



Report of the Sub-Group
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EXECUTIVE SUMMARY

I. Background

Efficient mobility of people is one of the key factors for the progress and prosperity of a society and a nation. Public Transport services play a major role in reducing the poverty and keeping deprivation at check in rural areas. Apart from offering the rural population a viable and convenient way to market their agricultural produce, it also enables them to access other sources of income such as engagement in informal services in nearby urban nodes and formal employment in manufacturing, food processing, transport and other industries, etc. Certain inherent characteristics of the Bus transport system make it the ideal mode for meeting the huge and increasing demand for passenger transport services. Bus transport makes the most optimum use of the available road space and fossil fuel by transporting the maximum number of people per unit of road space. On an average, a car consumes nearly 6 times more energy than an average bus, while two wheelers consume about 2.5 times and three-wheelers consume 4.7 times more energy in terms of per passenger km.

Since the inception of passenger transport services for rural, inter-city and urban areas by State Road Transport Undertakings (SRTUs) set up under the Road Transport Corporation (RTC) Act of 1950, bus-based public transport system continues to be dominated by the STUs in terms of coverage and patronage. There are altogether 54 State Transport Undertakings comprising of 24 State Road Transport Corporations (SRTCs), 12 Companies, 8 Government Departmental Undertakings and 10 Municipal Undertakings, providing public transport services to the people. All of these own 1,47,000 buses, as on March 2011 including 10,000 buses taken from private sector on hire basis for their operation, of which about 81% are engaged in rural and inter-city operations.

II. Transport System in India – a snapshot

At the end of fiscal year 2008-09, the country had about 115 million registered automobiles of which two wheelers and cars constituted over 85 per cent of the vehicles in the country. At the time, 52 State Road Transport Undertakings (SRTUs) had a total number of 1.17 Lakhs buses of varying fleet size accounting for almost 0.1 % of the entire vehicular population in the country. In contrast to this, it is notable that the share of buses (including those owned by the private sector) is about 1.3 %.

Table 1 - Share of Buses in Total Motor Vehicles in India

Year	Registered Vehicles (‘000)	Registered Buses (‘000) @	Share of buses to Total (per cent)
1951	306	34	11
1961	665	57	9
1971	1865	94	5
1981	5391	162	3
1991	21,374	334	1.5
2001	54,991	660	1.2
2009(P)	115,000	1495	1.3

Source: Road Transport Year Book 2007-09, Ministry of Shipping, Road Transport & Highway, Government of India. @ Including Omni Buses. P - Provisional

As given in the Table-1, the total registered vehicles have increased from 0.306 million in 1951 to 115 million in 2009, and the registered buses have increased from 34,000 in 1951 to 14,95,000 during the same period whereby the share of buses in total registered vehicles has declined from 11.1 percent in 1951 to 1.3 percent in 2009 even though they accounted for about 50 percent of all journeys performed by road. The erosion in the role of buses in public transport system is also reflected in the fact that while the vehicle population grew at a compound annual growth rate (CAGR) of close to 9.8 %, the number of buses grew by less than 8.7 per cent during 1991 to 2009.

At present, the rural demand is mostly catered to by the informal and unorganized modes of public transport system such as tam-tam and 6-8 seater auto rickshaws. Lack of

access to opportunities for the rural population is likely to push the migration rate higher since the infrastructure and accessibility is perceived to be better in urban areas, consequently increasing the urbanization rate. It is quintessential to recognize the need and provide for a public transport system in rural areas which is reliable, comfortable, safe and efficient.

III. The World Scenario

World over, it is being widely recognized that public transportation would hold the centre stage to meet the demands of mobility of the future. The thinking that wide roads will solve problems is no longer in vogue. Increase in usage of private transport leads to inefficient utilization of resources and is not sustainable both from the depleting energy situation as well as from the point of view of resulting pollution and its effects on public health. It is well recognized now that however much road space is provided, the growth in vehicular traffic will soon overwhelm it. There has been an enormous policy initiative towards increasing public transport share in trips in nearly every country in the world.

Governments in most of the developed countries have been funneling serious resources into the public transportation systems to ensure that they are adequate, and comfortable are maintained at a very top class level. These resources include direct monetary support to ensure that public transport providers have adequate surpluses so as to have sustainable operations. In USA for example, the Intermodal Surface Transportation Efficiency Act, enacted in 1991, includes a requirement that each state spends a minimum 15 percent of its annual apportionment of federal non-urbanized funds to support rural intercity bus service. Many local bodies spend even more than this stipulation recognizing the need and importance of the rural bus service.

In London, Singapore and Hongkong, the Government provide explicit subsidy to bus services, and promote taxi operations, to encourage people into public transport.

IV. Performance of State Road Transport Undertakings

Bus-based public transport system continues to be dominated by the STUs today in terms of coverage and patronage. The SRTUs carry about 7 crores of passengers per day performing about 501 billion passenger kilometers annually. In the non-urban sector alone, the SRTUs performed about 12.6 billion bus kilometers carrying a total of 477.5 billion passenger kilometers (pkm) of service.

However, despite the large role played by SRTUs in public transport operations, the share of STU owned buses as compared to the total number of registered vehicles has declined from 11.1% from its inception time in 1951 to 0.11% as on March 2009, which during its peak time in early 1980s was almost 45% of all the entire bus fleet in India. The extent of rural population served per bus varies from 4,535 in Andhra Pradesh and 11,435 in Rajasthan to 23,230 in Uttar Pradesh and 1, 36, 639 in Bihar.

The declining share of SRTU in passenger transport can be partly attributed to the fact that there were a total of 23,000 over-aged vehicles (as per existing standards) as on March, 2009 as reported by 27 SRTUs. Add to that, the cancelled kilometers of STUs in 2008-09 were around 590.69 lakh kms due to inadequate number of buses.

Most of the Chief Executives of the State Road Transport Undertakings pointed that the personnel cost of the SRTUs alone comes to approximately 40% and the cost of diesel comes to around 32% of the total cost. The SRTUs pay minimum two doses of DA (as declared by Govt.) every year and also pay annual increment to all their employees as a compulsion. Further, the cost of diesel is mainly regulated by the petroleum exporting countries. The increase in the costs of diesel and salaries to the employees are not under the control of SRTUs and they have to bear the burden of these costs without any option though they are not able to increase passenger fare accordingly.

In view of this, the Chief Executives of SRTUs are of the opinion that the central government must allow rebate on purchase of fuel by the SRTUs and also consider reduction of excise duty on bus chassis, spare parts etc.

Finances of SRTUs

The unsatisfactory state of finances of SRTUS as reflected by the figures on net Profit in Table 2 is the outcome of a number of factors which are both endogenous (internal to the SRTUs and can be rectified by the decisions of SRTUs) and exogenous (outside the control of SRTUs). The aggregate financial performance of SRTUs in terms of its aggregate performance and for rural operations is given in Tables 3 and 4 respectively. It can be seen that while total revenue is increasing (Rs 16,618 crores in 2002-03 to Rs 27,661 crores in 2008-09), it is being offset by the rising cost (Rs. 18,143 crores in 2002-03 to Rs. 31,130 crores) leading to losses (Rs 1,525 crores to Rs 3,469 crores) in the corresponding years.

Table 2: Consolidated Finances of SRTUs (Rs in Crore)

	Year	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11 (Provisional)
1.	Total Revenue	19509	21397	22800	23946	27661	27507	31650.85
2.	Total Cost	21395	23707	24951	26008	31130	32270	36862.56
	Net cost due to Concessions *	-268	NA	NA	578	298	NA	NA
	Accident Compensation	-253	NA	NA	344	319	NA	NA
3.	Surplus before tax	-41	-929	-250	-169	-1468	-2477	-2796.12
4.	Profit/loss (net)	-1887	-2660	-2150	-2062	-3469	-4763	-5259.71
5.	Total capital Investment	11021	NA	14316	13821	17972	NA	NA

Source: Central Institute of Road Transport

* Data coverage about 82 % Net cost due concessions is burden due to concessions minus subsidy/reimbursement

Table 3: Total Cost Structure of SRTUs (Rs in Crore)

Revenue/Cost	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11 (Provisional)
Revenue	19508.58 (91.18)	21396.8 (90.25)	22800.48 (91.38)	23945.8 (92.07)	27661.09 (88.86)	27507.22 (85.24)	31650.85 (85.86)
Personnel	8498.82 (39.72)	9017.71 (38.03)	9382.32 (37.6)	9712.53 (37.34)	11701.63 (37.59)	12822.67 (39.73)	14519.16 (39.38)
Material	7739.3 (36.17)	9153.85 (38.61)	9793.66 (39.25)	10037.83 (38.59)	11774.95 (37.83)	11421.43 (35.39)	13552.68 (36.76)
Admn. Expenses	1502.16 (7.02)	1593.98 (6.72)	1542.91 (6.18)	1573.63 (6.05)	2025.5 (6.51)	1687.44 (5.23)	1839.57 (5.0)
Operational Expenses*	17740.28 (82.91)	19765.54 (83.37)	20718.89 (83.04)	21323.99 (81.99)	25502.08 (81.92)	25931.54 (80.36)	29911.41 (81.14)
Interest	855.4 (3.99)	1059.45 (4.46)	1126.11 (4.5)	1380.75 (5.31)	1862.23 (5.98)	2229.81 (6.9)	2425.39 (6.58)
Taxes	1845.5 (8.62)	1841.9 (7.76)	1900.45 (7.6)	1892.46 (7.27)	2000.58 (6.43)	2286.05 (7.08)	2415.56 (6.55)
Depreciation	954.31 (4.46)	1040.79 (4.39)	1205.29 (4.83)	1410.38 (5.42)	1764.98 (5.67)	1823.09 (5.65)	2110.08 (5.72)
Total cost**	21395.49 (100)	23707.68 (100)	24950.74 (100)	26007.58 (100)	31129.88 (100)	32270.49 (100)	36862.44 (100)
Net loss	1886.91	2310.88	2150.26	2061.78	3468.79	4763.27	5211.59

