

FOREWORD

Public road transport plays a significant role in the development of economy of the country as a support system in carrying passengers to different places. This service is catered to by the State Transport Undertakings (STUs). Considering the importance of the sector, horizontal performance audit reviews on the functioning of STUs were conducted across the country. While the results of audit appeared in the respective States Audit Reports, Commercial States Wing has brought out this Compendium on various aspects covered in the reviews to facilitate all India picture. To highlight the issues involved, details of best and poor performing STUs under various operational parameters have been given in addition to providing all India averages to suggest that some of the STUs could still perform better.

I hope that this compilation would act as a tool in the hands of various stake holders namely Planning Commission, Union Ministry of Surface Transport and Highways, State Governments and the Top Management in STUs to further analyse the issues involved and take appropriate decisions in the matter like appointing independent regulator in public transport sector for regulation of passenger fares and to oversee the grievances of the commuters at large.

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Comptroller & Auditor General of India

Preface

Public road transport is catered to by the State Road Transport Undertakings incorporated by respective State Governments under Section 3 of the Road Transport Corporations Act, 1950 as wholly owned Corporation or as Government Company under Companies Act, 1956 with a view to provide an efficient, adequate, economical and properly coordinated road transport. The present Compendium brings out the important audit findings emerged as a result of performance audit of State Transport Undertakings (STUs) conducted across the country for a period of five years from 2004-05 to 2008-09 for inclusion in the respective State Audit Reports of the Comptroller & Auditor General of India for the year ended 31st March 2009. This compilation deals with the over all share of the STUs in public transport, their financial position, operational performance along with the analysis of cost components, realignment of business model for tapping non traffic revenue sources and monitoring by top management. The Compendium highlights best and poor performing STUs under various operational parameters. The idea of bringing out this Compendium is to present the macro picture of the public transport in India and provide a platform for the policy makers to analyse the performance of STUs and infuse desired improvements in the state transport sector.

Summary of Recommendations

- ❖ *In majority of STUs there is an urgent need of increasing its share in public transport by way of increasing their fleet strength so as to provide adequate service to the population and render the operations viable.*
- ❖ *To achieve optimum level of fleet utilization, efforts should be made to maintain the buses roadworthy.*
- ❖ *Over age fleet should be kept at minimum so as to maintain optimum level of vehicle productivity and avoid frequent breakdowns.*
- ❖ *Load factor can be maximised by conducting scientific route surveys and adhering to the time schedules of departure of buses from the depots.*
- ❖ *Cancellation of scheduled KM may be reduced by synchronising availability of crew and buses besides maintaining the fleet in road worthy conditions.*
- ❖ *Expenses on repair and maintenance can be curtailed by reducing the number of over age buses and by hiring more buses.*
- ❖ *Manpower should be rationalised by introducing voluntary retirement schemes and by removing the imbalance in the category of drivers and conductors.*
- ❖ *Expenses on fuel may be controlled by improving driving habits of drivers through regular training courses and by proper maintenance of the fleet.*
- ❖ *STUs presently not operating hired buses should introduce this activity, being profitable and those already operating hired buses should increase the number of hired buses so that profitability in the operation could be increased.*
- ❖ *STUs should undertake projects on public private partnership (PPP) basis for construction of shopping complexes, malls, hotels, office spaces, etc. above (from first or second floor onwards) the existing sites so as to bring in a steady stream of revenues.*
- ❖ *The Board of Directors of the STUs should effectively monitor various operational parameters and suggest remedial measures to overcome the shortfalls, if any.*
- ❖ *State Governments may consider appointment of an independent regulator for fixation of tariff after considering normative costs besides monitoring availability of adequate transport facilities across the state.*

Executive Summary

Introduction

Public road transport is catered to by State Transport Undertakings (STUs) which are mandated to provide an efficient, adequate, economical and properly coordinated road transport. The majority of states also allow certain routes for operation by private operators as well. The fare structure is controlled and approved by the respective State Governments and is generally same for both the STUs and private operators. As at the end of 31 March 2009, STUs comprised of 25 Statutory Corporations (SRTCs) and 12 Government Companies. Besides, eight transport departments of smaller states were directly catering to public transport in the absence of STUs. Performance reviews on the working of 32 STUs and five Transport Departments for the period from 2004-05 to 2008-09 were conducted. The results of performance reviews appeared in Audit Report (Commercial) / Commercial Chapters of Audit Reports (Civil) of the respective states. The performance reviews assessed STUs / Transport Departments with regard to efficiency and economy of operations, ability to meet financial commitments, possibility of realigning the business model to tap non-conventional sources of revenue, existence and adequacy of fare policy and effectiveness of the top management in monitoring the affairs of the STUs.

Finance and Performance

The aggregate financial position of 34 STUs/Transport Departments for the five year upto 2008-09 indicated that borrowings increased from Rs.8770.46 crore in 2004-05 to Rs.14146.62 crore at the end of 2008-09 indicating increased dependence on the borrowings and lack of generation of funds from internal resources. The aggregate

accumulated loss stood at Rs.21219.49 crore rendering many STUs unviable. The material and personnel cost constituted 73 per cent of the total operating cost. The STUs were not able to recover the cost in any of the years under review. The gap between cost per km and earnings per km increased from Rs.1.52 in 2004-05 to Rs.2.26 in 2008-09. The overall operating loss of STUs increased from Re.1.00 in 2004-05 to Rs.1.16 in 2008-09. This has been adversely impacting the ability of STUs to provide adequate public transport services.

Declining Share

The transport policy of the Central Government seeks to achieve a balanced modal mix of public transport and to discourage personalized transport. The policy recognizes that even after a fully developed rail based Mass Rapid Transport System comes into existence, the bus system will continue to play the role of main mass transport system provider. However, in majority of the States policies have not been formulated in tune with above policy. The share of STUs in public transport declined from 39.38 per cent in 2004-05 to 38.32 per cent 2008-09. Thus, there was overall decline of one per cent in STUs share during a span of five years covered in the review. In 11 States, share of STUs in public transport was less than 30 per cent. However, no scientific survey were conducted to assess the demand for public transport.

Vehicle Profile and Utilisation

Overall fleet strength of STUs increased from 96,906 buses at the end of 2004-05 to 106,415 buses as at the end of 2008-09. As a result of induction of new buses and

scrapping of over age buses, percentage of overage buses to total buses had decreased from 39.30 in 2004-05 to 29.04 in 2008-09, indicating a positive trend. However, at the end of 2008-09, STUs had 30,898 overage buses over and above the norm requiring investment of Rs.4750.68 crore. The situation, with regard to number of overage buses, was alarming in Andhra Pradesh, Gujarat and Tamil Nadu requiring immediate corrective measures.

The overall fleet utilisation remained above 91 per cent during the review period. However, fleet utilisation in Bihar and Mizoram was below 40 per cent. Improvement in fleet utilisation is crucial when STUs are in severe cash crunch. The vehicle productivity increased from 314 km per day to 331 km per day during review period which was mainly on account of reduction in percentage of overage buses from 39.30 to 29.04 during the same period. STU wise analysis revealed that STUs in 13 States performed below all India average. Vehicle productivity of STUs in Assam, Arunachal Pradesh and Mizoram were dismally low. The reasons for poor productivity were higher percentage of overage fleet and breakdowns.

The load factor was also very poor in Arunachal Pradesh State Transport, Kadamba TCL and Meghalaya TC and remained in the range of 51-55 per cent. During audit, limiting factors generally noticed in achieving load factor were non adherence to time table and absence of scientific surveys to plan bus routes. The scheduled km fixed for operation by STUs were also not fully operated mainly due to non availability of adequate number of buses and shortage of crew besides breakdowns. Audit noticed that cancellation of scheduled KMs ranged from 7.08 per cent to 5.75 per cent during review period. However, avoidable cancellations for want of buses and crew were in the range of 3.07 per cent to 2.14 per cent of the scheduled KMs. Avoidable cancellations were very high in Delhi, Gujarat and Kerala STUs,

during 2008-09 indicating lack of managerial capabilities. Had STUs controlled avoidable cancellations an amount of Rs.3803.73 crore could have been earned as contribution (traffic revenue less variable cost) during review period.

Operating Costs

Manpower and fuel constituted 68 per cent of total cost. Interest, depreciation and taxes accounted for 19 per cent and are not controllable in short term. Thus, the controllable expenditure has to come from manpower and fuel. The total manpower of STUs increased to 6.08 lakh in 2008-09. Correspondingly, manpower cost increased from Rs.7322.29 crore in 2004-05 to Rs.9978.46 crore in 2008-09. Thus, cost per effective km increased from Rs.6.04 in 2004-05 to Rs.7.13 in 2008-09. However, manpower per bus decreased from 6.25 in 2004-05 to 5.71 in 2008-09, due to increase in fleet strength from 96,906 to 1,06,415 during review period. Control of fuel cost has a direct bearing on its operating expenses. Audit observed that STUs in Gujarat and Tamil Nadu could generally achieve their targets of KMPL. Performance of KMPL could not be evaluated in respect of STUs operating in Meghalaya, Pondicherry, Punjab, Uttar Pradesh and West Bengal in the absence of fixation of targets of fuel consumption. The remaining STUs could not achieve their targets. The expenditure on repair / maintenance was Rs. 10732.03 crore during review period and increased from Rs. 1.89 lakh to Rs. 2.34 lakh per bus. R & M cost per bus was very high in DTC, HSRTC and Mizoram ST.

Hiring of Buses

Some STUs hired private buses on km payment basis from time to time during review period. Seven STUs earned profit from the operation of hired buses. Bangalore Metropolitan Corporation, Karnataka SRTC and UPSRTC earned net profit of Rs. 40.76 crore, Rs. 65.87 crore and Rs.19.36 crore respectively during

review period. Despite profits, number of hired buses were drastically reduced during review period. It lacked justification. On the contrary, number of hired buses should have been increased.

Realignment of Business Model

With a view to keep the fares affordable and cater uneconomical routes as social obligation, it is imperative for the STUs to tap non traffic revenue sources. The STUs have in their possession 391 lakh square metres of land at 1856 sites spread over in cities, District, Tehsil and other sites. As it utilizes ground floor / land for its operations, the space above can be developed on public private partnership (PPP) basis to earn steady income which can be used to cross-subsidize its operations. Eight STUs viz. APSRTC, BMTC, GSRTC, Haryana, Punjab Roadways Uttarakhand Parivahan Nigam and UPSRTC had initiated some projects under PPP which are at various stages of implementation. Efforts made by these STUs would result into generation of additional revenue by way of upfront margin and lease rentals in the forthcoming years. Others STUs also should explore such possibilities to have additional source of revenue.

