

Karnataka State Road Transport Corporation in Karnataka

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Abstract: In this paper, an attempt has been made to analyze the Karnataka State Road Transport Corporation in Karnataka. The study is based on secondary data collected from secondary sources. The Study gives a brief Picture about the Karnataka State Road Transport Corporation in Karnataka. Karnataka has greater potential to increase Public Transport to make the Karnataka economy and Service sector more prosperous and sustainable.

Keywords: Karnataka State Road Transport Corporation, Public Transport, Karnataka Economy, Service Sector.

I. Introduction

Transport is the activity concerned with the movement of men and materials from one place to another. It is a public utility service which gives place and time utility to goods and services. Transport links production distribution centers and the ultimate consumers and thereby brings together all the elements of economic system. Transport is the nerve centre of economic system. It plays an important role in the development of economy and civilization. In a vast country like India transport occupies a very important place. Modes include air, rail, road, water, cable, pipeline, and space. Vehicles traveling include automobiles, bicycles, buses, trains, trucks, people, helicopters, and aircraft. In the transport industry, operations and ownership of infrastructure can be either public or private, depending on the country and mode. Passenger transport may be public, where operators provide scheduled services, or private. Freight transport has become focused on containerization, although bulk transport is used for large volumes of durable items.

Transport plays an important part in economic growth and globalization, but most types cause air pollution and use large amounts of land. While it is heavily subsidized by governments, good planning of transport is essential to make traffic flow, and restrain urban sprawl. Transport demand in most Indian cities has increased substantially, due to increases in population as a result of both natural increase and migration from rural areas and smaller towns. Availability of motorized transport, increases in commercial and industrial activities have further added to transport demand. A close link between infrastructure spending and GDP growth has been established studies have revealed that 1 percent growth in the infrastructure stock is associated with 1 percent growth in per capita GDP. "If agriculture and industry can be compared to human body and bones, transport is compared to its nerves" as the saying goes "moving wheels reflect civilization. Transport helps in overall development of a country. Thus transport is regarded as civilization.

The public bus transport in Karnataka is managed by the Karnataka State Road Transport Corporation (KSRTC). It was set up in 1961 with the objective of providing adequate, efficient, economic and properly coordinated road transport services. It operates 5100 schedules using 5400 vehicles covering 1.95 million kilometers and an average of 2.2 million passengers daily. About 25000 people are employed in KSRTC. For better management of public transport, KSRTC was bifurcated into three Corporations viz., Bangalore Metropolitan Transport Corporation, Bengaluru on 15th Aug 1997, North-west Karnataka Road Transport Corporation, Hubballi on 1st Nov 1997 and North-East Karnataka Road Transport Corporation, Gulbarga on 1st Oct 2000.

II. Branches Of K S R T C

KSRTC Bmtc Nektcnwkrctc

K S R T C provides reservation system is networked and computerized and tickets can be availed at designated kiosks in towns and cities. An online reservation system called AWATAR has also been devised by KSRTC using which travellers can reserve tickets online. KSRTC plies various categories of buses viz. Airavat Club-Class (high-end luxury Volvo, Scania, Mercedes-Benz multi-axle AC buses), Airavat (high-end luxury Volvo and Mercedes Benz AC buses), Ambaari (Corona AC and non AC Sleeper buses), Rajahamsa Executive (Deluxe buses built on Leyland, Eicher and Tata chassis), Karnataka Vaibhav (Semi-Deluxe buses built on Leyland, Eicher and Tata chassis), Karnataka Saarige (Bus service linking rural areas to major settlements as well as the cheapest alternative for inter-city or town routes. The buses are built on Tata and Leyland chassis). Grameena Sarige is another initiative by KSRTC to provide bus service to the rural populace of the state.

Buses run by private persons are allowed to operate in few districts of Karnataka. Inter district transportation are run by private operators, connecting capital Bengaluru and main cities like Mangaluru and Dharwad to district headquarters. Intra district transportation by private operators is currently allowed in Dakshina Kannada and Udupi districts. Omni bus and Maxi cabs are also other modes of road transportation in the state, especially where KSRTC does not buses or run very few.

III. Review of Literature

In the following section researcher has given a brief review of literature in order to understand the issues in Karnataka State Road Transport Corporation in Karnataka. Mitra(2005) observed that Indian cities are better suited for public transport than private transport as these cities are both compact in size and heavily populated. Public transport by buses, trains or trams consumes less space per passenger transported and leads to lower congestion. The study recommends that both incentives and disincentives (for private transport) are needed to promote the use and sustainability of public transport. Incentives include better quality and more comfortable public transport with higher frequency of trips, low waiting time and a unified public transport system. Disincentives for private transport. Singh (2008) studied the trends in vehicular growth and availability of transport infrastructure in Indian cities. This study also discussed on the nature and magnitude of urban transport problems such as congestion, pollution, and road accidents. The study proposes policy measures to improve urban transportation in India. Timilsina(2009) examined the impacts on net social benefits or economic welfare of alternative policy instruments for reducing traffic congestion and atmospheric emissions in India. The study shows that expanding road networks, subsidizing public transit, and improving automobile fuel economy may not be as effective as suggested by economic theories because these policies could cause significant rebound effects.

4. Research Gap

Many studies covered Karnataka State Road Transport Corporation but the present study attempts Karnataka State Road Transport Corporation status in Karnataka.

5. Objectives Of The Study

- To review Karnataka State Road Transport Corporation in Karnataka.
- To examine Different Types of Services in Karnataka State Road Transport Corporation in Karnataka.

6. Methodologies

The present study uses secondary data. The analytical tools and techniques have been used for analysis and interpretation of data.