*Operational expenses include personnel, material and administrative expenses;

**Total cost is operational cost plus interest plus taxes plus depreciation;

Note: Figures within parenthesis indicated percentage in relation to the total cost

Table 4: Cost Structure of Rural SRTUs (Rs in Crore)

Revenue/Cost	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11 (Provisional)
Revenue	16519.01 (95.33)	17984.49 (94.3)	19069.74 (96.33)	20341.06 (98.52)	23425.40 (94.99)	23535.76 (92.72)	26774.00 (92.78)
Personnel	6539.72 (37.74)	6940.08 (36.39)	7056.43 (35.64)	7406.48 (35.87)	8886.07 (36.31)	9880.97 (38.92)	11399.59 (39.5)
Material	6623.18 (38.22)	7823.45 (41.02)	8361.81 (42.24)	8641.1 (41.85)	10102.7 (41.28)	9856.09 (38.83)	11622.03 (40.27)
Adm. Expenses	1198.58 (6.92)	1263.57 (6.62)	1194.59 (6.03)	1234.58 (6.0)	1639.3 (6.7)	1393.2 (5.49)	1431.00 (5.0)
Operational Expenses*	14361.48 (82.88)	16027.1 (84.03)	16612.83 (83.92)	17282.16 (83.71)	20628.07 (84.3)	21130.26 (83.25)	24452.61 (84.73)
Interest	478.84 (2.76)	523.79 (2.75)	435.07 (2.19)	468.78 (2.27)	634.59 (2.59)	761.04 (3.0)	637.08 (2.20)
Taxes	1719.5 (9.92)	1692.46 (8.87)	1753.1 (8.86)	1748.96 (8.47)	1836.91 (7.51)	2099.6 (8.27)	2212.45 (7.66)
Depreciation	767.47 (4.42)	828.67 (4.34)	994.49 (5.02)	1145.35 (5.55)	1371.31 (5.60)	1392.27 (5.48)	1554.21 (5.38)
Total Cost**	17327.29 (100.00)	19072.02 (100.00)	19795.49 (100.00)	20645.25 (100.00)	24470.89 (100.00)	25383.17 (100.00)	28856.36 (100.00)
Net loss	808.28	1087.53	725.75	304.19	1045.49	1847.41	2082.36

*Operational expenses include personnel, material and administrative expenses;

**Total cost is operational cost plus interest plus taxes plus depreciation;

Note: Figures within parenthesis indicated percentage in relation to the total cost
The cost structure reveals that the manpower cost alone is accounting for around 40% of the cost and equal amount on material cost (mainly fuel and spare parts). These points towards a need for restructuring of the SRTUs and Implementation of integrated transport management system

Factors affecting the Efficiency of SRTUs - Internal

Drop in occupancy ratio (i.e. average percentage of seats in a bus taken by passengers):
The occupancy ratio of SRTUs has come down significantly from 71% in 1995-96 to 66% in 2008-09. This is because of the competition from other modes which have gained importance due to decreasing fleet size of SRTUs. Also the buses available were of poor quality (often being transferred after the buses are deemed not fit for inter-city operations), unreliable and in some ways do not provide the level of service which are offered by competing modes. However there is some improvement in the occupancy ratio of SRTUs which was again 71% during 2009-10.

Fleet Utilization - Although fleet utilization has improved from 88 percent in 1995-96 to 92.3 percent in 2009-10. There is considerable variation in fleet utilization across SRTUs as can be seen in Annexure 2 which points towards scope for improvement, for e.g. fleet utilization was as high as 99.5% in case of APSRTC and a low of 42.5% in case of Bihar SRTU.

Bus Staff Ratio - The staff bus ratio has dropped from 8.1 in 1995-96 to 5.98 in 2009-10 and is in the optimum range of 5.5 to 6. However the variation among SRTUs is quite pronounced as can be seen from Annexure 1. It varies from a high of 23.21 in Mizoram SRTU to 3.38 in Orissa which points towards considerable scope for improvement in man power utilization.

Fuel efficiency - Fuel efficiency is a function of age of bus fleet, maintenance, competence of drivers and terrain. Although over all fuel efficiency in terms of km per liter has improved from around 4.4 in 1995-96 to 4.91 in 2009-10 (5.13 for rural operation) there still seems to be a lot of scope for improvement. At present there are

many SRTUs which have attained fuel efficiency of more than 5 km per liter during 2010-11 as given in Annexure 1.

Absence of fare revision mechanism - Fuel cost and man power cost accounted for 32 and 40 percent respectively of the total cost in 2010-11. Though the cost of manpower has come down during the last few years, the cost of fuel has been increasing which in the absence of a suitable fare revision mechanism is adding to the losses of the SRTUs.

Factors affecting the Efficiency of SRTUs - External

Burden of Concessions/exemptions - SRTUs are not fully compensated for various concessional fares/exemptions and universal service obligation rendered in the form of bus connectivity to remote areas.

Above all, there remains an overarching problem of lack of accountability of losses occurring due to operational inefficiencies and those occurring due to operations on unviable but socially desirable routes. Absence of a system of accountability in this manner eliminates the possibility of having a rational system for deciding the amount of subsidy to be given to SRTUs from the State.

V. Proposed Reforms

Recognizing the importance of bus based public transport system in India, MoRTH constituted a committee on 8th January 2010 to look into the various issues confronted by SRTUs and give its recommendations. The recommendations of the committee focused towards having a policy regime favorable towards public transportation and conducive towards financial viability of SRTUs.

National Transport agenda:

It is proposed to have national transport agenda for the entire country. National Action Plan is required to be implemented improving accessibility of all transport services. National Transport Policy for 20 years i.e upto 2032 is proposed on the followings:

- Build a safe, fast, environmentally, friendly and economically sustainable transport system throughout India.
- Balance all modes of the transport and prioritize projects.
- Transport infrastructure should be controlled with modern information technologies and security.
- Transport Master Plans should be prepared for each State and integrated with city level transport plans.
- International standard/level training and fitness institutes are required to be established in every STU for proper training of drivers. Similar institutes are required to set up in all States for training of commercial drivers.
- Implementation of integrated transport management system including ETIMs, introduction of Smart Cards, vehicle tracking system with GPM system.

VI. Recommendations

a) **Reduction of Excise Duty on public passenger transport vehicles**

At present, 20 to 25% cost of the buses is on account of taxes and duties accruing to Central & State Governments. Reduction of Excise Duty on public passenger transport vehicles would incentives manufacturers and use of such vehicles leading to positive externalities like reduction of vehicle congestion and reduction of carbon footprint. In order to ease the burden to improve the lot of public transportation, the government must exempt/reduce the excise duty on the bus chassis being purchased by SRTUs.

Similarly, the high excise duty and sales tax incidence on spare parts, assemblies and tyres etc. is also a burden for the SRTUs. Tax exemption on **safety critical components** such as Antilock Braking System, Electronic Braking System etc, may also be considered at the first place. The State Government may also consider the uniform rate of sales tax/State Vat for SRTUs on purchase of chassis and spare parts.

b) Reduction of excise duty on diesel

The tax on diesel varies from 29% to 42% depending on the location/states. The SRTUs altogether consume approximately 3.2 billion litres (32 lakh kiloliters) of diesel per year, out of which more than 80% is being consumed for rural operation. The Central Government may consider for extending 50% rebate on excise, Vat/Sale Tax by State Govt. for SRTUs to the extent of diesel consumed for rural operation. Volume discounts which are discontinued may be restored to SRTUs.

c) Reduction of rates of Motor Vehicle tax and passenger tax

The passenger tax varies from State to State and is as high as 17.5% of the total fare in some States. In addition to the passenger tax, states also charge MV tax and annual charges of RTO passing etc. The Government has to treat the public transport operation as one of the basic services being provided to the people. The objective of the state regulation in transport sector should be to promote cost effective and comfortable bus services rather than treating these operations as a source of taxation and revenue. The state government must be encouraged to reduce MV tax and passenger tax and make the incidence of tax on the turnover of the SRTUs rather than on per seat basis.

d) Toll tax reduction/reimbursement

At present, all SRTUs put together are paying approximately ` 625.00 crore per annum towards the toll tax ranging from 1.00 crore to 80.00 crore by different SRTUs depending upon their daily operations. The SRTUs are largely conducting obligatory services by providing buses to non-profitable routes and most of these are related to villages. It is suggested that the toll fees paid by SRTUs may be reimbursed in full by Central Government with the condition that

SRTUs will utilize this amount exclusively for replacement/augment of buses in the rural sector.

e) **Exemption from payment of income tax by SRTUs**

The SRTUs are established under the central legislation (RTC Act 1950) to provide transport services to traveling public and not establish to earn profit. All SRTUs were exempted from income tax as per Section-11 of the income tax act. However, with effect from 1.4.2008, Section 2(15) of the income tax act is modified which ends the charity status of SRTUs and requires all SRTUs to pay income tax on profit earned by them. As most SRTUs are recovering financially only since recently and are also having huge accumulated losses. The Govt. of India may be requested to restore the provisions to maintain the charity status of SRTUs under income tax act.

f) **Exemption from payment of service tax on income from casual contract services by SRTUs**

The service tax act w.e.f. 7.7.2009 exempted private operators from payment of service tax on casual contract income whereas SRTUs are to pay service tax on this account. In view of this, it is suggested to exclude all state carriage buses owned by SRTUs and utilize for casual tours for the purpose of marriage, excursion, pilgrimages etc. from the payment of service tax.

g) **Viability Gap Funding**

The SRTUs particularly operating in the rural areas have to run transport services to cater to passenger requirement wherein people travel to nearby town, cities for work, education, health and other facilities. Small and marginal farmers are also dependant on the bus service to transport their produce to cater the need of urban people. Operations in rural areas are not economical as the fares in these sectors are low so as to make bus travel affordable. Moreover, there is unhealthy competition with the auto rickshaw, mini and maxi cabs etc. As such, the SRTUs

have to incur major losses for operations providing transport services to the rural areas.