Need for a Regulator

The fare revision is governed by the State Governments. The fare structure of STUs has no scientific basis as it does not take into account normative costs. Thus, there is a risk of commuters paying for inefficiency of the STUs since excess cost was being incurred on manpower and fuel and other operational parameters were below average/ norm. Thus, it would be desirable to have an independent regulatory body (like State Electricity Regulatory Commission) to fix the fares, specify operations on uneconomical routes and address grievances of commuters.

Inadequate Monitoring

The fixation of targets for various operational parameters and an effective Management Information System for obtaining feed back on achievement thereof are essential for monitoring by the top management. However, audit observed that norms/benchmarks for various parameters were neither fixed nor monitored at appropriate level. Generally, activities of STUs were not adequately monitored at Board level and reports were placed before Board of Directors for information and record.

Chapter I

Introduction

1.1. Public road transport is mainly catered to by State Road Transport undertakings, which are mandated to provide an efficient, adequate, economical and properly co-ordinated road transport. The States also allow the private operators to provide public transport in their area on certain routes. State Transport Undertakings (STUs) were incorporated by respective State Government under Section 3 of the Road Transport Corporations Act, 1950 as a wholly owned Corporation of the State Government or incorporated as Government Company under Companies Act, 1956. These undertakings are under the administrative control of the Transport Department of the respective State Governments. The Management of these STUs is vested with a Board of Directors comprising Chairman, Managing Director and Directors appointed by the State Government. The day-to-day operations are carried out by the Managing Director, who is the Chief Executive of the undertakings, with the assistance of officers heading various Departments i.e. Chief General Managers, General Managers, Regional Managers and Depot Managers. As at the end of 31 March 2009, there were 12 Government Companies and 25 Statutory Corporations in States. In the States of Arunachal Pradesh, Haryana, Mizoram, Nagaland, Punjab and Sikkim and Union Territories of Andaman & Nicobar Islands and Chandigarh activity of passenger transport is carried out by the Transport Department of the respective State Governments/ UTs. The details of the 37 STUs and eight Transport Departments are given in the *Annexure-1* of which 32 STUs and five Departments were covered in the performance reviews excepting five STUs and three Departments. However, Jammu & Kashmir SRTC, Tripura RTC and Sikkim Nationalised Transport though reviewed in Audit, results thereof have not been discussed in the Compendium as these STUs carry out other activities, viz., truck operations and tanker/fuel operations, etc. also besides passenger traffic.

1.2. The present Compendium encompasses on performance reviews on State Transport Undertakings including Transport Departments (hereinafter referred to as STUs) across the country containing observations on operational efficiency, financial management, fare policy and monitoring by top management. These performance reviews were conducted covering the performance of STUs for a period of five years from 2004-05 to 2008-09 for inclusion in the State Reports of the Comptroller & Auditor General of India for the year ended 31st March, 2009. Working of the STUs in following States/ Union Territories was also not reviewed in performance audit in view of the low level of operations:

- Andaman & Nicobar Islands
- Chandigarh
- Chhattisgarh
- Jharkhand
- Madhya Pradesh
- Manipur and
- Nagaland

1.3. Similarly, out of seven STUs in Tamil Nadu, performance of four STUs (namely Metropolitan Transport Corporation (MTC), State Express Transport Corporation (SETC), Tamil Nadu State Transport Corporation (Kumbakonam) Limited (TNSTC, KBM) and Tamil Nadu State Transport Corporation (Madurai) Limited (TNSTC, MDU) were reviewed in performance audits.

1.4. The operational performance of State Transport Undertakings were assessed to judge the extent to which these undertakings succeeded in recovering the cost of operations, running their operations efficiently and undertaking adequate maintenance to keep the vehicles road-worthy. As regards financial management, it was examined to ascertain the commitments and initiatives in recovery of their dues promptly and also realigning the business model of the STUs to tap non-conventional sources of revenue and adopting innovative methods of accessing such funds. Audit also examined existence

and adequacy of fare policy of State Transport Undertakings. The effectiveness of corporate governance was also evaluated.

1.5. The audit criteria adopted for assessing the performance of STUs were all India averages for performance parameters, operational norms fixed by the Association of State Road Transport Undertakings (ASRTU), physical and financial targets/norms fixed by the Management, manufacturers' specifications regarding preventive maintenance schedule, fuel efficiency norms, etc., instructions of the Government of India (GOI) and State Governments and other relevant rules /regulations besides procedures laid down by the STUs.

1.6. The compendium highlights three best performing and three poor performing STUs under various operational parameters. The performances of individual STUs are given in the annexures. For detailed audit findings the performance reviews appearing in the respective State Audit Report for the year 2008-09 may be referred to.

Chapter II

Financial Position and Working Results

2.1. The financial position and working results of individual STUs are given in the Reports of the Comptroller & Auditor General of India for the year ended 31st March, 2009 of the respective state. On account of arrears in preparation of financial statements, financial position below does not include the following:

- Annual accounts of Bihar SRTC for the review period.
- Out of five STUs in West Bengal, annual accounts were upto date in one STU (CTC) while in three STUs (CSTC, SBSTC and WBSTC) accounts were finalised upto 2007-08 and in one STU (NBSTC) annual accounts were finalised upto 2005-06 and figures for 2006-07 were provisional.
- Out of three STUs in Punjab, annual accounts of PEPSU RTC were finalised up to 2007-08 and proforma accounts of Punjab Roadways were in arrears since 2000-01.

2.2. The aggregate financial position of 34 STUs/Transport Departments¹ for the five years up to 2008-09 is given below:

¹ Does not include Bihar SRTC, ST Haryana and Sikkim NT.

(Rs. in crore)

Particulars	2004-05	2005-06	2006-07	2007-08	2008-09
A. Liabilities					
Paid up Capital	4,968.54	5,274.31	5,861.99	6,704.39	7,319.53
Reserve & Surplus (including Capital Grants but excluding Depreciation Reserve)	1,006.22	1,164.31	2,012.68	2,134.45	1,611.91
Borrowings (Loan Funds)	8,770.46	10,060.73	11,310.99	12,643.22	14,146.62
Current Liabilities & Provisions	7,183.81	7,989.81	8,939.57	9,839.31	9,863.10
Total	21,929.03	24,489.19	28,125.23	31,321.37	32,941.16
B. Assets					
Gross Block	10,742.12	11,621.20	13,159.91	14,700.94	15,210.39
Less: Depreciation	7,452.38	7,945.76	8,120.74	8,805.85	9,311.66
Net Fixed Assets ²	3,305.88	3,697.18	5,062.18	5,924.54	5,943.73
Capital works-in-progress (including cost of chassis)	233.14	277.10	363.21	454.09	578.48
Investments	56.79	58.06	244.56	297.50	242.94
Current Assets, Loans and Advances	2,859.46	2,996.09	3,567.74	4,298.85	4,956.52
Accumulated losses	15,473.76	17,460.76	18,887.54	20,346.39	21,219.49
Total	21,929.03	24,489.19	28,125.23	31,321.37	32,941.16
Debt-Equity Ratio	1.47 : 1	1.56 : 1	1.44 : 1	1.43 : 1	1.58 : 1

2.3. It would be seen from above table that though the debt-equity ratio remained favourable in the range of 1.43 : 1 to 1.58 : 1, the borrowings increased from Rs. 8,770.46 crore to Rs. 14,146.62 crore over a period of five years, which is indicative of increased dependence on the borrowings and lack of generation of funds from internal resources. The aggregate accumulated losses at the end of 31 March 2009 amounted to Rs. 21,219.49 crore rendering many STUs unviable.

2.4. The details of aggregate working results of 37 STUs like operating revenue and expenditure, total revenue and expenditure, net surplus/loss and earnings and cost *per* kilometre of operation are given in the following table:

2 The Net Fixed Assets above may not tally with the difference of Gross Block and Depreciation since the Net Fixed Assets include figures in respect of Assam State Transport Corporation for which the figures of Gross Block and Accumulated Depreciation is not available due to arrears in finalisation of accounts.

(Rs in crore)

Sl.No.	Description	2004-05	2005-06	2006-07	2007-08	2008-09
1.	Total Revenue	18,671.55	20,527.73	22,760.17	24,408.01	26,817.08
2.	Operating Revenue ³	17,626.21	19,544.97	21,619.26	23,289.40	25,233.51
3.	Total Expenditure	20,517.56	22,518.89	24,547.98	26,309.63	29,979.04
4.	Operating Expenditure ⁴	18,837.73	20,639.83	22,248.01	23,737.90	26,857.24
5.	Operating Profit/ Loss	-1,211.52	-1,094.85	-628.75	-448.50	-1,623.72
6.	Profit/ Loss for the year	-1,846.01	-1,991.17	-1,787.80	-1,901.62	-3,161.96
7.	Accumulated Profit/ Loss ⁵	-15,297.01	-17,199.62	-18,427.42	-19,786.37	-20,973.01
8.	Fixed Costs					
	Personnel Costs	7,547.64	7,848.40	8,214.27	9,058.89	10,412.28
	Depreciation	952.98	1,023.98	1,233.52	1,452.44	1,729.65
	Interest	926.98	1,034.01	1,198.15	1,443.13	1,808.94
	Other Fixed Costs	1,167.00	1,321.26	1,523.67	1,488.17	1,887.52
	Total Fixed Costs	10,594.60	11,227.64	12,169.62	13,442.63	15,838.39
9.	Variable Costs					
	Fuel & Lubricants	6,380.62	7,683.05	8,575.24	8,871.62	9,962.61
	Tyres & Tubes	464.50	521.38	656.16	722.87	767.56
	Other Items/ spares	582.66	604.86	618.33	701.84	785.88
	Taxes (MV Tax, Passenger Tax, etc.)	1,803.19	1,807.74	1,896.82	1,925.03	1,991.12
	Other Variable Costs	690.19	672.58	631.22	644.38	632.18
	Total Variable Costs	9,921.15	11,289.62	12,377.77	12,865.74	14,139.35
10.	Effective KMs operated (in Crore)	1,212.64	1,234.35	1,269.52	1,340.60	1,399.56
11.	Earnings <i>per</i> KM (Rs.) (1/10)	15.40	16.63	17.93	18.21	19.16
12.	Fixed Cost <i>per</i> KM (Rs.) (8/10)	8.74	9.10	9.59	10.03	11.32
13.	Variable Cost <i>per</i> KM (Rs.) (9/10)	8.18	9.15	9.75	9.60	10.10
14.	Cost <i>per</i> KM (Rs.) (3/10)	16.92	18.24	19.34	19.63	21.42
15.	Net Earnings <i>per</i> KM (Rs.) (11-14)	-1.52	-1.61	-1.41	-1.42	-2.26
16.	Traffic Revenue ⁶	13,325.64	14,843.21	16,518.57	17,658.87	19,263.95
17.	Traffic revenue <i>per</i> KM (Rs.) (16/10)	10.99	12.03	13.01	13.17	13.76
18.	Operating profit/loss (Rs.) <i>per</i> KM (5/10)	-1.00	-0.89	-0.50	-0.33	-1.16

3 Operating revenue includes traffic earnings, passes and season tickets, re-imburement against concessional passes, income in form of administrative charges realised from private operators under KM Scheme, etc.