7. Growth And Progress Of Ksrctc

Strong development of Karnataka in all spheres of activity, KSRTC has emerged as the best organisation in Karnataka and other state also. As at the end of 31-03-1997, the Corporation operated its services in 19 Divisions - 18 Divisions operating motor services and 1 Division operating city services of Bangalore. It had 108 Depots, 2 Regional Work Shops and a Central Office at Bangalore. There were 281 permanent and 11 temporary bus stations with 337 wayside shelters and 1009 pick-up shelters. The total number of employees deployed was 59033 and the staff ratio per schedule was 6.22. The total number of routes operated was 13273 with 9493 schedules, route length of 9.49 lakh Kms. and average daily scheduled kms of 27.95 lakh kms. The total number of inter-state routes operated by the Corporation on a reciprocal basis with the neighbouring states were 602 i.e., 282 Maharashtra, 37 Goa, 223 Andhra Pradesh, 33 Tamilnadu and 27 Kerala. The total number of vehicles held was 10476 with average vehicle utilisation of 299.6 Kms. The average number of passengers carried per day was 57.82 lakh. The rate of breakdown was 0.23 and rate of accident was 0.22. EPKM realized was 807.3 Ps. and CPKM was 975.4 Ps., resulting in net loss margin of 168.1 Ps./Km. (K S R T C annual report)

8. Present Status (As On 31-10-2016)

KSRTC has its corporate office at Bangalore. Presently, it covers seventeen Districts (Bangalore Urban, Bangalore Rural, Ramanagar, Kolar, Chickballapur, Tumkur, Chitradurga, Davanagere, Shivamogga, Mangalore, Udupi, Chickmagalur, Hassan, Mysore, Mandya, Chamarajnar, Coorg) in the State under its operational jurisdiction. It has totally 15 Divisions - 14 operating Divisions viz. Bangalore Central, Ramanagar, Tumkur, Kolar, Chickballapur, Mysore City, Mysore Rural, Mandya, Chamarajnar, Hassan, Chickmagalur, Mangalore, Puttur, Davanagere and 1 bus station division viz., KBS. 79 Depots, 2 Regional Workshops, 1 Central Training Institute, 2 Regional Training Institutes, 1 Printing Press and 1 Hospital. It has a workforce of about 36875 employees. It operates 26.43 lakh kms daily holding a fleet of 8348 vehicles (Volvo 198, Volvo Multi Axle 141, Volvo City 50, Mercedes Benz 10, Mercedes Benz Multi Axle 20, Corona Sleeper 74, Corona Seater 6, Scania 35, Tata 4711, Leyland 2864, Eicher 236 and Swaraj Mazda 3), earns traffic revenue of Rs. 754.57 lakh daily catering to 25.57 lakh passengers on an average.

9. Karnataka State Road Transport Corporation Services In Karnataka.

Karnataka State Road Transport Corporation Provides so many Transport services to public namely Express, Rajahamsa, Karnataka Vaibhav etc. below table explains about all services of Karnataka State Road Transport Corporation. Table 1.1

Sl.No	Types of Services	Schedule Kms	% to total Services	% to total Operations
1	Ordinary	878178	31.86	30.62
2	Express	1480959	53.73	51.64
3	Semi deluxe	1888	0.07	0.07
4	Rajahamsa	122661	4.45	4.28
5	Rajahamsa A/c	1216	0.04	0.04
6	Karnataka Vaibhav	17504	0.65	0.61
7	Corona	2592	0.09	0.09
8	Corona Sleeper	18822	0.68	0.66
9	Non-A/c Sleeper	30041	1.09	1.05
10	Airavat(Volvo)	99848	3.62	3.48
11	Multi Axle(Volvo)	83596	3.03	2.91
12	Mercedes Benz	4538	0.16	0.16
13	Mercedes Benz(Multi axle)	11232	0.41	0.39
14	Bliss/Superia	3236	0.12	0.11
	Total	2756311	100.00	96.11

(Source: Annual Administration Report 2014-15)

Above table 1.1 shows different types of Karnataka State Road Transport Corporation Services in Karnataka and explains total Schedule Kms, Total 100 Percent of service but 96.11 Percent of operating service in K S R T C.

10. Inter State Routes

Karnataka State Road Transport Corporation provides Karnataka State (within state) Transport Services and Inter State Services (out of state) with five neighbouring States.

Table 1.2

Sl.No	State	No. of Routes	No. of Schedules	Sch. kms operated within the State	Sch.kms operated outside the State	Total Schedule kms
1	Maharashtra	23	66	35030	13718	48748
2	Andhra Pradesh	148	422	119958	88387	208345
3	Tamilnadu	150	410	83744	96762	180506
4	Kerala	65	166	27440	29936	57376
5	Goa	8	20	8146	1702	9848
6	Pondicherry	2	6	280	2168	2448
	Total	396	1090	274598	232673	507271

(Source: Annual Administration Report 2014-15)

Above table 1.2 explains that Karnataka State Road Transport Corporation Interstate Route services. Tamilnadu (150) has highest Route within that 5 states and Goa (8) Least Routes. And Andhra Pradesh (204385) has Highest Total schedule kms and Least Goa (9848) kms.

IV. Conclusion

The Study gives a brief Picture about the Karnataka State Road Transport Corporation in Karnataka. Karnataka State Road Transport Corporation doing Inter State Services , Long Distance and Night Services, Express & Non-Stop Services City /Suburban Services, Advance Booking & Reservation facilities, Luggage & parcel Transport, Special Services of Jathras/Fairs, Quality Services and It stands 5th amongst State Transport Unions in the Nation by size. Karnataka has greater potential to increase Public Transport to make the Karnataka economy and Service sector more prosperous and sustainable.

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