The Government may develop a mechanism by which the financial losses of SRTUs incurred in rural operations are adequately compensated by way of viability gap funding for procurement of rolling stock.

h) Liberty to STUs for mobilizing funds by way of loan

SRTUs should be enabled to mobilize funds for capital expenditure on their own strength/financial capability from banks and financial institutions or in terms of soft loan from tax free bonds, etc.

Lack of funds for capital expenditure is one of the chief causes for lack of modernization and expansion of fleet in the SRTUs. There is a limitation imposed on the SRTUs to borrow funds under Section 26 of the RTC Act 1950 which provided for prior approval of the Government to borrow. If the financial institutions are ready to lend money to SRTUs on the basis of their financial appraisal of the balance sheets of the Corporation, without insisting on government guarantee, there should not be any restriction to raise capital. The proposal in this regard to modify section 26 of the RTC Act must be considered.

i) Central Assistance for use of intelligent transport system for the SRTUs

The Ministry of Road, Transport & Highways, Govt. of India, had launched a scheme during June, 2010 to provide financial assistance for the use of latest technologies such as GPS/GSM based vehicle tracking system, computerized reservation system, automatic fare collection system, electronic ticket vending machine, inter-modal fare integration, passenger information system etc. for the SRTUs covering inter- city and mofussil areas. One time assistance to the extent of 50% of the project cost was sanctioned to SRTUs for IT related projects. Only very few SRTUs availed the benefits. Intelligent transport system helps in reduction in revenue leakages and instant data obtaining. **The central government may consider extending the scheme and continue to provide 50% assistance to the SRTUs during 12th Five Year Plan period.** The balance

50% can be shared by the State Govt. and the SRTU at the ratio of 30% and 20% respectively.

j) Green Public Transport and use of Alternate fuels

It is required to focus on development of green transport system for the SRTUs in the country. Initiatives need to be taken up by the Central Government for implementation of eco-friendly, technologies and alternate fuels for reduction of air pollution and carbon footprint. Delhi Transport Corpn. has already converted its entire fleet to CNG fuel mode and many other SRTUs such as UPSRTC, GSRTC, AMTS, BEST, PMPML have already started inducting CNG fuelled vehicles in their fleet. Similarly, bio-diesel and ethanol are also being used by the SRTUs in the state of Karnataka. Central Government may consider for subsidies/rebate to the SRTUs on purchase of eco-friendly vehicles and green alternate fuels.

k) Automatic Fare Revision

It is observed that most of the times, in spite of continuous hikes in cost of spares, HSD, Govt. levies etc. SRTUs continue to provide the services on existing fare only due to constraints posed by the State Governments. A mechanism should be evolved which can give the freedom to SRTUs for fare revision automatically, depending on the increase of factor costs.

Usually, the State Governments interfere with fare revision and force the SRTUs to run with no fare revision leading to losses. There is a wide disparity of fares across states. Karnataka State has evolved a formula for automatic fare revision which provides for automatic revision of fares based on the percentage of increase in cost of fuel and percentage of increase in Dearness Allowance. This formula has enabled the revision of fares in a transparent manner which is easily comprehensible to the commuters and also the State Government. It is recommended that such automatic fare revision formula may be provided for the STUs. The recommendation to this effect has also been made to encourage this as part of the amendment of the RTC Act 1950 by amending section 22(a).

1) **Provision of reimbursement by respective State Governments for concessional travel to identified categories of commuters being provided by STUs.**

The concessions granted by State Governments to various categories like Students, Blind persons, Freedom Fighters, Physically handicaps, diseased, Journalist & Sr. citizen, courses of professional education etc. have become a universal service obligation for SRTUs. Rajasthan State Road Transport Corpn. provides 37 types of concessions and situation in other States too, is almost similar. Initially the coverage was limited and the burden was nominal to the STUs and states. But over the years the criteria for concessional category has been enhanced resulting in an abnormal increase in the losses to STUs. For example granting concessions to the students is as a strategy to promote education in rural areas and to discourage dropouts. In Andhra Pradesh, all girl children studying up to 12th standard are provided free passes mainly to encourage them to continue education. Similarly, in Karnataka, over one million children travel on concessional passes every day.

These concessions cost the STUs heavily in terms of foregone revenue. According to statistics available with the CIRT, the cost of these concessions to the STUs amounted to Rs.1137/- crores in 2001-02 and Rs.2504/- crores in 2008-09. While some States reimburse the cost of these concessions to STUs partly, in most cases such compensation by way of reimbursement is grossly inadequate.

Central Government must take up this matter with the State Governments to sufficiently provide for such reimbursement of concessional travel by students and other identified categories which is social obligation and must be met out of the State Government budget.

In sync with those recommendations and the issues highlighted above, the following strategies can be suggested for improving the system:

VII. Strategies:

The strategies identified under equity infusion and flow of funds either by the State Government or Central Government along with empowering SRTUs to generate their own resources are classified into following 5 groups.

1. Fleet augmentation of SRTUs:

Increasing connectivity in rural areas through Public Private Partnership: Rural areas remain unconnected to a major extent in most States. The Central Government can increase the connectivity in those areas by partly funding the fleet required for operations. While the operations can be given to SRTUs or through PPP mode, the management and monitoring can be given to a Special Purpose Vehicle (SPVs). There are 5,93,731 inhabited villages in India. So far 1,83,000 villages are connected by organized bus transport by SRTUs either directly or PPP (Hire scheme) model. Remaining 4,10,731 villages which are not connected by organized public transport and the available mode of transports are not safe, affordable and reliable. The benefits of this scheme will be twofold:-. Firstly, the connectivity will increase in rural areas: secondly, the efficacy of engaging higher private sector participation under Hire scheme by SRTU and SPVs for greater accountability. This scheme in line with the **Jawaharlal Nehru National Urban Renewal Mission (JnNURM)** for one time central assistance for purchase of buses be launched by the Central Government for rural operation, the draft guidelines of which are given in Appendix I. It is proposed to finance purchase of 50854 at the rate of 600 buses per one crore of rural population at a cost of Rs.9153.72 crore of which the Central Government share will be Rs.7583.74 for all states and the balance be shared by the State Government and the State Road Tpt. Undertakings. For the North East SRTUs (Assam SRTC, Meghalaya TC, Nagaland ST, Arunachal ST, Manipur SRTC, Mizoram ST, Sikkim ST, Tripura RTC), sensitive zones like Jammu & Kashmir and Andaman

& Nicobar Islands and states of Bihar, West Bengal and Odisha, Madhya Pradesh, Chhattisgarh & Jharkhand where public transport is very un-structured, the Central share of assistance shall be 90% grant, State Governments share shall be 10% and for other states the Central assistance share shall be 80% grant, the respective State Governments and SRTU share shall be 10% each.

With this scheme it is expected that about 70000 villages will be newly connected in addition to the existing bus service connectivity to 1,83,000 villages by SRTUs.

2. Replacement of over-aged buses of SRTUs:

SRTUs are unable to generate adequate funds for capital expenditure and replacement of rolling stock as the financing of SRTUs (operating and investments cost) cannot be covered by the income from fares and subsidies alone, which is leading into poor management of the fleet, which in turn leads to poor operational performance causing even higher losses. There is a substantial commitment from the Government for the provision of public transport services and hence there is a need for equity infusion of funds by the Central and State Governments. It has been universally recognized that improved transport systems are essential for accelerated economic growth.

Twenty eight reporting SRTUs were having about 23000 over aged buses by the end of financial year 2008-09. While taking into consideration of all the 54 SRTUs, about 35000 buses are over aged as per individual SRTUs scrapping target policy and need to be replaced during the Twelfth Five Year Plan period amounting to approximately Rs. 6300 crore (Rs.18 lakh per bus) . For meeting the above requirements in rural operations of SRTUs, it is proposed that share of Central Government may be 50% of the total cost and that of the State Government may be 30% and the respective SRTU 20%. For hilly and North Eastern Regions like Assam, Himachal, Tripura, Meghalaya, Manipur, Nagaland, Arunachal Pradesh, Mizoram and Sikkim and sensitive zones like Jammu and Kashmir and Andaman & Nicobar Islands, it is proposed that the Central

Government may share 90% and State Government 10%. The Central Government share will be approx. Rs.4500 crore for purchase of 35000 buses.

3. Scheme for fleet augmentation and replacement of SRTUs:

Separate Schemes to this effect is proposed to be launched by the Central Government, whereby, SRTUs can carry out a demand assessment/ route rationalization exercise and prepare a fleet augmentation/replacement plan based on which it can apply for financial assistance from the Centre and the State. The Central Government and State Governments in turn can push for various reforms and bench marks needed for increasing the efficiency of SRTUs, such as fleet utilization, bus staff ratio, vehicle utilization and employee productivity etc.

4. Bringing greater accountability in operational and financial performances of SRTUs:

Guidelines can be formulated for improving the Management Information System of the SRTUs that can bring in greater accountability for the costs and losses being incurred. Various kinds of State subsidy can be linked for development of such a system thereafter.

5. Increasing use of Intelligent Transportation System in SRTU operations and Management Information System:

The use of intelligent transportation systems, Electronic ticket issuing machines, on line passenger Reservation systems, SMS based reservation of tickets and passenger information can be insisted upon as one of the conditions while granting financial assistance to SRTUs and SPVs.