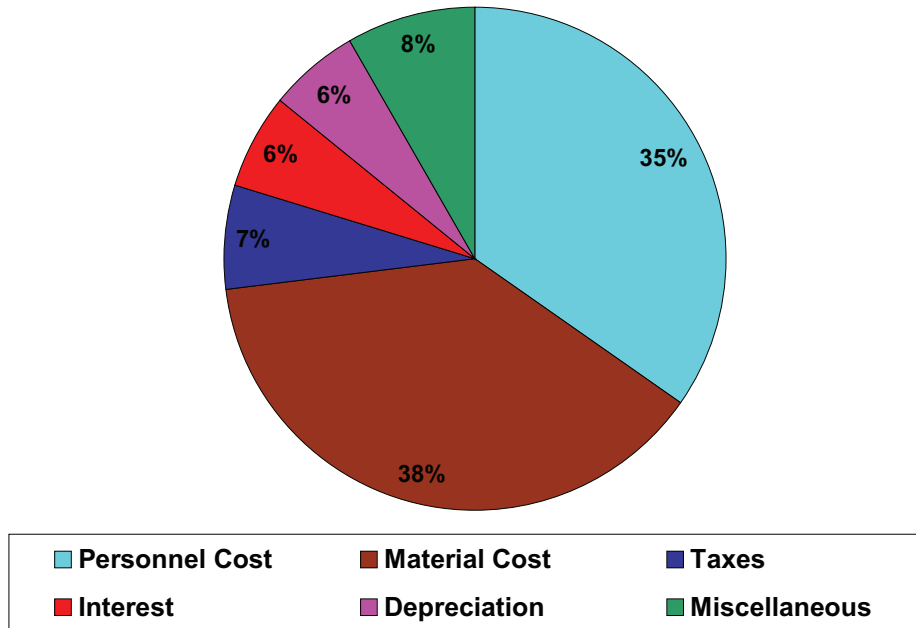
4 Operating expenditure include expenses relating to traffic, depreciation on fleet, repair and maintenance, electricity, welfare and remuneration, licences and taxes and general administration expenses.

5 The figures here may not tally with 'Accumulated Loss' under Financial Position since the figures here have been arrived at after adjusting the Accumulated Profit in respect of Bangalore Metropolitan Transport Corporation whereas under Financial Position, the same has been included under 'Reserves & Surplus'.

6 Traffic revenue represents sale of tickets, advance booking, reservation charges and contract services earnings.

2.5. It is evident from above table that material cost and personnel cost constituted the major elements of cost. The percentage break-up of costs for 2008-09 is given below in the pie-chart.

Components of various elements of cost

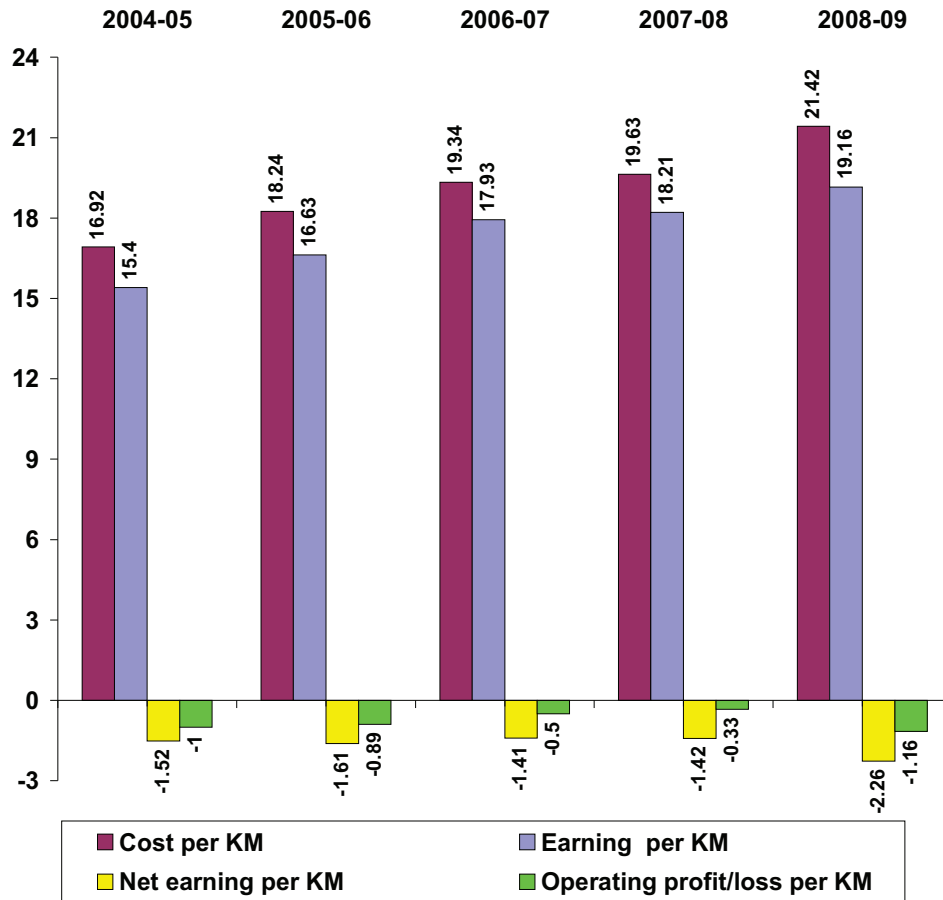


Recovery of cost of operations

2.6. The average cost of operations, earnings, net revenue earned and operating profit/loss *per* KM by STUs during the last five years ending 2008-09, is given below in the graph⁷:

⁷ Cost per KM represents total expenditure divided by effective KM operated.
 Earning per KM is arrived at by dividing total revenue with effective KM operated.
 Net earning per KM is revenue per KM reduced by cost per KM.
 Operating profit/loss per KM would be operating expenditure per KM reduced by operating income per KM.

(Amount in Rs.)



2.7. Above graph indicates the deteriorating performance of the STUs during the period under review and has been adversely impacting the ability of the STUs to provide adequate public transport services.

Chapter III

Share of STUs in public transport

3.1. In majority of States the Government have not formulated any transport policy. However the transport policy of the Central Government seeks to achieve a balanced modal mix of public transport and to discourage personalized transport. The focus should be on increasing mass transport options by providing adequate, accessible and affordable modes like buses, mini-buses, electric trolley buses complemented by network of rail based mass rapid transit systems like metro and commuter rail. The policy recognises that even after a fully developed rail based Mass Rapid Transit System comes into existence, the bus system will continue to play the role of main mass transport system provider.

3.2. Under Section 103 of the Motor Vehicle Act, 1988, the STUs have to operate its buses mainly on nationalised roads depending upon the fleet strength and non nationalised roads are open for operation by the private operators as well as STUs.

3.3. The table below depicts the percentage share of buses held by STUs and Private operators in the country during review period.

Sl. No.	Particulars ⁸	2004-05	2005-06	2006-07	2007-08	2008-09
1.	STUs share	39.38	37.82	37.67	37.89	38.32
2.	Private operators share	60.62	62.18	62.33	62.11	61.68

3.4. It is evident from the above table that STUs share has been on decline and the passengers have been depending more on private operators who may not provide quality service and may concentrate only on profitable routes. State wise position is given in the *Annexure-2*. An analysis of the annexure revealed the following:

⁸ Based on number of buses at the end of respective year.

- All India average of share of STUs in public transport declined from 39.38 *per cent* to 38.32 *per cent* in 2008-09.
- In 11 States, share in public transport was less than 30 *per cent*.
- In three States, share in public transport was between 30 *per cent* and 60 *per cent*.
- In another three STUs, share in public transport was more than 60 *per cent*. It may be mentioned here that in Bangalore City, the STU had 100 *per cent* share in public transport.
- In case of Andhra Pradesh, though the figures for 2008-09 were not available, based on previous years' figures, the share of STUs in public transport was more than 60 *per cent*.

Fleet strength and its Age Profile

3.5. The Association of State Road Transport Undertakings (ASRTU) had prescribed (September 1997) that the desirable age of a bus was up to eight years or five lakh kilometres, whichever was earlier. However some STUs have fixed the desirable age of a bus at variance with these norms. The table below shows the number of buses held at the end of the year and their age-profile for the five years ending 2008-09.

Sl. No.	Particulars	2004-05	2005-06	2006-07	2007-08	2008-09
1	Number of buses held at the end of the year	96,906	97,287	1,00,670	1,03,923	1,06,415
2	Number of overage buses	38,086	36,136	38,105	34,355	30,898
3	Percentage of overage buses to total buses	39.30	37.14	37.85	33.06	29.04

3.6. It would be seen from above that fleet strength increased from 96,906 buses at the end of 2004-05 to 1,06,415 buses as at the end of 2008-09. As a result of induction of new buses and scrapping of overage buses, percentage of overage buses to total buses held decreased during review period from 39.30 to 29.04. It may be mentioned here that in Punjab, there are three STUs; of which PUNBUS started its passenger traffic operations from May 2005 and is having new fleet while Punjab Roadways had *cent per cent* overage fleet since 2006-07. The situation in PEPSU RTC was comparatively better. State-wise position of overage buses is given in the *Annexure-3*. It is observed from the annexure that number of overage buses was alarming in Andhra Pradesh, Gujarat and Tamil Nadu aggregating 66 *per cent* of total overage buses held by all STUs at the end of 2008-09. This situation deserves immediate corrective action. To achieve the norm of right age buses, STUs in all were required to purchase 30,898 buses additionally which would approximately cost Rs.4,822.68 crore at an average rate of procurement of buses at the end of 2008-09. The details are given in *Annexure-4*. Since majority of STUs are in severe financial crunch, to overcome the situation STUs should explore the possibilities availing loan funds from respective State Government/Banks/Financial institutions.

