
M V Tax (RsCrore)	6.03	
TOTAL COST (RsCrore)	238.07	
Cost per KM in paisa	5148	4881
Average number of buses held	5584	5778
Average number of buses on road	4537	4651
% Fleet Utilization	81.25%	80.5%

(Source: Report Submitted Before ASRTU (December 2014), Report Published by IJTM (April-Sept 2014))

Cost per KM of a KSRTC Service is Rs.51.48. Hence any service which is not fetching 5148 paisa per KM is a loss making service. When the expenditure incurred to operate 1 Km of KSRTC Bus service is 5148 per KM, KSRTC need not introduce any new service which could not fetch 5148 per KM. All KSRTC services in routes where private buses are there in every 20 minutes-irrespective of whether it is nationalized or private route- and which do not fetch 5148 per KM need to be cancelled with immediate effect.

Another argument is that KSRTC is operating loss making services at odd times and during night between 10 PM and 5 AM. A detail of the ORDINARY services operated by KSRTC after 10 PM and before 5 AM proves that out of the 35,888 ordinary schedule trips (4,486 ordinary schedules x 8 trips) less than 100 ordinary trips are operated during this time (10 PM – 5 AM). In the City of Kochi, all Thirukochi and JnNURM buses start services after 5.30 AM and ends before 9.15 PM. Even in the crowded Aluva-Ernakulam Route, Private city Services operate at 4 AM and 10 PM whereas KSRTC is not operating a single Ordinary or City service during these times. Details of the schedules of Thirukochi&JnNURM in Kochi City are as on 31.3.2014 proves the above point.

High Salary Cost in KSRTC is mainly due to Low Manpower Productivity, Low Bus Productivity, uneconomical and illegal double duty system, pension and militant trade unionism. Bus Utilization is the worst in KSRTC at 327 KMs per day. Another major reason for the ever mounting loss of KSRTC is the Service Cancellations which is the highest in KSRTC.

F) SUMMARY OF PHYSICAL PERFORMANCE OF KSRTC

Table:-6

Summary of physical performance of KSRTC

Physical details Of KSRTC		Growth Rate of KSRTC compared to Private buses							
No of buses in KSRTC	5848								
Fleet	80.5%	1965		2013		2014		2015	
Schedule	19.5%	KSR	PRIVA	KSRT	PRIVA	KSR	PRIVA	KSRT	PRIVA
KM/Staff	37.6	TC	TE	C	TE	TC	TE	C	TE
Staff	40,87	20.61	79.39	20.74	79.26	24.75	75.25	25	75
Staff ratio	8.79%								

(Source: Table 1- Table 5)

According to the latest Performance Review, KSRTC is one of the worst performing State Transport Undertakings in India especially in the areas on Bus Performance, Employee performance, Schedule Cancellation, Diesel Productivity etc. At the same time, KSRTC has the maximum salary expense per KM among all similar State Road Transport Corporations in India at 2172 paisa per Km compared to 1070 paisa of Karnataka and 1141 paisa of Andra (2014 figures).

High Salary Cost in KSRTC is mainly due to Low Manpower Productivity, Low Bus Productivity, uneconomical and illegal double duty system, pension and militant trade unionism. Bus Utilization is the worst in KSRTC at 327 KMs per day compared to 473 KM in Tamil Nadu, 409 KM in Andhra Pradesh and even 302 KM in Chennai Metropolitan Transport. This is one of the main reasons for the highest salary cost per KM.

Manpower Productivity is the worst in KSRTC at 37.26 KM per staff per day compared to 70.17 KM in

Tamil Nadu, 71.11 KM in Karnataka 58.84 KM in Andhra Pradesh. Lowest Man Power Productivity and Bus Productivity leads to highest salary cost per operating KM which increases the Bus Fares of the Ordinary man. Since State Transport Undertakings operate a very large fleet and employ large number of workers, and since many of the state cabinet ministers are the earlier KSRTC Trade Union leaders, the organized labour always uses their political clout and strength for protecting the interest of the employees like less work load and increased wages at the cost of the unorganized bus passengers who always bear the cost which results in the highest bus fares.

Another major reason for the ever mounting loss of KSRTC is the service cancellations which is the highest in KSRTC in India. Tamil Nadu has the lowest schedule cancellation at 5.02%. KSRTC with the highest Bus Staff Ratio of 8.79 employees/bus has the highest schedule cancellation of 19.5%. Absence of an effective management, unit level supervisory staff forming a part of the unionized employees and militant trade unions are the reasons for the highest schedule cancellation percentage.

3. CONCLUSION

As there are unimpeachable rights in an independent and democratic nation, there are also unavoidable duties or responsibilities. The responsibility of safeguarding public property or the need of vigilance against misuse or abuse of them should not be lost sight of. We are fully aware of our responsibilities and duties to the nation. Hence we venture this challenging study "PHYSICAL PERFORMANCE OF KSRTC" going deep into the causes of its failure. We have no doubt that our endeavour will be an eye opener to those concerned.

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