The proposed action plan for implementation of these strategies would include:

1. a. Demand assessment for the existing rural bus operations by route rationalization exercise.
- b. Demand assessment for operation of rural bus services for remote, hilly areas and so far connected inhabited villages.

- c. Road map for connecting all the inhabited villages and cost involvement both for infrastructure and capital investments for rolling stock in each state.
2. Preparation of perspective plans for ITS implementation and infrastructure expansion for SRTU operations.
3. Implementing an improved system of data collection.

INTRODUCTION

The Planning Commission vide their Order No.18/3/2011-Tpt dated 06.04.2011 has constituted a Working Group on Road Transport for the Formulation of Twelfth Five Year Plan (2012-2017). In order to assist the Working Group in finalization of its report, MoRT&H vide its OM No.RT-21012/4/2011-T dated 7th June, 2011 had formed a sub-group on “State Road Transport Undertakings” in Road Transport with the following composition:

1)	Shri Manjit Singh, CMD, Rajasthan SRTC	Chairman
2)	Shri Arvind Kumar, Adviser (TR), MoRT&H	Member
3)	Shri A.K. Saroha, Director (Urban Transport), M/s Urban Development, New Delhi	Member
4)	Shri A.K. Gautam, Director (Tpt.), Planning Commission, New Delhi	Member
5)	Shri Gaurav Gupta, MD, KSRTC	Member
6)	Shri U. Sudhakara Rao, Executive Director, ASRTU, New Delhi	Member
7)	Prof. G. Ramesh, Visiting Professor, IIM Bangalore	Member
8)	Shri S.K. Patra, Director (Tech.), ASRTU, New Delhi	Convener

The Terms of Reference (ToR) of this sub-group gave a wide mandate on different issues concerning SRTCs. As per ToR, the direction has been given to the sub-group to review the growth of road transport with reference to State Transport Undertakings and their financial position and to suggest measures to improve their financial health.

As per the direction, meetings were held with all the members of the sub-group on 30th June, 4th July and 10th August, 2011 and discussed various aspects related to the given ToR. Four Teams were constituted and deputed to J&K, North Eastern States, Andaman & Nicobar, West Bengal, Punjab & Himachal Pradesh during this period to gather the first hand information and also to seek their views on the ways and means to strengthen the SRTC's in the sensitive zones so as to deploy the fleet in the remote and unconnected habitants.

It is ascertained and found from the statistics available close to 80% of the expenditure of SRTUs is only on account of personnel cost and Diesel cost. Number of efforts have been made by SRTUs for the last five years to reduce the bus staff ratio by introducing Electronic Ticketing Machine and other IT related projects, productivity exercises and at the same time measures have also been taken to improve the fuel efficiency.

A detailed report is enclosed covering all the issues contained in ToR particularly Equity infusion and flow of funds by the Central Government, State Government and respective SRTU on replacement of aged fleet and extending financial assistance for procurement of buses so as to connect more and more villages which are neither connected nor having a structured public transport facility.

It is not out of place to mention here that as on today 54 State Transport Corporations in the country are plying together 1,47,000 buses carrying 70 million passengers per day by connecting 183000 villages as against 593731 inhabitants villages in the country. With the above proposals of the sub-group, it is expected that another 70,000 villages will be connected with the organized Public Transport under SRTUs/SPV in the respective States.

TERMS OF REFERENCE

- I. To review the growth of road transport during the Eleventh Five Year Plan period making a critical assessment of the problems faced and the remedial action to be considered in the context of Twelfth Plan preparation.**

The 54 SRTUs in India carry more than 70 million passengers by operating 1,47,000 buses per day and performing about 501 billion passenger kms annually. The share of buses in total registered vehicles is 1.3 % and the share of SRTU vehicles comes to around 0.1% of the total vehicle population.

The vehicle population grew at a Compound Annual Growth Rate (CAGR) of close to 9.8% whereas buses grew by less than 8.7% however SRTUs have shown growth of 10% in their vehicle population. The growth in different physical parameters of STUs during the 11th Five Year Plan is placed in the Table- 5

Table-5

Year	2006-07	2007-08	2008-09	2009-10	2010-11
Fleet Strength (STUs buses)	1,15,400	1,18,600	1,23,100	1,23,481	1,47,000*
Fleet utilization %	92.4	92.3	91.6	92.5	91.4
Volume of operation (in eff. kms in crores)	1251	1302	1416		
Vehicle Productivity (in kms)	312.8	317.1	319.2	319.5	313.4
Kms. Per staff per day	52	53.5	55.5	56.19	57.57

* Including 10,000 Buses on Hire Scheme

The STUs are facing serious problems such as stiff competition from private operators, hike in prices of fuel, spare parts and personnel cost. The SRTUs are not allowed to

revise the passenger fare according to the increased market trend. Non- replacement of over aged buses in time is forcing SRTUs to operate to run buses in bad condition and unsafe manner.

The table below indicates the number of vehicles purchased and scraped during the last 11th Five Year plan period.

Table-6

Description	2005-2006	2006-2007	2007-2008	2008-2009
Total Capital investment (in Crores)	11490.99	14316.24	13821.12	17972.16
Govt Contribution (in Crores)	8542.04	9640.59	11518.26	15364.97
New Buses/Chassis Purchased	11652	12023	14971	14852
No.of Buses Scrapped	9083	9186	11101	9577

Central/State Government may consider to provide one time assistance for replacement of old buses and as well as for augmentation of fleet of SRTUs subject to achievement of the bench marks for certain performance parameters like Vehicle utilization, Fleet utilization, Employee productivity, Fuel KMPL, Bus staff ratio etc.

II. Reviewing the existing financial positions of the SRTUs and suggest measures for improving their financial health.

The financial structure of SRTUs is mentioned in Table 2 & 3. It is seen that the total revenue of SRTUs increased from Rs.22800.48 crore during the year 2006-07 to Rs.31650.85 crore in 2010-11. The cost has also increased from Rs.24950.74 to Rs.36862.44 crore in the same period causing a collective loss of Rs.5211.59 during the year 2010-11. It is also encouraging to notice that during the year 2008-09 six SRTUs namely Andhra Pradesh SRTC, Maharashtra SRTC, Karnataka SRTC, Orissa SRTC, Uttar Pradesh SRTC, & Bangalore MTC have made profit during the 11th Five Year Plan.

III. Equity infusion and flow of funds either by the State Govt. or Central Govt. along with empowering SRTUs to generate their own resources.

STUs are constrained to depend on general and other reserves besides loan capital since Central and State Governments are not forthcoming for capital funding. The financial viability of STUs is threatened by the rising cost of operation. Urban and hilly STUs could not even meet the operating cost since personnel and operating costs are very high.

Chapter IV, Section 23 of the RTC Act 1950, there is a provision for funding of capital from the Central and State Governments to STUs. Lack of funds for capital expenditure is one of the chief causes for lack of modernization and expansion of fleet in STUs. Operations in rural areas are not economical as the fares in the services are low so as to make bus travel affordable. Government of India and State Governments have been taking several steps to improve the roads through adequate budgetary support and these results are also being noticed. However, the strengthening of public transport has not happened because of inadequate finances to provide for replacing of aged buses or for expansion of fleet.

Inability of SRTUs to generate adequate funds for capital expenditure and replacement of rolling stock leading into poor management of the fleet, which in turn leads to poor operational performance causing even higher losses. There is a substantial commitment from the Government for the provision of public transport services and hence there is a need for equity infusion of funds by the Central Government. It has been universally recognized that improved transport systems are essential for accelerated economic growth.

The table-7 gives the number of over aged buses during the year 2008-2009 from the major 31 reporting SRTUs where the over age is calculated based on the scrapping policy adopted by the respective SRTUs.

Bus Age profile 2008-09 for the reporting STUs**Table-7**

S.No	Name of STU	Scrapping Target		Number of over aged Buses
		Years	KMs in Lakhs	
1	APSRTC		11.00	5762
2	MSRTC	10.00	5.50	77
3	GSRTC		8.00	3791
4	UPSRTC	6.00	8.00	1400
5	Kerala SRTC	13.00	10.00	236
6	RSRTC	8.00	8.00	693
7	NWKnRTC	10.00	7.50	1375
8	TNSTC-MDU	6.00		1813
9	TNSTC-KUM	6.00		1040
10	TNSTC-VPM	6.00	7.00	866
11	TNSTC-CBE	6.00	7.00	1232
12	TNSTC-SLM	6.00	7.00	301
13	SETC-TN	3.00	7.00	356
14	STHAR	7.00	6.00	NA
15	NEKnRTC	10.00	7.50	818
16	PRTC	8.00	6.50	476
17	SBSTC	8.00	4.00	
18	KDTC	10.00	8.00	22
19	OSRTC	9.00	5.80	40
20	HRTC		6.75	596
21	NGST	7.00	1.50	74
22	TRPTC	8.00	3.00	42
23	BEST	15.00	10.00	
24	DTC	8.00	5.00	260
25	BMTC	10.00	8.00	250
26	MTC	8.00		688
27	CSTC	8.00	4.00	260
28	PMPML	15.00	10.00	34
29	AMTS	8.00	5.00	372
30	TMTU	10.00	6.00	
31	KMTU	10.00	7.50	43

It is seen from the table that the 28 reporting SRTUs were having about 23000 over aged buses by the end of financial year 2008-09. While taking into consideration of all the 54 SRTUs about 35000 buses are over aged and need to be replaced during the Twelfth Five Year Plan period amounting to approximately Rs. 6300 crore (Rs.18 lakh per bus) . For meeting the above requirements in urban and rural SRTUs, it is proposed that share of Central Government may be 50% of the total cost and that of the State Government may be 30% and the respective SRTU 20%. For hilly and North Eastern Regions like Assam, Himachal, Tripura, Meghalaya, Manipur, Nagaland, Arunachal Pradesh, Mizoram and Sikkim and sensitive zones like Jammu and Kashmir and Andaman & Nicobar Islands, it is proposed that the Central Government may share 90% and State Government 10%. The Central Government share will be approx. Rs.4500 crore for purchase of 3500 buses.