Recommendations

- ❖ ***In majority of STUs there is an urgent need of increasing its share in public transport by way of increasing their fleet strength so as to provide adequate service to the population and render the operations viable.***
- ❖ ***STUs, where number of overage buses is on higher side, should consider replacing these buses by procuring new buses.***

Chapter IV

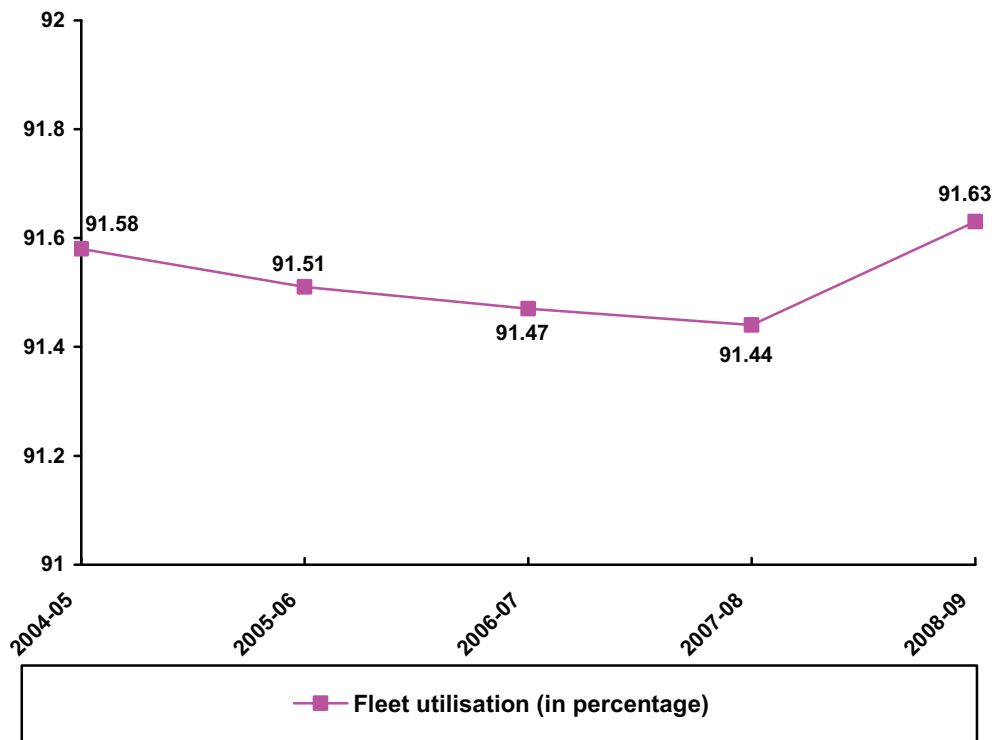
Operational performance

Fleet Utilisation

4.1. Fleet utilisation represents the ratio of buses on road to the buses held by the

Andhra Pradesh, Tamil Nadu (Kumbakonam) and Tamil Nadu (Coimbatore) registered best fleet utilisation at 99.4, 98.4 and 98.3 per cent respectively during 2006-07. (Source: STUs profile and performance 2006-07 by CIRT, Pune)

STUs. The overall fleet utilisation of STUs ranged from 91.44 to 91.63 per cent during the period under review. The following graph shows year wise fleet from 2004-05 to 2008-09.



4.2. It would be seen from the graph that national fleet utilisation remained above 90 *per cent* in all the years during review period. STU wise fleet utilisation is given in *Annexure-5*. It would be seen from the annexure that fleet utilisation of Andhra Pradesh SRTC, Haryana Roadways, Himachal RTC, all STUs in Karnataka (except KSRTC), Maharashtra SRTC, all three STUs of Punjab, , Rajasthan SRTC, all STUs of Tamil Nadu (except MTC), Uttarakhand TC and Uttar Pradesh SRTC, was above all India average during 2008-09. Three poor performers in the category were Bihar SRTC (34 *per cent*), Meghalaya SRTC (63 *per cent*) and Mizoram ST (39 *per cent*) during 2008-09. Improvement in fleet utilisation is very crucial when STUs are in severe cash crunch.

Recommendation

- ❖ ***To maintain optimum level of fleet utilisation, efforts should be made to maintain the fleet in road worthy condition. In majority of STUs there is an urgent need of increasing its share in public transport by way of increasing their fleet utilisation so as to provide adequate service to the population and render the operations viable.***

Chapter V

Vehicle productivity

5.1. Vehicle productivity refers to the average Kilometres run by each bus *per* day in a year. The vehicle productivity of the STUs vis-à-vis the percentage of overage fleet for the five years ending 2008-09 is shown in the table below:

S.No.	Particulars	2004-05	2005-06	2006-07	2007-08	2008-09
1.	Vehicle productivity	314	316	322	328	331
2.	Overage fleet (percentage)	39.30	37.14	37.85	33.06	29.04

5.2. It is evident from above that with the improvement in the positions of overage

Tamil Nadu (Villupuram), Tamil Nadu (Salem) and Tamil Nadu (Kumbakonam) registered best vehicle productivity at 474, 469 and 462.8 KMs *per* day respectively during 2006-07. (Source : STUs profile and performance 2006-07 by CIRT, Pune)

fleet, vehicle productivity gradually increased during the review period. STU wise position is given in the *Annexure-6*. It would be seen from the annexure that there was a correlation between overage buses and

its effect on the vehicles productivity. Compared to the All India average, the vehicle productivity of STUs in nine States was higher than the all India average and STUs in 13 States performed below average during 2008-09. Vehicle productivity of Arunachal Pradesh STC, Assam STC and Mizoram ST was dismally low. However, there were STUs with higher vehicle productivity which proves that there was room for improvement. The reasons for poor vehicle productivity as noticed in audit were higher percentage of overage fleet leading to frequent trip curtailment and breakdowns.

Recommendation

- ❖ *Over age fleet should be kept at minimum so as to maintain optimum level of vehicle productivity and avoid frequent breakdowns.*

Chapter VI

Capacity Utilisation

6.1. Capacity utilisation of a bus is measured in terms of load factor, which represents

State Express Transport Corporation (Tamil Nadu), Tamil Nadu (Coimbatore) and Tamil Nadu (Villupuram) registered best load factor of 85.69, 79.57 and 79.06 per cent respectively during 2006-07. (Source : STUs profile and performance 2006-07)

the percentage of passengers carried to seating capacity. The schedules to be operated are to be decided after proper study of routes and periodical review thereof is also necessary to improve the load factor. In Arunachal Pradesh

ST, Meghalaya TC and Mizoram TCL the same was dismally low and remained in the range of 48 to 54 per cent. Against the all India average of 63 per cent load factor (achieved during 2006-07), the load factor in 18 States were higher during 2008-09. The STU-wise position is depicted in *Annexure-7*. In scantily populated States, load factor generally remained poor.

6.2. During audit following limiting factors were noticed in achieving load factor:

- Absence of scientific surveys to plan bus routes and their timings in order to maximize load factor.
- Non adherence to time table and absence of co-ordinating mechanism between depots resulted in frequent cases of simultaneous buses and at times complete absence of any bus on routes which affected load factor adversely and also caused hardships to the commuters.

Recommendation

- ❖ *STUs should consider maximising load factor by conducting scientific route surveys, co-ordination among depots for route scheduling and adhere to the time schedules of departure of buses from the depots.*

Chapter VII

Cancellation of scheduled KMs

7.1. The operation of buses on the routes is decided on the basis of trips planned on the routes. Product of number of trips planned and length of route is the scheduled KM. The details of scheduled KM, cancelled KM, percentage of cancellations, avoidable cancellations for want of crew and buses and loss of contribution there against are furnished in the table below :-

(in lakh KMs)

Sl. No.	Particulars	2004-05	2005-06	2006-07	2007-08	2008-09
1.	Scheduled KM	92,723.60	1,18,359.97	1,21,265.57	1,26,752.26	1,31,331.90
2.	Cancelled KM	6,567.34	7,782.64	7,820.97	7,929.31	7,552.21
3.	Percentage of cancellation	7.08	6.58	6.45	6.26	5.75
4.	Avoidable cancellation (for want of buses and crew)	2850.44	3235.15	3575.35	3606.87	2805.41
5.	Percentage of avoidable cancellation to scheduled KMs	3.07	2.73	2.95	2.85	2.14
6.	Loss of contribution due to avoidable cancellations (Rs. in crore)	662.52	535.68	840.82	794.07	970.64

7.2. It can be seen from the above table that the percentage of cancellation of scheduled KM continuously decreased gradually from 7.08 in 2004-05 to 5.75 during 2008-09. It was further observed that cancellation of schedules for want of buses and crew declined from 3.07 *per cent* in 2004-05 to 2.14 *per cent* in

Tamil Nadu (Salem), State Express Transport Corporation (Tamil Nadu) and Tamil Nadu (Villupuram) registered least cancellation of scheduled KMs at 0.45, 0.67 and 0.78 *per cent* respectively during 2006-07. (Source : STUs profile and performance 2006-07 by CIRT, Pune)

2008-09 showing positive trend. However, it was controllable by the STUs. Due to cancellation of scheduled kilometers for want of buses and crew, the STUs were deprived of contribution of Rs. 3803.73 crore during the period under review. ***Annexures-8 and 9*** indicate the position of individual STUs. It is noticed from the annexures that avoidable cancellations were very high in Delhi TC, Gujarat SRTC and Kerala SRTC during 2008-09 indicating lack of managerial capabilities.

7.3. The Managements contended that STUs could not operate the entire scheduled kilometres mainly due to operational constraints such as absenteeism of crew and dependence on overage fleet which remained off road.

Recommendation

- ❖ ***STUs may consider reducing cancellation of scheduled KM by synchronising availability of crew and buses besides maintaining the fleet in road worthy conditions.***

Chapter VIII

Maintenance of vehicles

8.1. Preventive maintenance is essential to keep the buses in good running condition and to reduce breakdowns/other mechanical failures. The STUs had Tata and Leyland make buses, for which the following schedule of maintenance was prescribed by the Original Equipment Manufacturers (OEMs):

Sl.No.	Particulars	Schedule
1.	Engine Oil change	
1 (a)	Tata make	Every 9,000 KMs
1 (b)	Leyland make	Every 10,000 KMs
2.	Brake Inspection	
2 (a)	Tata make	Every 18,000 KMs
2 (b)	Leyland make	Every 24,000 KMs

8.2. Besides, STUs had also fixed their own norms for carrying out periodic preventive maintenance besides washing, cleaning, and daily inspection. It was noticed that in majority of STUs scheduled maintenance could not be carried out as *per* norms during 2004-05 to 2008-09 which affected the proper upkeep of the fleet and its optimum utilisation.

Repairs and Maintenance

8.3. A summarised position of fleet holding, over-aged buses, repairs and maintenance (R&M) expenditure for the last five years up to 2008-09 is given below:

Sl. No.	Particulars	2004-05	2005-06	2006-07	2007-08	2008-09
1.	Total buses (at the end of the year) (Nos.)	96,906	97,287	1,00,670	1,03,923	1,06,415
2.	Over-age buses (at the end of the year) (Nos.)	38,086	36,136	38,105	34,355	30,898
3.	Percentage of over age buses	39.30	37.14	37.85	33.06	29.04
4.	R&M Expenses (Rs. in crore)	1829.47	1940.93	2140.17	2338.39	2483.07
5.	R&M Expenses <i>per bus</i> (Rs. in lakh) (4/1)	1.89	2.00	2.13	2.25	2.34

8.4. This shows that STUs have not been able to control expenditure on maintenance and R&M expenses *per bus* have increased. The steep increase in R&M expenses *per bus* during 2007-08 and 2008-09 was on account of higher number of overage buses besides increase in cost of spares and staff cost. The detailed information in respect of individual STUs is given in *Annexure-10*. It would be observed from the annexure that R&M cost *per bus* was very high in the range of Rs. 5.59 lakh to Rs. 3.52 lakh *per bus* in Delhi TC, Mizoram ST and Himachal RTC during 2008-09.

Recommendation

- ❖ *STUs can curtail expenses on repair and maintenance by reducing the number of over age buses or by hiring the buses in more numbers.*

Chapter IX

Manpower Cost

9.1. The cost structures of the STUs show that manpower and fuel constitute 68 *per cent* of total cost during 2008-09. Interest, depreciation and taxes *i.e.* costs which are not controllable in the short-term-account for 19 *per cent*. Manpower is an important element of cost which constituted 35 *per cent* of total expenditure of the STUs in 2008-09. Therefore, it is imperative that this cost is kept under control and the manpower is utilized optimally to achieve higher productivity. The table below provides the details of manpower, its cost and productivity.

Gujarat, Tamil Nadu (Villupuram) and Tamil Nadu (Salem) registered best performance at Rs. 6.10, Rs. 6.13 and Rs. 6.21 cost *per effective* KMs respectively during 2006-07.
(Source: STUs profile and performance 2006-07 by CIRT, Pune)

Sl.No.	Particulars ⁹	2004-05	2005-06	2006-07	2007-08	2008-09
1.	Total Manpower (Nos.)	6,05,654	6,01,866	5,95,674	6,05,747	6,07,573
2.	Manpower Cost (Rs. in crore)	7,322.29	7,513.83	8,072.28	8,705.79	9,978.46
3.	Effective KMs (in crore)	1,212.64	1,234.35	1,269.52	1,340.60	1,399.56
4.	Cost <i>per effective</i> KM (in Rs.) (2 ÷ 3)	6.04	6.09	6.36	6.49	7.13
5.	Productivity <i>per day per person</i> (in KMs) $\{(3 \div 1) \div '365'\}$	54.85	56.19	58.39	60.63	63.11
6.	Total Buses at the end of the year	96,906	97,287	1,00,670	1,03,923	1,06,415
7.	Manpower <i>per bus</i> (Nos.) (1 ÷ 6)	6.25	6.19	5.92	5.83	5.71

⁹ This does not include information in respect of Pondicherry RTCL in the absence of availability of requisite information.

9.2. It is observed from above that though productivity *per day per person* has increased, the cost *per effective KM* has also increased during the review period. Further, manpower *per bus* has decreased during the review period indicating a positive trend. STU wise position is given in ***Annexures-11 and 12***. It is noticed from the annexure that man power *per bus* was very high in the range of 8.21 to 11.41 in Assam STC, Mizoram ST and STUs operating in West Bengal during 2008-09. By rationalising the manpower the operational cost could be reduced substantially and many STUs presently running into heavy losses would come out of the red.

Recommendation

- ❖ ***STUs should consider rationalising/reducing manpower by introducing voluntary retirement schemes and by removing the imbalance in the category of drivers and conductors.***

Chapter X

Fuel Cost

10.1. Fuel is a major cost element which constitutes 33.23 *per cent* of total expenditure in 2008-09. Control of fuel costs by a STU has a direct bearing on its operating expenses. Fuel consumption is measured in terms of kilometre *per* litre (KMPL). The evaluation of performance of a STU can not be done against all India average for KMPL since fuel consumption varies significantly from places to places and types of transport. STUs operating in rural areas may achieve better KMPL as compared to urban transport. The STUs operating in hill regions may achieve even lesser KMPL. Fleet type i.e. TATA or Ashok Leyland makes also matters. Majority of STUs fix targets for fuel efficiency considering local conditions and past experience. Their performance has been assessed against the targets.

10.2. STU wise fuel efficiency and targets are given in *Annexure-13*. Audit observed that targets were not fixed by Meghalaya Transport Corporation, PEPSU RTC, Pondicherry RTCL UPSRTC, and STUs operating in West Bengal. Thus, their fuel efficiency could not be assessed in audit. DTC operates on CNG fuel and therefore, not comparable with others.

10.3. Gujarat SRTC (except 2004-05), TNSTC Kumbakonam and Madurai as well as SETC (except 2007-08 and 2008-09) could only achieve the targets in all the years during review period. BMTC, MTC, Mizoram ST, Orissa SRTC and Rajasthan SRTC had achieved targets in one year only. The remaining STUs, could not achieve their respective targets in any year. Had STUs achieved the targets, fuel cost would have been reduced

significantly by way of improving driving habits of drivers, proper maintenance of its fleet and better monitoring.

Recommendation

- ❖ ***STUs may control expenses on fuel by improving driving habits of drivers through regular training courses and by proper maintenance of the fleet.***

Chapter XI

Cost effectiveness of hired buses

11.1. Many STUs hired private buses on Kilometre payment basis (KM Scheme) from time to time. Agreements with the private bus owners were initially entered into for a period of three to five years under KM scheme subject to further extensions. The owners of these buses were required to provide buses with drivers and to incur all expenditure for the running of these buses. The STUs were to provide conductors and make payment to bus operators as *per* the actual Kilometres operated by the hired buses after deducting its administrative charges. During 2005-09, seven STUs earned profit from the operations of hired buses. However, the number of hired buses came down during review period as detailed below in the table.

(Rs in crore)

Sl. No.	Name of STU	No. of Hired Buses		Net profit during review period
		2004-05	2008-09	
1.	Bangalore Metropolitan Transport Corporation.	628	40	40.76
2.	Karnataka SRTC	1450	140	65.87
3.	Maharashtra SRTC	29 (2006-07)	24	4.11
4.	PEPSU RTC	101	33	10.53
5.	Punjab Roadways	121	02	6.95
6.	Rajasthan SRTC	219	195	3.53
7.	UPSRTC	949	879	19.36

11.2. Since the activity was earning profit, reduction in number of hired buses during review period lacked justification. On the contrary, number of such buses should have increased considering the fact that percentage share of these STUs (except BMTC) in public transport was in the range of 64 to 28 during 2008-09. On the other hand APSRTC

and HPSTRC incurred losses in this activity due to operation of lesser number of hired buses than envisaged. In many STUs, namely BSRTC, Gujarat SRTC, Kadamba TCL, OSRTC and Tamil Nadu RTCs, however, this activity has not been undertaken.

Recommendations

- ❖ *STUs presently not operating hired buses should introduce this activity being profitable.*
- ❖ *STUs already operating hired buses should increase the number of hired buses so that profitability in the operation could be increased.*

Chapter XII

Realignment of business model

12.1. The STUs are mandated to provide an efficient, adequate and economical road transport to the public. Therefore, the STUs cannot take purely commercial view for running its operations. It has to cater to uneconomical routes to fulfil its social obligation. It also has to keep the fares affordable. In such a situation, it is imperative for the STUs to tap non-traffic revenue sources to cross-subsidize its operations. However, the share of non-traffic revenues was nominal and included income from advertisements and restaurant/ shop rentals. Audit observed that majority of STUs have non-traffic revenue sources which have not been tapped substantially.

12.2. Over a period of time, the STUs has acquired sites at prime locations in cities, district and tehsil headquarters. The STUs generally uses the ground floor/ land for its operations, leaving an ample scope to construct and utilise spaces above. Audit observed that the STUs have land (mostly owned/ leased by Government) at important locations as shown below.

Particulars	Cities (Municipal areas)	District HQrs.	Tehsil HQrs.	Others	Total
Number of sites	438	221	756	444	1859
Land in possession (lakh Sq. mtrs.)	97.74	45.18	94.58	153.39	390.89

12.3. The details of the sites along with the area, to the extent available, are given in respect of STUs are given in *Annexure-14*. It is observed from the annexure that availability of land in cities and District Headquarters was quite high as compared to Tehsil Headquarters. Therefore, chances of exploitation of sites in cities and District Headquarters are more. It is, thus, possible for the STUs to undertake projects on public private partnership (PPP) basis for construction of shopping complexes, malls, hotels,

office spaces, etc. above (from first or second floor onwards) the existing sites so as to bring in a steady stream of revenues without any investment by it. Such projects can be executed without curtailing the existing area of operations of the STUs. Such projects can yield substantial revenue for the STUs which can only increase year after year. With a view to tap non-traffic revenue, some STUs had undertaken initiatives in this regard. The details, in brief are as under:

12.3.1. APSRTC started utilising its vacant land/terraces and invited tenders (2003-2008) for development of vacant sites at 133 locations under BOT scheme. Of which eight projects were under various stages of construction.

12.3.2. Bangalore Metropolitan Corporation (BMTC) constructed various commercial establishments in bus stands. The construction of 10 Travel transit Management Centre (TTMCs) had been taken up under Jawahar Lal Nehru National Urban Renewal Mission (JnNURM). The centres are planned to be completed during 2009-10 and 2010-2011.