IV. Development of fleet in the remote and unconnected habitants (J&K, NE, A&N, Lakshadweep etc.)

For ascertaining the present performances and requirements regarding deployment of fleet in the remote and unconnected habitants (As per the Terms of Reference), the chairman & other members of the sub-group visited Andaman & Nicobar Island, Jammu & Kashmir and deputed representatives to the North East States during the period 18th July to 9th August 2011 and had meetings with the chief executives of all the SRTUs in those areas. Meetings were also conducted with the Transport Secretary & chief executives of all the SRTUs of West Bengal and with the chief executives of all the SRTUs of northern states of the country.

The SRTUs in West Bengal are not well structured and not able to cater the need of public due their small fleet strength. Timely replacement of vehicles is also not being done due to non-availability of funds. There is hardly any connectivity to the rural areas by these SRTUs. The role of IT in vehicle operation is almost negligible. These SRTUs are sustaining huge loss due to high consumption of spares, fuel and low fleet utilisation and they mainly depend on the financial support from the State Government.

It has been proposed by these SRTUs that the Central Government should consider reduction in excise duty on procurement of chassis, reimbursement of toll tax and also provide central assistance for purchase of vehicles for rural connectivity, during the twelfth five year plan.

It was informed by the state transport officers of Andaman & Nicobar that the fund allocated during the last five year plan was inefficient even to maintain their existing fleet and hence no augmentation as well as replacement against the condemned buses could be made as per the requirement. They emphasized that the Central Government should consider reduction in excise duty and other taxes on the bus chassis, spare parts, diesel etc besides allocation of funds for purchase of new busses.

It was insisted by the chief executives of Jammu & Kashmir and North East SRTUs (Assam SRTC, Meghalaya TC, Nagaland ST, Arunachal ST, Manipur SRTC , Mizoram ST, Sikkim NT, Tripura RTC) that the number of buses in these states need to be increased considerably during the next five year plan for convenience of the travelling public. Assam SRTC proposed to increase the present position of their busses from 552 to 5050 at the end of the twelfth five year plan period by inducting at least 1000 new buses per year. It was also proposed that central government assistance for development of infrastructural facilities such as workshops, bus stations and also use of IT for vehicle operation is needed for efficient operation of buses by these SRTUs. J&K SRTC needs funds for replacement of their 20 years aged 343 buses, augmentation on existing routes and new buses to connect remote & hilly areas during next five years.

SRTUs in the states of Punjab & Himachal are not having enough buses for the rural connectivity. Though electronic ticketing machines, on line reservation system etc. have been inducted in the SRTUs they still require central government assistance to extend such ITS facilities to their entire fleet. It was proposed by these SRTUs that central government should consider for reduction in excise duty on bus chassis, spare parts and some rebate on the diesel cost.

V. Restructuring of the transport services in case of unviable SRTUs.

The cause for making operational losses by the SRTUs has been discussed in the relevant chapters. SRTUs need to venture innovative means and methods to control costs. Productivity linked wage scheme, deployment of multi-skilled personnel, automation of manual systems are some of the priority measures to be focused by SRTUs immediately. One man operation and adoption of intelligent transport system such as Electronic fare collection system, on board electronic ticketing machines, are some of the innovative measures. Commercial exploitation of transport land, commercial outlook for transport organizations through PP mode and freedom to fix passenger fares will also strengthen the financial position of the SRTUs.

VI. Most of the SRTCs are facing stiff competition from private operators. Hence, SRTCs should operate more buses, equity infusion for buying new buses by centre as well as State Govts., route rationalization, operating new buses in remote areas, change of product mix should be accorded top priority in case of SRTUs.

A special scheme as explained in **Appendix 1** can be launched with the aim of increasing connectivity in rural areas through PPP mode / SRTUs. All State Governments can apply for the Scheme by setting up Special Purpose Vehicle at Divisional / Zonal level which shall regulate and monitor the performance thereafter.

The SRTUs of the North East states, hilly states and some union territories are operating buses in different conditions such as hills, low population density etc. Due to these conditions, the physical performances like vehicle utilization, fuel kmpl etc. are in very lower side resulting to very high operational cost. A large number of villages are remaining unconnected by public transport in these states. In Assam, out of 26,312 villages, only 2236 villages are covered by Assam SRTC. Similarly, in Meghalaya, out of 6026 villages, only 646, in Arunachal Pradesh, out of 5589, only 1760 and in Nagaland, out of 1267 villages only 532 are connected by the respective SRTUs.

In the Union territories of Andaman & Nicobar, out of 547 villages, only 251 are connected by the state transport buses. The remaining villages are either not connected by any public transport system or having unauthorized /unsafe mode of transport services. Further, there are no SRTUs existing in the states of Madhya Pradesh, Chhattisgarh, Jharkhand and these are very un-structured in the states of Bihar, West-Bengal and Odisha. For these states the Central assistance share shall be of 90% grant and for other states the Central assistance share shall be of 80% grant. The respective State Governments shall bear the remaining cost.

VII. Staff productivity of SRTCs related to throughout is also good, but in order to maintain good staff productivity, the SRTC will have to adopt proper management practices like engaging contractual labour by outsourcing the recruitment to private placement agencies.

The cost towards man power of the SRTUs alone comes to around 40% of the total cost. The Government allows 2 dozes of daily allowance and one annual increment to the employees every year which SRTUs are compelled to pay. The Bus staff ratio has been dropped from 6.52 in the year 2006-07 to 5.5 in the year 2009-10. Though the Bus staff ratio is less, there is still a scope in improvement in man power utilization. The SRTUs should adopt a system of engaging employees both mechanical and operational on contractual basis rather than engaging them on regular basis. Outsourcing of services for non-core activities is a better option for decreasing the man power costs.

VIII. To estimate financial outlays for the proposed programmes for public sector road transport undertakings, separately for replacements and additions keeping in view the capacity to generate internal resources. Annual phasing may also be indicated.

The SRTUs require immediate replacement of their 35000 over-aged vehicles at a total estimated cost of Rs.6,300 crores. Out of which, Central Government share is proposed as 50% and the balance will be shared by the respective state governments and the SRTUs.

Similarly, 50,854 buses have been proposed for augmentation of fleet of the SRTUs for rural operation, during the 12th Five Year Plan at a total cost of Rs.9,154.00 crores. Out of which, the Central Government's share (one time) will be Rs.7,584.00 crores. Besides, Central Government's one time aid for replacement and augmentation of fleet, the SRTUs are required to purchase buses from their internal resources on regular basis to maintain their fleet position as per the demand. Some SRTUs have already started generating their funds by means of loans from bank/financial institutions. The total number of vehicles to be replaced and added during the twelfth five year plan (2012-2017) for the SRTUs are as under :-

S.No.	Year	Number of buses to be replaced	Number of buses to be purchased for augmentation
1.	2012-13	15000	10000
2.	2013-14	15000	15000
3.	2014-15	15000	15000
4.	2015-16	20000	15000
5.	2016-17	20000	15000

Total 85,000 buses are required to be replaced which includes existing 35000 over aged fleet as on March 2011. Similarly 70,000 buses are required to be augmented which includes 50,854 proposed with the financial assistance of Central, State Governments and respective SRTUs.

The additional buses other than that are to be purchased under central government aid, will be financed by the individual SRTUs by mobilizing their internal resources. Further, SRTUs should be given liberty to mobilize funds for capital expenditure on their own strength/financial capability from Banks/financial institutions or in terms of soft loans, tax free bonds etc.

IX. To review the internal resources of public sector undertakings during Eleventh Plan and to assess the same for the Twelfth Five Year Plan and recommend measures to augment them.

The fleet position and other physical and financial performance of the SRTUs are placed at Annexure I and II respectively.

A proposal for purchase of more than 50000 buses has already been made under the assistance of Central Government for augmentation of fleet of SRTUs for their rural operations, The Annexure I and II indicates the Physical and financial performance of SRTUs during the 11th Five year plan period. Several measures have been recommended in this report to improve the financial viability of the SRTUs. The Central Government must consider the reduction of Excise duty on Diesel, reduction of rates of Motor Vehicle Tax, passenger tax, reimbursement of Toll tax paid by SRTUs and also make provision for the viability gap funding for the operations made by SRTUs.

X. The physical and financial performance of State Road transport Undertakings with special reference to the achievements and failures against targets of Eleventh Five Year Plan and suggest measures to improve the financial viability.

The physical and financial performance of State Road Transport Undertakings has been given separately on Annexure-I and Annexure-II. While considering the past performance of State Transport Undertakings and in order to ensure the financial viability, measures have been proposed for replacement and augmentation of the fleet during the 12th Five Year Plan.

Appendix - 1

Special Scheme for providing Central assistance for purchase of buses by the States/UTs/State Transport Undertakings (SRTUs) for operation of bus services in rural/Mofussil areas to strengthen public transport system

(A) Background

Public Transport services play a major role in reducing the poverty and keeping deprivation at check in rural areas. Apart from offering the rural population a viable and convenient way to market their agricultural produce, it also enables them to access other sources of income such as engagement in informal services in nearby urban nodes and formal employment in manufacturing, food processing, transport and other industries, etc. Certain inherent characteristics of the Bus transport system make it the ideal mode for meeting the huge and increasing demand for passenger transport services. Bus transport makes the most optimum use of the available road space and fossil fuel by transporting the maximum number of people per unit of road space. On an average, a car consumes nearly 6 times more energy than an average bus, while two wheelers consume about 2.5 times and three-wheelers consume 4.7 times more energy in terms of per passenger km.