12.3.3. GSRTC invited (October 2005) proposals from private entrepreneurs for taking up projects under Public Private Partnership basis for construction of shopping complexes, malls, hotels, office spaces, etc. at seven sites. The State Government approved the proposal in October 2009 in respect of four projects in which the letter of acceptance were issued in November 2009. GSRTC also developed (March 2009) bus stations including Commercial Complex on Build, Transfer and Lease basis at 14 sites out of 27 identified sites and earned Rs. 22.28 crore as premium and received Rs. 4.54 crore as construction cost.

12.3.4. In Haryana Roadways the policy to develop bus stands on Build, Operate and Transfer (BOT) basis was approved by the State Government in October 2005 and eight

locations were selected in the first instance. Subsequently, 12 more bus stands were selected for development through public private participation for which process had been initiated.

12.3.5. Kerala SRTC decided (November 1998) to implement projects for constructing commercial complexes at depots and identified 63 locations up to August 2008. However, tender for only one project were awarded (July 2008). Further, the STUs had taken up four projects through 'advance rent deposit scheme'. None of the projects had been completed (September 2009).

12.3.6. PEPSU RTC signed (May 2009) an agreement on BOT basis for construction of a new bus stand at Patiala after allotment of land from the State Government. The Corporation is considering the construction of Bhatinda bus stand on the same line.

12.3.7. Uttarakhand Parivahan Nigam decided (October 2004) to utilize a piece of land owned by it at old bus station in Dehradun for commercial purposes and an agreement was executed (July 2008) for building a commercial complex on this land in the Public Private Partnership (PPP) mode. However, the said land was demarcated for "Local Bus Stand and Thela Parking" in the Master Plan (November 2008). The Nigam thereafter, approached the State Government for change of use of the land but a decision was still pending.

12.3.8. UPSRTC assessed the likely benefits from such activities and sent the report to State Government in December 2008. The State Government has formed (February 2009) a Committee for appointment of consultant for development of Bus Stations on Public Private Partnership (PPP) basis.

12.4. The efforts made by above mentioned STUs would result into generation of additional revenue by way of upfront margin and lease rentals in the forthcoming years.

Recommendation

- ❖ ***STUs should undertake projects on public private partnership (PPP) basis for construction of shopping complexes, malls, hotels, office spaces, etc. above (from first or second floor onwards) the existing sites so as to bring in a steady stream of revenues.***

Chapter XIII

Existence and fairness of fare policy

13.1. The STUs recover the proportionate fare from the commuter for the distance travelled by them. The power of the fixation of fare lies with the State Government. The Fare *per* KM was 50 paisa in general. There is no uniformity in approach in hike in fare across the STUs and differ from state to state as timing and quantum of increase is factored by other extraneous considerations rather than the operational costs. There are no laid down policies in this regard in majority of STUs. In some STUs there are laid down policies which are followed rarely. The fare structure of STUs has no scientific basis as it does not take into account the normative cost. Thus, there is a risk of commuters paying for inefficiency of the STUs since excess cost was being incurred on manpower and fuel and other operational parameters were below norms/targets. The above facts lead to conclude that it is necessary to regulate the fares on the basis of a normative cost

Need for Independent Regulator

13.2. The power of fixation of tariff is exercised by the State Government. To ensure level playing field for road passenger transport services, operating in public and private sector, there is a need for Independent Regulator in Road Transport Sector. The Independent Transport Regulator at State level should be entrusted with the following task:

- Fix price band for different kinds of services in an objective and transparent manner;

- Ensure service coverage across regions (including rural, remote and hilly areas) and provide mechanism for compensation for discharge of universal service obligations;
- Mandate ISO 9001-2000 Certification for the Transport Service Providers, consistent with reasonable tariff; and
- Promote healthy competition among various bus operators viz. public and private.

13.3. Thus, there is a need for an independent regulator to fix the tariff periodically and monitor the transport system in the State.

Recommendation

- ❖ ***State Governments may consider appointment of an independent regulator for fixation of tariff after considering normative costs besides monitoring availability of adequate transport facilities across the state.***

Chapter XIV

Monitoring by top Management

14.1. For an organisation like a Road Transport Corporation to succeed in operating economically, efficiently and effectively, there has to be written norms of operations, service standards and targets. Further, there has to be a Management Information System (MIS) to report on achievement of targets and norms. The achievements need to be reviewed to address deficiencies and also to set targets for subsequent years. The targets should generally be such that the achievement of which would make an organisation self-reliant. The STUs generally have a MIS Cell which compiles monthly information received from depots for various performance indicators and communicates it monthly to concerned Heads of Department (HOD) viz. CGM (Operation), CGM (Technical) and Finance Controller. The depot wise monthly or yearly targets for various performance parameters are set by the concerned HOD. Generally activities of the STUs are not monitored by the Board of the Directors and reports are placed for their information and record. The monitoring by the top management was deficient as in many instances, frequent changes were noticed in the incumbency of the Managing Director which did not provide adequate time for planning, execution and follow up of the activities of the STU.

Recommendations

- ❖ *State Governments should consider appointment of the chief executive officer in such manner that frequent changes in the incumbency are minimised.*
- ❖ *The Board of Directors of the STUs should effectively monitor various operational parameters and suggest remedial measures to overcome the shortfalls, if any.*

Annexure - 1
List of the State Transport Undertakings
(Reference Para No. 1.1)

Statutory Corporations

1. Andhra Pradesh SRTC
2. Assam STC
3. Bangalore Metropolitan Transport Corporation
4. Bihar SRTC
5. Calcutta STC
6. Delhi TC
7. Gujarat SRTC
8. Himachal RTC
9. Jammu & Kashmir SRTC
10. Karnataka SRTC
11. Kerala SRTC
12. Madhya Pradesh RTC **
13. Maharashtra SRTC
14. Manipur SRTC **
15. Meghalaya TC
16. North Bengal STC
17. North East Karnataka RTC
18. North West Karnataka RTC
19. Orissa SRTC
20. PEPSU RTC
21. Rajasthan SRTC
22. South Bengal STC
23. Tripura RTC
24. Uttar Pradesh SRTC
25. Uttarakhand TC

Government Companies

26. Calcutta Tramways Company (1978) Limited
27. Kadamba TCL
28. Metropolitan TCL (CNI)
29. Pondicherry RTCL
30. Punjab Bus Stand Management Company Limited
31. State Express TCL (TN)
32. Tamil Nadu State TCL, Coimbatore **
33. Tamil Nadu State TCL, Kumbakonam
34. Tamil Nadu State TCL, Madurai
35. Tamil Nadu State TCL, Salem **
36. Tamil Nadu State TCL, Vellupuram **
37. West Bengal Surface TCL

Government Departments

38. Andaman & Nicobar ST **
39. Arunachal Pradesh ST
40. Chandigarh TU **
41. Mizoram ST
42. Nagaland ST **
43. Sikkim NT
44. ST Haryana
45. ST Punjab

** These STUs were not covered in performance audits.

Annexure - 2

Statement indicating percentage share of STUs and private operators in Public Transport

(Reference Para No. 3.4)

S.No.	Name of STU	2004-05		2005-06		2006-07		2007-08		2008-09	
		STU share	Share of private operators	STU share	Share of private operators	STU share	Share of private operators	STU share	Share of private operators	STU share	Share of private operators
1	Andhra Pradesh SRTC	84.36	15.64	91.71	8.29	82.99	17.01	80.34	19.66	N/A	N/A
2	Arunachal Pradesh ST	Not available									
3	Assam STC	2.86	97.14	2.84	97.16	2.44	97.56	2.36	97.64	2.32	97.68
4	Bihar SRTC	Not available									
5	Delhi TC	Not available									
6	Gujarat SRTC	19.59	80.41	19.22	80.78	18.27	81.73	17.67	82.33	16.38	83.62
7	Haryana Roadways	72.62	27.38	72.91	27.09	73.42	26.58	71.68	28.32	71.82	28.18
8	Himachal RTC	40.35	59.65	39.36	60.64	41.30	58.70	41.82	58.18	41.26	58.74
9	Kadamba TCL	8.22	91.80	7.28	92.70	6.71	93.30	5.97	94.00	5.12	94.88
10	Karnataka										
(a)	Bangalore Metropolitan Transport Corporation ##	100.00		100.00		100.00		100.00		100.00	
(b)	Other STUs \$\$	54.30	45.70	55.40	44.60	61.20	38.80	63.70	36.30	64.30	35.70
11	Kerala SRTC	13.77	86.23	13.32	86.68	12.30	87.70	12.31	87.69	12.86	87.14
12	Maharashtra SRTC %%	55.52		52.38		50.58		51.25		52.76	
13	Meghalaya TC	Not available									
14	Mizoram ST	6.78	93.22	6.39	93.61	6.05	93.95	5.75	94.25	5.18	94.82
15	Orissa SRTC	4.29	95.71	3.95	96.05	3.59	96.41	3.65	96.35	4.04	95.96
16	Pondicherry RTCL	5.28	94.72	6.17	93.83	4.54	95.46	4.88	95.12	4.80	95.20
17	Punjab @@	48.12	51.88	43.07	56.93	38.13	61.87	39.15	60.85	39.46	60.54
18	Rajasthan SRTC	25.85	74.15	25.34	74.66	24.49	75.51	22.05	77.95	25.30	74.70
19	Tamil Nadu &&	69.20	30.80	67.76	32.24	68.72	31.28	70.23	29.77	70.10	29.90
20	Uttarakhand TC	20.07	79.93	19.24	80.76	17.33	82.67	17.93	82.07	17.58	82.42

S.No.	Name of STU	2004-05		2005-06		2006-07		2007-08		2008-09	
		STU share	Share of private operators	STU share	Share of private operators	STU share	Share of private operators	STU share	Share of private operators	STU share	Share of private operators
21	Uttar Pradesh SRTC	27.08	72.92	26.68	73.32	28.89	71.11	31.33	68.67	28.18	71.82
22	West Bengal **	8.15	91.85	5.93	94.07	6.07	93.93	6.24	93.76	5.84	94.16
	Overall (All India)	39.38	60.62	37.82	62.18	37.67	62.33	37.89	62.11	38.32	61.68

In Bangalore city and its agglomerations, transport services are provided by the four STUs in Karnataka and there are no private operators.

\$\$ This include consolidated/ overall figures of three STUs in Karnataka viz., NEKRTC, NWKRTC and KSRTC.

%% Besides, Maharashtra SRTC, there are other STUs operated by Municipal Corporations in Maharashtra. Therefore, share of private operators has not been worked out.

@@ This includes consolidated/ overall information of the three STUs operating in the State of Punjab.