Since the inception of passenger transport services for rural, inter-city and urban areas by State Road Transport Undertakings (SRTUs) set up under the Road Transport Corporation (RTC) Act of 1950, bus-based public transport system continues to be dominated by the SRTUs in terms of coverage and patronage. The STUs carry about 7 crore passengers per day performing about 501 billion passenger kilometers annually. In the non-urban sector alone, the SRTUs performed about 12.6 billion bus kilometers carrying a total of 477.5 billion passenger kilometers (pkm) of service. However, despite the large role played by SRTUs in public transport operations, the share of SRTU owned buses as compared to the total number of registered vehicles has declined from 11.1% from its inception time in 1951 to 0.11% as on March 2009, which during its peak time in early 1980s was almost 45% of all the entire bus fleet in India. The extent of rural population served per bus varies from 4,535 in Andhra Pradesh and 11,435 in Rajasthan to 23,230 in Uttar Pradesh and 1,36,639 in Bihar.

There are altogether 54 State Transport Undertakings comprising of 24 State Road Transport Corporations (SRTCs), 12 Companies, 8 Government Departmental Undertakings and 10 Municipal Undertakings, providing public transport services to the people. All of these own 1,47,000 buses, as on March 2011 including 10,000 buses taken from private sector on hire basis for their operation, of which about 81% are engaged in rural and inter-city operations. The increase in fleet size of STUs has not kept pace with the increase in demand for mobility, being merely 0.6 percent per annum, which is considered grossly inadequate. Further, there were a total of 23,000 over-aged vehicles (as per existing standards) as on March, 2009 as reported by 28 SRTUs. At present there are almost 35,000 over-aged buses are being operated by all the 54 SRTUs. Add to that, the cancelled kilometres of STUs in 2008-09 were around 590.69 lakh kms due to inadequate number of buses. It is estimated that 50,854 additional buses are required to enable the STUs to engage the required number of buses in rural areas. Considering the magnitude of funding required for such augmentation of fleet size and the economic position of State Governments, it is unlikely that STUs shall be able to mobilize the necessary resources for it without the support of other agencies, such as the Central Government.

The Central Government has launched a scheme under the prestigious “Jawaharlal Nehru National Urban Renewal Mission” (JnNURM) for one time central assistance for purchase of buses by cities for operation within their urban limits. The scheme was received exceptionally well and by 2009, 15,260 buses had been sanctioned by the Central Government of which 14,524 were purchased by 61 JnNURM cities which today are operational and making a significant impact of the urban transport scenario of the country. A total of around Rs. 4700 crores was sanctioned to various cities under the Scheme by 2009. The assistance being provided under the Scheme was linked to certain mandatory reforms to be undertaken by cities in respect of their urban transport management system.

Cities in most states have undertaken a major part of these reforms, such as forming a Special Purpose Vehicle (SPV) for city bus operations and creating a Unified Metropolitan Transport Authority (UMTA) to deal with land use and urban transport problems in holistic manner, and others are in advanced stages of implementing them.

In a similar vein, it is proposed to launch a **Scheme for One-Time Central Assistance for Purchase of Buses by State Governments/ UTs for Operation in Rural Areas**. The Scheme shall help in deployment of fleet for providing bus based public transport services in the rural areas of 612 districts of the country. The guidelines for availing the assistance under the present scheme is given below:

(B) Guidelines For The Scheme

Name of the Scheme

This scheme shall be called as ‘Special one-time Central assistance for purchase of buses by State Governments/ UTs for operation in rural areas to strengthen public transport system in the country’.

Scope/ Objectives of the scheme

To provide financial assistance in the form of grant for purchase of buses by State Governments/ UTs for operations in rural areas.

Eligibility

All States shall be eligible for assistance under the scheme.

Special Purpose Vehicle

All States shall be required to set up a Special Purpose Vehicle in each Division/ Zone/SRTU that shall be responsible for the operations of aforesaid and existing buses, management and monitoring thereof.

Extent of distribution of buses to the States/ UTs

An upper limit of the number of buses for the purchase of which assistance can be sought is proposed for each State keeping a criteria of 600 buses per one crore rural population amounting to a total of 50854 buses proposed for distribution. An indicative list for distribution of buses to the States/ UTs is given in Table - 1.

Mode/extent of assistance

- The Central assistance shall be in the form of an 80% grant on the cost of the buses. However, in case of North-Eastern, hilly States, Union Territories and in the states where the SRTUs are not very structured/existing , the Central assistance share shall be of 90% grant. The respective State Governments shall bear the remaining cost.
- While calculating the cost of the buses, the sales tax/ VAT/ any other tax levied by the States shall not be taken into account.
- The maximum cost per bus to be considered under the scheme shall not exceed Rs. 18 lakhs and the extent of central assistance shall be calculated accordingly.
- Gross financial implication on account of this scheme works out to be Rs. 9153.72 crore (50854 x maximum cost per bus Rs. 18 lakh) out of which the share of Central Government shall be to the tune of Rs. 7583.74 crore. An state-wise list indicating the share of central assistance (maximum) for procurement of these buses is given in Table - 9.

Procedure for seeking assistance

- The State Government/ UTs shall apply in a Performa, as given in Annexure A, to seek financial assistance under this scheme.
- The application shall be supported by a Detailed Project Report.

Detailed Project Report

- The States/ UTs/SRTUs shall have to submit a Detailed Project Report (DPR) to apply for assistance under this scheme. The DPR should contain allotment of buses district-wise/ route-wise keeping in view the economic/ passenger aspects of operation.
- **The district-wise allotment shall have to done keeping the criteria of 600 buses per one crore rural population.**
- The DPR shall contain the details of the SPV to be formed for managing and monitoring the operations.
- The DPR shall contain the service level standards and the detailed model for engaging under PPP mode/SRTUs.
- The DPR shall contain details of the reforms proposed to be undertaken by State Government and their implementation mechanism.
- The task of preparation of DPR shall have to given to professional agencies by the respective State Governments.
- The cost of preparation of DPRs shall be reimbursed by the Central Government subject to actual or 1% normally & with exceptional justification of 2% of the overall project cost.
- Detailed guidelines on the preparation of DPR are given in Guideline - 1.

Reforms

The State Governments shall have to undertake the following mandatory reforms so as to become eligible for financial assistance under the scheme:

- **Rationalisation of Taxation Structure:** The State Government shall have to take adequate measures to rationalise their taxation structure to a form that favours development and growth of public transport system.

The State may consider waiving off/ reducing taxes such as VAT, Toll Tax, Passenger Tax/ MV Tax, etc. which are presently being levied on and add to the capital or operating expenditure of the buses being operated keeping in mind the associated social benefits, which can then be justified to reduce the subsidy being provided by the State to the operator.

- **State Transport Fund:** The State Government shall have to take necessary steps to set up a State Transport Fund by levying an additional nominal tax on fuel per litre, which can be used to fund capital or operating subsidies required by the operators for expansion of their bus services in rural areas.
- **Advertisement Policy:** The State Government shall have to lay down an advertisement policy for generating revenues from advertisements on the rolling stock, which simultaneously can be used for propagation of social messages through advertisements put up by other State Departments such as Health and Education.

Other Conditions

- **Safety and Quality norms:** The State Government shall have to take necessary steps to ensure safety and quality of ridership of passengers using the bus system, such as setting up of fire prevention and safety norms, late-night driving norms, speed limits, quality standards, service level benchmarks etc. as well as detail a mechanism to monitor the adherence to these norms.
- The buses to be procured under the scheme shall meet the specifications notified under the Bus Body Code.
- The State Governments/ UTs/ shall ensure that adequate infrastructure is in place to operate and maintain these buses in the form of Depots, Terminals and Workshops.

Procedure for DPR appraisal/ sanction and disbursement

- The proposals received from the States/ UTs shall be considered on first come first serve basis.
- The proposal received will be considered by an Appraisal-cum-Sanction Committee headed by the Secretary, MoRTH. Other members of the Committee shall be AS&FA, MoRTH, Joint Secretary (Transport), MoRTH and representative from the Planning Commission.
- The STAGE I of the DPR shall have to be submitted to the Appraisal and Sanctioning Committee for approval. Post approval, 50% of the Central Government's fund shall be sanctioned. The remaining 50% shall be sanctioned after approval of STAGE II of the DPR and successful commissioning of at least one cluster to a private operator by the SPV formed.

Validity of the Scheme

The scheme shall be valid for a period of three years effective from April 2012, and to be executed during the 12th Five Year Plan (2012-2017) .

Table – 8. Indicative distribution of buses amongst States/ UTs calculated at the rate of 600 buses per one crore of rural population with minimum number of buses allotted is 100.