&& Tamil Nadu has seven STUs viz., MTC, SETC, TNSTC(VPM), TNSTC(Salem), TNSTC(CBE), TNSTC(KBM) and TNSTC(MDU). The figures here are of six STUs except MTC since it operates only in Chennai where private operators are not allowed.

** This includes consolidated/ overall information of the five STUs operating in the State of West Bengal.

Annexure - 3
Statement indicating number of overage buses

(Reference Para No. 3.6)

S.No.	Name of STU	2004-05		2005-06		2006-07		2007-08		2008-09		
		No. of buses held at the end of the year	No. of overage buses	No. of buses held at the end of the year	No. of overage buses	No. of buses held at the end of the year	No. of overage buses	No. of buses held at the end of the year	No. of overage buses	No. of buses held at the end of the year	No. of overage buses	Percentage of overage buses
1	Andhra Pradesh SRTC	17818	12855	16743	10536	18017	13309	17391	12937	17285	12576	72.76
2	Arunachal Pradesh ST	238	80	240	78	240	112	242	130	230	131	56.96
3	Assam STC	316	90	328	135	304	108	331	123	325	77	23.69
4	Bihar SRTC	637	nil	637	40	637	40	637	41	414	111	26.81
5	Delhi TC	3470	28	3469	36	3444	347	3537	299	3804	260	6.83
6	Gujarat SRTC	8164	6397	8277	6641	8046	6014	7981	4177	7561	3791	50.14
7	Haryana Roadways	3294	46	3332	18	3420	6	3133	1	3166	3	0.09
8	Himachal RTC	1652	404	1645	541	1763	662	1884	690	1881	588	31.26
9	Kadamba TCL	433	84	414	93	428	102	412	148	390	163	41.79
10	Karnataka											
(a)	Bangalore Metropolitan Transport Corporation	3297	104	3680	215	4266	315	4657	442	5312	560	10.54
(b)	Other STUs \$\$	9785	1970	10989	2600	12462	2794	13895	2529	14446	2335	16.16
11	Kerala SRTC	4644	739	4688	982	4559	1129	4893	1452	5115	1343	26.26
12	Maharashtra SRTC	16115	1611	15456	1518	15111	820	15864	1132	16333	689	4.22
13	Meghalaya TC	58	27	60	29	53	19	62	24	62	30	48.39
14	Mizoram ST	59	42	58	37	56	26	51	30	54	26	48.15
15	Orissa SRTC	259	57	254	92	241	142	252	144	312	152	48.72
16	Pondicherry RTCL	67	27	75	17	76	16	82	19	82	20	24.39
17	Punjab @@	2511	1892	2526	1568	2360	1403	2456	1280	2543	1210	47.58
18	Rajasthan SRTC	4345	856	4403	879	4421	1000	4259	868	4680	514	10.98
19	Tamil Nadu &&	10043	7442	10055	7203	10498	7164	11421	5408	11870	4041	34.04

S.No.	Name of STU	2004-05		2005-06		2006-07		2007-08		2008-09		
		No. of buses held at the end of the year	No. of overage buses	No. of buses held at the end of the year	No. of overage buses	No. of buses held at the end of the year	No. of overage buses	No. of buses held at the end of the year	No. of overage buses	No. of buses held at the end of the year	No. of overage buses	Percentage of overage buses
20	Uttarakhand TC	875	379	977	180	943	191	1003	110	1095	99	9.04
21	Uttar Pradesh SRTC	5843	1439	6230	1310	6561	1062	6665	1294	6831	1239	18.14
22	West Bengal **	2983	1517	2751	1388	2764	1324	2815	1077	2624	940	35.82
	Total (All India)	96906	38086	97287	36136	100670	38105	103923	34355	106415	30898	29.04
	Percentage of overage	39.30		37.14		37.85		33.06		29.04		

\$\$ This include consolidated/ overall figures of three STUs in Karnataka viz., NEKRTC, NWKRTC and KSRTC.

@@ This includes consolidated/ overall information of the three STUs operating in the State of Punjab. However PUNBUS had no overage buses.

&& In Tamil Nadu, Audit compiled information in respect of four STUs only except TNSTC(VPM), TNSTC(Salem) and TNSTC(CBE). Further, SETC had prescribed the age of bus as three years whereas other STUs had prescribed the age as six years.

** This includes consolidated/ overall information of the five STUs operating in the State of West Bengal.

Annexure - 4

**Statement indicating fund requirement for replacement of overage buses
as on 31 March 2009**

(Reference Para No. 3.6)

S.No.	Name of STU	No. of overage buses	Average cost of procurement per Bus (Rs. in lakh)	Total fund requirement (Rs. in crore)
1	Andhra Pradesh SRTC	12576	15.04	1891.43
2	Arunachal Pradesh ST	131	NA	NA
3	Assam STC	77	17.31	13.33
4	Bihar SRTC	111	14.00	15.54
5	Delhi TC	260	42.35	110.11
6	Gujarat SRTC	3791	23.98	909.08
7	Haryana Roadways	3	NA	NA
8	Himachal RTC	588	11.76	69.15
9	Kadamba TCL ##	163	19.00	30.97
10	Karnataka			
(a)	Bangalore Metropolitan Transport Corporation	560	12.59	70.50
(b)	Other STUs \$\$	2335	12.63	294.93
11	Kerala SRTC	1343	11.10	149.07
12	Maharashtra SRTC	689	11.24	77.44
13	Meghalaya TC	30	10.00	3.00
14	Mizoram ST	26	9.73	2.53
15	Orissa SRTC	152	16.46	25.02
16	Pondicherry RTCL	20	14.75	2.95
17	Punjab @@	1210	11.78	142.54
18	Rajasthan SRTC	514	12.17	62.55
19	Tamil Nadu &&	4041	16.19	654.24
20	Uttarakhand TC	99	12.00	11.88

S.No.	Name of STU	No. of overage buses	Average cost of procurement per Bus (Rs. in lakh)	Total fund requirement (Rs. in crore)
21	Uttar Pradesh SRTC	1239	12.92	160.08
22	West Bengal **	940	13.44	126.34
	Total (All India)	30898		4822.68

Figures of overage buses as per second paragraph of Para 7.2.10 of the State Audit Report.

\$\$ This include consolidated/ overall figures of three STUs in Karnataka viz., NEKRTC, NWKRTC and KSRTC.

@@ This includes information of PEPSU RTC and Punjab Roadways since PUNBUS has not overage buses.
However, the fund requirement has been worked out on the basis of cost of procurement of PEPSU RTC.

&& In Tamil Nadu, Audit compiled information in respect of four STUs only except TNSTC(VPM), TNSTC(Salem) and TNSTC(CBE).

** This includes consolidated/ overall information of the five STUs operating in the State of West Bengal.

Annexure - 5
Statement Indicating Fleet Utilisation (in per cent)

(Reference Para No. 4.2)

S.No.	Name of STU	2004-05	2005-06	2006-07	2007-08	2008-09
1	Andhra Pradesh SRTC	99.42	99.19	99.32	99.43	99.52
2	Arunachal Pradesh ST	68	89	86	88	75
3	Assam STC	83.57	73.22	74.86	75.27	79.38
4	Bihar SRTC	76.92	67.66	52.9	50.08	33.81
5	Delhi TC	83.98	90.51	81.47	82.47	77.03
6	Gujarat SRTC	83	83.4	85.8	85.9	87.8
7	Haryana Roadways	96.5	97.18	94.27	92.91	95.54
8	Himachal RTC	98.45	98.96	99.06	98.96	98.67
9	Kadamba TCL	81.95	82.44	77.17	76.03	77.89
10	Karnataka \$\$					
(a)	Bangalore Metropolitan Transport Corporation	95.02	95.61	94.39	93.79	94.54
(b)	KSRTC	95.05	93.7	92.53	91.11	88.87
(a)	NEKRTC	96	95.54	95	93.92	92.99
(b)	NWKRTC	95.64	95.85	94.74	91.68	92.46
11	Kerala SRTC	79.31	78.41	76.73	76.36	79.6
12	Maharashtra SRTC	95.46	93.16	94.19	94.79	94.28
13	Meghalaya TC	67	64	68	65	63
14	Mizoram ST	36	36	36	37	39
15	Orissa SRTC	89	89	83	89	90
16	Pondicherry RTCL	N.A.	87.11	95.15	92.95	90.09
17	Punjab @@					
(a)	PEPSU RTC	95.19	95.32	95.26	95.83	95.99
(b)	PUNBUS	--	98.2	97.01	98.18	97.53
(c)	Roadways	75.35	76.87	84.12	86.98	94.65
18	Rajasthan SRTC	95.98	96.2	96.54	96.03	93.48

S.No.	Name of STU	2004-05	2005-06	2006-07	2007-08	2008-09
19	Tamil Nadu &&					
(a)	MTC	78.84	78.47	75.44	80.53	87.57
(b)	TNSTC, Kumbakonam, TNSTC, Madurai & SETC	94.92	95.02	94.96	95.39	94.92
20	Uttarakhand TC	90	90	95	95	95
21	Uttar Pradesh SRTC	95	96	96	95	95
22	West Bengal **	59.1	55.93	57.32	60.78	59.91
	Overall (All India)	91.58	91.51	91.47	91.44	91.63

\$\$ The information in respect of the three STUs have not been consolidated in this case and is furnished separately.

@@ The information in respect of the three STUs have not been consolidated in this case and is furnished separately.

&& In Tamil Nadu, Audit compiled information in respect of four STUs only except TNSTC(VPM), TNSTC(Salem) and TNSTC(CBE).