S. No.	State	Population (as in 2011)	Population Distribution		No. Of Districts	Rural population	No. of buses proposed
			Rural (%)	Urban (%)			
1.	Andhra Pradesh	84,665,533	66.50	33.50	23	56,311,788	3378
2.	Arunachal Pradesh	1,382,611	77.30	22.70	13	1,069,165	100
3.	Assam	31,169,272	86.00	14.00	23	26,780,526	1606
4.	Andaman & Nicobar Islands	379,944	64.30	35.70	2	244,411	100
5.	Bihar	103,804,637	88.70	11.30	37	92,075,028	5524
6.	Chhattisgarh	25,540,196	76.80	23.20	16	19,603,658	1176
7.	Chandigarh	1,054,686	2.70	97.30	1	29,004	100
8.	Dadra and Nagar Haveli	342,853	53.40	46.60	1	183,024	100
9.	Daman & Diu	242,911	24.80	75.20	2	60,331	100
10.	Delhi	16,753,235	2.50	97.50	9	419,319	100
11.	Goa	1,457,723	37.80	62.20	2	551,414	100
12.	Gujarat	60,383,628	57.40	42.60	25	34,670,817	2080
13.	Haryana	25,353,081	65.20	34.80	19	16,531,493	992
14.	Himachal Pradesh	6,856,509	89.90	10.10	12	6,167,805	370
15.	Jammu and Kashmir	12,548,926	72.80	27.20	14	9,134,820	548

Report of Sub-Group on SRTUs

S. No.	State	Population (as in 2011)	Population Distribution		No. Of Districts	Rural population	No. of buses proposed
16.	Jharkhand	32,966,238	76.00	24.00	18	25,036,946	1502
17.	Karnataka	61,130,704	61.40	38.60	27	37,552,529	2253
18.	Kerala	33,387,677	52.30	47.70	14	17,445,506	1046
19.	Lakshadweep	64,429	22.00	78.00	1	14,121	100
20.	Madhya Pradesh	72,597,565	72.40	27.60	45	52,537,899	3152
21.	Maharashtra	112,372,972	54.80	45.20	35	61,545,441	3693
22.	Manipur	2,721,756	69.80	30.20	9	1,899,624	114
23.	Meghalaya	2,964,007	79.90	20.10	7	2,368,971	142
24.	Mizoram	1,091,014	48.50	51.50	8	529,037	100
25.	Nagaland	1,980,602	71.00	29.00	8	1,406,861	100
26.	Orissa	41,947,358	83.30	16.70	30	34,951,234	2097
27.	Punjab	27,704,236	62.50	37.50	17	17,316,800	1039
28.	Pondicherry	1,244,464	31.70	68.30	4	394,341	100
29.	Rajasthan	68,621,012	75.10	24.90	32	51,540,236	3092
30.	Sikkim	607,688	75.00	25.00	4	455,962	100
31.	Tamil Nadu	72,138,958	51.60	48.40	30	37,189,229	2231
32.	Tripura	3,671,032	73.80	16.20	4	2,710,051	163
33.	Uttar Pradesh	1,99,581,477	77.70	22.30	70	1,55,111,022	9303
34.	Uttarakhand	10,116,752	69.40	30.60	13	7,025,583	421
35.	West Bengal	91,347,736	68.10	31.90	18	62,213,676	3732
TOTAL		1,210,193,422			593	833,087,662	50854

Table – 9. Financial implication in respect of the Special scheme for procurement of buses by the States/ STUs for operation of bus services in rural/ mofussil areas.

S. No.	State	No. of buses proposed	Total cost (in Rs. Crore) for procurement of bus (@ Rs. 18 lakh per bus)	Share of Central Government (in Rs. Crore) under the Scheme
1.	Andhra Pradesh	3378	608.04	486.40
2.	Arunachal Pradesh	100	18	*16.2
3.	Assam	1606	289.08	*260.20
4.	Andaman & Nicobar Islands	100	18	*16.2
5.	Bihar	5524	994.32	*894.90
6.	Chhattisgarh	1176	211.68	*190.50
7.	Chandigarh	100	18	*16.2
8.	Dadra and Nagar Haveli	100	18	*16.2
9.	Daman and Diu	100	18	*16.2
10.	Delhi	100	18	*16.2
11.	Goa	100	18	14.4
12.	Gujarat	2080	374.40	299.52
13.	Haryana	992	178.56	81.20
14.	Himachal Pradesh	370	66.6	*60.0
15.	Jammu and Kashmir	548	98.64	*88.80
16.	Jharkhand	1502	270.36	*243.30

S. No.	State	No. of buses proposed	Total cost (in Rs. Crore) for procurement of bus (@ Rs. 18 lakh per bus)	Share of Central Government (in Rs. Crore) under the Scheme
17.	Karnataka	2253	405.54	324.40
18.	Kerala	1046	188.28	150.60
19.	Lakshadweep	100	18	*16.2
20.	Madhya Pradesh	3152	567.36	*510.60
21.	Maharashtra	3693	664.74	531.80
22.	Manipur	114	20.52	*18.47
23.	Meghalaya	142	25.56	*23.0
24.	Mizoram	100	18	*16.2
25.	Nagaland	100	18	*16.2
26.	Orissa	2097	377.46	*339.70
27.	Punjab	1039	187.02	149.60
28.	Pondicherry	100	18	*16.2
29.	Rajasthan	3092	556.56	445.25
30.	Sikkim	100	18	*16.2
31.	Tamil Nadu	2231	401.58	321.30
32.	Tripura	163	29.34	*26.40
33.	Uttar Pradesh	9303	1674.54	1339.60
34.	Uttarakhand	421	75.78	*68.20
35.	West Bengal	3732	671.76	537.40
TOTAL		50854	9153.72	7583.74

* – calculated at 90%. Other states calculated at 80%
Note- Minimum number of vehicles taken as 100

Pro-forma – 1 For Applying for Central Assistance under the Scheme

- 1) Name of the State/UT:
- 2) Name of the Project for which Central assistance has been sought:
- 3) Total Project cost:
- 4) Date of completion of the project:
- 5) Whether Detailed Project Report enclosed?
- 6) Mode of financing the project:
- 7) Assistance sought under the scheme (in Rupees):

(Principal Secretary (Transport) /

Transport Commissioner of the State/UT)

Guideline – 1 Preparation of Detailed Project Report for Procurement of Buses by State Governments under the “Special One-time Central Assistance for purchase of buses by the State Governments for operation in rural areas to strengthen public transport system in the country”

The Ministry of Road, Transport and Highways, Government of India has launched a Scheme, as cited above, with the objective to provide financial assistance in the form of grant for purchase of buses by State Governments/ UTs for operations in rural areas.

The States/UTs are required to submit a Detailed Project Report (DPR) to apply for assistance under this scheme. The information that is expected to be provided in the DPR is given below as also an indicative structure having different sections that might be followed in the preparation of the DPR.

The DPR shall essentially be divided into three parts, as explained below:

PART I: OVERVIEW OF EXISTING SITUATION

This part gives an introduction to the existing public transport system available in the rural areas and should contain the following:

- a. Details on types of operators (SRTU/ private), the extent of their operations, types of vehicles deployed and categories of services and associated fare structure extended by each.
- b. District-wise socio-economic and demographic characteristics.
- c. For each district, map(s) showing the following:
 - i. Existing road network classified as NH/ SH/ MDR/ ODR
 - ii. Classification of road network in terms of level-of-service (number of lanes, permanent/semi-permanent)
 - iii. Proposed extensions/ widening of the road network.
 - iv. Existing routes being operated by SRTU and private operators with the category of service and type of vehicle being used for each route

- v. Settlement Pattern (including brief socio-economic and demographic characteristics of the settlements) and the settlements which remain unconnected.
- vi. Any master-plan of proposed routes for expansion of STU operations in future.
- d) District-wise broad physical and financial characteristics of other operators (average ridership, fare structure, average daily kilometres operated and cost of operations per km, etc.)
- e) Existing advertisement policy of the State with respect to rural bus operations.
- f) Statistics on Ad revenue being collected annually from various sources within the realm of rural bus operations.
- g) Existing public transport policy of the State, if any.

PART II: ALLOCATION OF BUSES ON NEW ROUTES

The Scheme gives an indicative number of buses for procurement for which financial assistance can be sought by the States based on an estimate of 600 buses per one crore rural population. Based on the same criteria, the distribution of buses in each district has to be made. Within each district:

- i. A map showing the unconnected (and less connected) rural settlements and viable routes connecting these settlements to be proposed and shown on the map.
- ii. For each proposed route, based on a certain desirable frequency, the number of buses to be allocated to it to be determined.
- iii. The existing infrastructure (proposed expansion in case existing is inadequate) to be used for operation of these buses shall have to be given.

PART III: SYSTEM SPECIFICATION AND OPERATIONS PLAN

- a. Routing, Operational Plan and System Specification for Rural Routes

PART IV: CLUSTERING OF VIABLE AND NON-VIABLE ROUTES

- a. Assessment of financial viability of each proposed route
- b. Bundling of viable and non-viable routes into clusters suitable for contracting

PART V: IDENTIFICATION OF SUITABLE PPP CONTRACTING MODEL FOR EACH CLUSTER

PART VI: REQUEST-FOR-PROPOSAL DOCUMENT (RFP) FOR INVITING BIDDERS FOR VARIOUS CLUSTERS

PART VII: SPECIAL PURPOSE VEHICLE

- a. Proposed Composition and Organisational structure of the SPV
- b. Functions and Powers of the SPV
- c. Proposed staffing pattern of the SPV
- d. Financing and Management mechanism of SPV

PART VIII: INFRASTRUCTURE AND ITS PERSPECTIVE PLAN

- a. Identification of existing land pockets available with State Govt. for development of infrastructure
- b. Phase-wise development strategy of infrastructure on such land pockets
- c. Implementation mechanism for development on each of such land pockets (State funded, PPP)
- d. Block cost for development of infrastructure for each phase
- e. Identification of ITS infrastructure requirement
- f. Phase wise development and integration of ITS infrastructure
- g. Implementation mechanism for development, integration and management of ITS
- h. Block cost for development and integration of ITS

PART IX: REFORMS

This part shall document the reforms that shall need to be undertaken by the State Government to avail the benefits of the scheme. The following items shall be expected to be given in the DPR:

- a. **Rationalisation of Taxation structure:** The existing taxation structure of the State for Buses with respect to other categories of vehicles shall have to be reviewed and a rational system shall have to be proposed which favours the development and growth of the public transport system. The following shall be expected to be given in the DPR:
 - i. Types of taxes being levied on competing modes in rural operations (during purchase and operations)
 - ii. Types of taxes that can be waived off along with justification
 - iii. Comparison of tax per seat per km (being offered by different competing modes) being charged and a proposed mechanism to rationalize the overall structure in that regard.
- b. **Formation of State Transport Fund:**
 - i. Additional revenue that shall be likely to be generated by levying different amount of cess on each litre of fuel sold within the State
 - ii. Mechanism for creation of dedicated State Transport Fund
 - iii. Institutional changes that shall be needed for levying the cess and channelizing the revenue generated into the State Transport Fund.
- c. **Proposed Advertisement Policy**
- d. **Safety Norms:** The existing safety norms in place for bus operations shall have to be reviewed in the light of nature of accidents that occur/ have occurred in the past five years (rash driving/ drunk driving/ driver sleeping off/ internal fire, etc.) and adequate norms required to prevent those in future shall have to be put in the DPR.

PART X: LEVEL OF SERVICE STANDARDS

- a. Norms and Standards to be followed to ensure a desired level of service with regard to operation and maintenance of buses, fare collection, etc.
- b. Mechanism for monitoring adherence of norms and standards by the private operators.

The DPR shall be submitted in **TWO STAGES** each comprising of the following parts:

STAGE I: PART I to PART VIII

STAGE II: PART IX to PART XI

The STAGE I of the DPR shall have to be submitted to the Appraisal and Sanctioning Committee for approval. Post approval, 50% of the Central Government's fund shall be sanctioned. The remaining 50% shall be sanctioned after approval of STAGE II of the DPR and successful commissioning of at least one cluster to a private operator by the SPV formed.

ANNEXURE- 1- Summary of Physical Performance of SRTUs (Provisional 2010-11)

S.No	Company Name	Avg. no of buses held	% Fleet Utilization	Load factor (%)	Passengers Carried (Lakhs)	Total Staff	BSR	KMPL	Accidents/ Lakh Kms.
1	APSRTC	21764	99.5	66.2	47197.99	118854	5.49	5.11	0.1
2	MSRTC	16164	94.5	62.5	25549.24	98097	6.42	4.92	0.17
3	GSRTC	7847	80.5	70.4	8122.49	38182	6.05	5.5	0.11
4	UPSRTC	8521	95.7	64.3	4857.23	32081	3.93	5.26	0.1
5	KnSRTC	7188	92.8	75.4	8309.97	33678	5.05	4.81	0.14
6	Kerala SRTC	5623	81.8	83.2	12277.01	39435	8.57	4.22	0.12
7	RSRTC	4448	92.9	71.5	3441.24	20788	5.03	5.04	0.08
8	NWKnRTC	4199	93	63.4	6880.87	21071	5.4	5.04	0.12
9	TNSTC (Madurai)	3008	96	86	13823	14579	5.05	5.46	0.24
10	TNSTC (Kum)	3503	94.2	76.4	11988.01	22664	6.87	5.51	0.21
11	TNSTC (Vill)	3304	96.1	82.3	10792.49	21657	6.82	5.52	0.28
12	TNSTC (Coim)	3104	97	80.1	10619.68	18688	6.39	5.02	0.2
13	TNSTC (Salem)	2055	95.7	76	7090.8	12826	6.52	5.44	0.1
14	SETC	1002	90.4	85.1	278.08	6690	7.38	5.02	0.25
15	STHAR	3271	94.6	73	4244.31	16702	5.4	4.99	NA
16	NEKnRTC	3771	90.9	59.7	4582.09	17600	5.14	5.21	0.1
17	PUNBUS	1080	100	NA	2076.33	NA	NA	4.48	0.05
18	STPJB	603	98.5	82.8	1241.57	6575	11.07	4.52	0.02
19	NBSTC	804	58.2	70.3	578.99	3936	8.41	4.21	0.24
20	BSRTC	426	42.5	70	56.04	2000	11.05	4.09	0.08
21	SBSTC	545	64	78.6	NA	2393	6.86	4.07	0.09
22	KDTC	393	80.7	91.7	280.21	1891	5.97	4.47	0.32
23	OSRTC	344	82	69	50.29	954	3.38	4.54	0.18
24	HRTC	1985	99.8	78.1	NA	8646	4.36	3.63	0.06
25	NGST	208	62.5	73.6	NA	1044	8.03	3.75	0
27	MEGTC	62	50	60.6	NA	340	10.97	3.81	0.17
28	MZST	53	52.8	73.7	NA	650	23.21	3.39	Nil
29	BEST	4698	89	69.7	15729.33	30293	7.25	2.91	0.29
30	DTC	6245	75.4	74.2	9562.11	33421	7.1	2.97	0.07
31	BMTC	6119	92.9	63.9	15583.33	32495	5.71	4.01	0.13
32	MTC	3421	85.4	87.9	19964.00	22891	7.83	4.37	0.55
33	CSTC	929	53.1	60.2	1690.67	6269	12.72	3.35	0.32
34	PMPML	1560	77.2	60.9	4140.40	9890	8.21	3.32	0.18
35	AMTS	962	71.4	66	NA	5339	7.77	NA	1.01
36	CHNTU	409	94.4	92	NA	2096	5.43	4.04	0.24
37	TMTU	375	56.5	82.4	840.55	2374	11.2	3.11	0.47
38	KMTU	135	90.4	69.9	357.39	660	5.41	3.68	1.58

ANNEXURE 2 - Summary of Financial Performance of SRTUs (Provisional 2010-11)

1 S.No	2 Name of STU	3 Total Revenue		4 Total Cost		5 Operating Ratio (%)	6 Net profit/ Loss (Rs. lakh)	7 Material Cost		8 Total Taxes (Rs. Lakhs)
		Rs. lakh	Paise/ eff. km	Rs. lakh	Paise/eff. km			Rs. lakh	Paise/ eff. km.	
1	APSRTC	515962.04	2372.56	536702.43	2467.93	114.32	-25542.12	220685.31	1014.79	32979.43
2	MSRTC	494664.00	3474.89	485794.67	3412.60	87.64	8869.33	184508.00	1296.12	62022.67
3	GSRTC	181134.05	2554.00	209464.76	2953.48	131.15	-28330.71	78958.01	1113.32	27109.45
4	UPSRTC	225220.37	2932.71	205236.09	2658.84	89.61	19984.28	76305.49	988.49	24197.31
5	KnSRTC	195212.16	2984.53	189955.03	2903.83	99.77	5257.13	92509.48	1414.31	9876.23
6	Kerala SRTC	129547.03	3213.16	159760.33	3962.49	113.20	-30213.31	61885.33	1534.23	6296.33
7	RSRTC	119799.95	2636.93	141644.85	3119.29	112.03	-17144.56	51956.92	1180.44	9182.15
8	NWKnRTC	100575.97	2787.87	103076.27	2857.07	108.71	-2500.29	47495.51	1316.49	4554.96
9	STHAR	83521.33	2897.69	107093.33	3716.04	132.26	-23572.00	34582.67	1200.17	15232.00
10	NEKnRTC	86241.73	2667.51	84955.19	2632.36	101.86	1286.55	41479.67	1285.29	4101.76
11	PUN BUS	32454.04	2980.40	31206.03	2866.36	83.28	1248.01	13527.11	1242.23	5686.47
12	STPJB	8340.21	3213.51	15598.75	6095.47	208.92	-7258.53	3229.99	1261.43	1267.68
13	NBSTC	6544.48	2142.17	19693.44	6461.83	286.82	-13148.96	4929.83	1615.07	NA
14	BSRTC	2105.55	2035.91	3940.88	3923.24	213.78	-1835.33	1585.45	1583.16	82.84
15	SBSTC	13760.98	7262.30	14091.16	7444.50	198.56	-330.18	4541.32	2400.90	25.22
16	KDTC	7715.81	3535.96	9944.48	3639.87	145.70	-2228.67	3229.00	1476.93	143.31
17	OSRTC	6282.25	2608.27	5739.13	2381.24	88.91	543.12	3508.32	1455.56	370.21
18	HRTC	42097.53	3339.73	49375.16	3917.96	117.43	-7277.63	21633.04	1716.80	3894.32
19	MZST	220.54	3702.50	1575.12	26632.80	784.47	-1354.58	259.82	4391.90	NA
20	BEST	108312.61	5504.89	147197.17	7479.87	137.29	-38883.85	38357.60	1949.37	5907.08
21	DTC	91324.27	4609.24	318358.15	18486.97	205.79	-227033.88	31119.49	1577.37	2226.15
22	BMTC	131710.81	3836.44	125654.01	3659.16	94.43	6056.80	55271.92	1609.56	6857.77
23	CSTC	6744.95	2511.91	25180.19	9392.97	376.79	-18435.24	4898.13	1827.16	NIL
24	AMTS	10843.32	4010.70	22843.36	8451.40	220.53	-12000.04	3607.14	2010.40	110.58
25	TMTU	5440.89	5308.23	6182.76	6048.63	114.64	-741.87	1741.72	1693.87	361.39
26	KMTU	3228.61	3926.31	3466.12	4216.40	115.41	-237.51	1517.00	1842.09	7.32
27	TNSTC(KUM)	97751.07	2194.76	113577.72	2552.76	111.35	-15826.65	49554.81	1113.56	3939.69
28	TNSTC(VILU.)	99153.81	2231.07	112503.00	2532.09	116.93	-13349.19	49364.53	1111.03	3986.33
29	TNSTC(MADU.)	103413.88	2364.04	126414.71	2835.96	124.92	-20355.23	49801.89	1116.71	3718.33
30	TNSTC(COIM.)	78328.09	2334.00	99769.19	2972.64	131.14	-21441.09	40872.16	1217.73	3338.27
31	TNSTC(SLM.)	57048.69	2175.87	68635.77	2617.83	114.24	-11587.08	29431.35	1122.84	2392.23
32	SETC	34566.79	2231.73	45548.97	2944.00	122.74	-10982.19	18192.15	1175.91	752.40
33	MTC(CHEN.)	90788.83	3495.24	107660.03	4146.76	129.25	-16871.20	35597.84	1370.84	980.23