** This includes consolidated/ overall information of the five STUs operating in the State of West Bengal.

Annexure - 6

Statement Indicating Vehicle Productivity and Percentage of Overage Fleet

(Reference Para No. 5.2)

S.No.	Name of STU	2004-05		2005-06		2006-07		2007-08		2008-09	
		Vehicle Productivity	Percentage of Overage Fleet	Vehicle Productivity	Percentage of Overage Fleet	Vehicle Productivity	Percentage of Overage Fleet	Vehicle Productivity	Percentage of Overage Fleet	Vehicle Productivity	Percentage of Overage Fleet
1	Andhra Pradesh SRTC	332	72.15	335	62.93	347	73.87	352	74.39	360	72.76
2	Arunachal Pradesh ST	122	34	97	33	107	47	103	54	127	57
3	Assam STC	99	28.48	98	41.16	99	35.53	103	37.16	115	23.69
4	Bihar SRTC	226	nil	230	6.28	265	6.28	257	6.44	237	26.81
5	Delhi TC	193	0.81	205	1.04	162	10.08	146	8.45	132	6.83
6	Gujarat SRTC	359	78.36	363	80.23	377	74.75	396	52.34	417	50.14
7	Haryana Roadways	359	1.40	363	0.54	352	0.18	355	0.03	366	0.09
8	Himachal RTC	224	24.46	232	32.89	230	37.55	225	36.62	224	31.26
9	Kadamba TCL	213	19	207	22	192	24	191	36	195	42
10	Karnataka										
(a)	Bangalore Metropolitan Transport Corporation	229.7	3.15	229.2	5.84	231.7	7.38	227.2	9.49	227.2	10.54
(b)	Other STUs \$\$	346	20.13	339	23.66	340	22.42	353	18.2	352	16.16
11	Kerala SRTC	262	15.91	255	20.95	248	24.76	247	29.68	259	26.26
12	Maharashtra SRTC	309	10.00	299	9.82	310	5.43	317	7.14	316	4.22
13	Meghalaya TC	121	46.55	147	48.33	211	35.85	183	38.71	192	48.39
14	Mizoram ST	56.81	71	59.43	64	57.53	46	53.56	59	61.93	48
15	Orissa SRTC	272	22	272	36	257	59	282	57	287	49
16	Pondicherry RTCL	NA	40	379	23	418	21	407	22	401	24
17	Punjab @@	244	75.35	257	62.07	284	59.45	282	52.12	281	47.58
18	Rajasthan SRTC	346	19.7	370	19.96	380	22.62	387	20.38	388	10.98

S.No.	Name of STU	2004-05		2005-06		2006-07		2007-08		2008-09	
		Vehicle Productivity	Percentage of Overage Fleet	Vehicle Productivity	Percentage of Overage Fleet	Vehicle Productivity	Percentage of Overage Fleet	Vehicle Productivity	Percentage of Overage Fleet	Vehicle Productivity	Percentage of Overage Fleet
19	Tamil Nadu &&										
(a)	MTC	261	77.17	266	82.69	271	74.46	280	40.53	298	25.34
(b)	SETC	620	99.54	620	92.69	621	92.49	627	46.56	614	34.91
(c)	TNSTC, Kumbakonam & TNSTC, Madurai	441	69.27	443	63.91	447	62.26	456	50.32	459	37.67
20	Uttarakhand TC	265	43.31	321	18.42	323	20.25	327	10.97	340	9.04
21	Uttar Pradesh SRTC	307	17	315	12	321	4	330	1	332	0
22	West Bengal **	142.63	50.85	137.41	50.45	140.1	47.9	150.54	38.26	139.89	35.82
	Overall (All India)	314	39.30	316	37.14	322	37.85	328	33.06	331	29.15

\$\$ This include consolidated/ overall figures of three STUs in Karnataka viz., NEKRTC, NWKRTC and KSRTC.

@@ This includes consolidated/ overall information of the three STUs operating in the State of Punjab.

&& In Tamil Nadu, Audit compiled information in respect of four STUs only except TNSTC(VPM), TNSTC(Salem) and TNSTC(CBE).

** This includes consolidated/ overall information of the five STUs operating in the State of West Bengal.

Annexure - 7
Statement Indicating Load Factor (Capacity Utilisation)

(Reference Para No. 6.1)

S.No.	Name of STU	2004-05	2005-06	2006-07	2007-08	2008-09
1	Andhra Pradesh SRTC	62.47	65.45	68.11	69.91	72.27
2	Arunachal Pradesh ST	52	53	52	51	52
3	Assam STC	72.49	75.09	77.43	74.75	76.00
4	Bihar SRTC	66	65	65	64	69
5	Delhi TC	67.72	74.42	77.18	87.82	68.83
6	Gujarat SRTC	57.68	58.36	61.19	63.18	65.74
7	Haryana Roadways	68.50	73.20	72.40	70.50	73.00
8	Himachal RTC	60.59	63.75	69.31	69.83	64.83
9	Kadamba TCL	51.07	53.19	57.17	55.06	55.20
10	Karnataka					
(a)	Bangalore Metropolitan Transport Corporation	67	63.9	63.3	63.4	63.8
(b)	Other STUs \$\$	70.5	67.1	68.3	65.8	63.9
11	Kerala SRTC	NA	66.42	66.27	67.62	66
12	Maharashtra SRTC	62.66	64.13	65.47	68.23	71.2
13	Meghalaya TC	65	51	49	49	54
14	Mizoram ST	37.43	36.17	39.77	41.56	47.76
15	Orissa SRTC	69	69	68	70	71
16	Pondicherry RTCL	Not compiled by the STU				
17	Punjab @@					
(a)	PEPSU RTC	72	73	72	73	76
(b)	PUNBUS	--	82	81	79	83
(c)	Roadways	62	68	72	80	84
18	Rajasthan SRTC	70.53	67.47	70.48	71.98	71.83

S.No.	Name of STU	2004-05	2005-06	2006-07	2007-08	2008-09
19	Tamil Nadu &&					
(a)	MTC	80.81	81.59	85.92	81.24	75.25
(b)	TNSTC, Kumbakonam, TNSTC, Madurai & SETC	78.98	81.74	85.78	84.93	85.46
20	Uttarakhand TC	63	66	67	69	68
21	Uttar Pradesh SRTC	62	59	62	64	65
22	West Bengal **	61.88	59.45	60.05	58.59	61.8

\$\$ This include consolidated/ overall figures of three STUs in Karnataka viz., NEKRTC, NWKRTC and KSRTC.

@@ The information in respect of the three STUs have not been consolidated in this case and is furnished separately.

&& In Tamil Nadu, Audit compiled information in respect of four STUs only except TNSTC(VPM), TNSTC(Salem) and TNSTC(CBE).

** This includes consolidated/ overall information of the five STUs operating in the State of West Bengal.

Annexure - 8
Cancellation of Scheduled Kms.

(Reference Para No. 7.2)

S.No.	Name of STU	2004-05		2005-06		2006-07		2007-08		2008-09	
		Scheduled Kms. (In lakh Kms)	Cancelled Kms. (In lakh Kms)	Scheduled Kms. (In lakh Kms)	Cancelled Kms. (In lakh Kms)	Scheduled Kms. (In lakh Kms)	Cancelled Kms. (In lakh Kms)	Scheduled Kms. (In lakh Kms)	Cancelled Kms. (In lakh Kms)	Scheduled Kms. (In lakh Kms)	Cancelled Kms. (In lakh Kms)
1	Andhra Pradesh SRTC	Not available		23825	725	24168	426	25067	547	26389	464
2	Arunachal Pradesh ST	Not available									
3	Assam STC	157.16	37.88	161.04	40.57	165.55	43.12	154.65	44.72	150.2	53.05
4	Bihar SRTC	574.32	194.19	591.85	209.88	624.6	284.26	614.19	323.04	576.14	391.69
5	Delhi TC	3129.5	607.34	3040.48	450.84	2781.3	737.96	2688.07	854.23	2538.82	708.81
6	Gujarat SRTC	10492	1399.2	10173	1456.97	10180	1023.33	10640	938.73	10751.91	874.83
7	Haryana Roadways	4189.74	73.23	4209.91	62.28	4165.05	102.64	4013.31	92.6	4005.62	79.57
8	Himachal RTC	1451.6	53.77	1483.49	41.51	1540.75	48.3	1576.64	34.2	1566.8	16.96
9	Kadamba TCL	343.31	26.86	362.29	31.37	371.8	57.08	354.51	59.88	353.86	63.17
10	Karnataka										
(a)	Bangalore Metropolitan Transport Corporation	3042.88	115.77	3306.36	184.16	3459.05	156.2	3864	129.56	4130.33	116.24
(b)	Other STUs \$\$	12984.79	336.76	13747.28	538.69	15034	656.24	16623.43	887.8	17259.55	814.44
11	Kerala SRTC	4751	451.11	5289.53	887.36	5358.48	1135.42	5401.01	1218.38	5530.03	797.48
12	Maharashtra SRTC	17489	366	16772	350	16995	481	17375	438	17633	412
13	Meghalaya TC	22.74	5.52	25.1	4.78	31.79	4.05	31.82	5.16	31.82	4.1
14	Mizoram ST	14.75	1.79	14.54	1.37	13.97	1.47	13.03	1.65	13.55	0.81
15	Orissa SRTC	275.13	19.31	282.03	18.53	281.11	25.05	285.84	19.6	338.17	30.44
16	Pondicherry RTCL	Not available		113.63	9.78	119.21	3.27	130.74	8.75	132.37	12.46
17	Punjab @@	3108.14	678.26	3119.47	704.81	3042.14	560.76	3053.17	472.48	3060.24	459.07
18	Rajasthan SRTC	5725.04	280.42	6087.41	329.69	6213	344.72	6256.37	416.86	6276.54	464.36
19	Tamil Nadu &&										
(a)	MTC	2383.6	298.68	2441.32	329.47	2468.13	406.75	2712.92	311.02	3082.54	48.92
(b)	TNSTC, Kumbakonam, TNSTC, Madurai & SETC	11517.9	114.53	11638.99	147.73	12074.01	149.96	13201.66	145.76	13811.32	153.81

S.No.	Name of STU	2004-05		2005-06		2006-07		2007-08		2008-09	
		Scheduled Kms. (In lakh Kms)	Cancelled Kms. (In lakh Kms)	Scheduled Kms. (In lakh Kms)	Cancelled Kms. (In lakh Kms)	Scheduled Kms. (In lakh Kms)	Cancelled Kms. (In lakh Kms)	Scheduled Kms. (In lakh Kms)	Cancelled Kms. (In lakh Kms)	Scheduled Kms. (In lakh Kms)	Cancelled Kms. (In lakh Kms)
20	Uttarakhand TC	1113.73	230.92	1150.07	136.55	1240.04	136.12	1302.64	90.42	1374.84	70.11
21	Uttar Pradesh SRTC	7914.66	691.1	8542.14	587.84	8993.59	515.88	9456.74	443.8	10423.02	1011.49
22	West Bengal **	2042.61	584.7	1983.04	533.46	1945	521.39	1935.52	445.67	1902.23	504.4
	Total (All India)	92723.60	6567.34	118359.97	7782.64	121265.57	7820.97	126752.26	7929.31	131331.90	7552.21
	Percentage of cancellation to scheduled KMs	7.08		6.58		6.45		6.26		5.75	

\$\$ This include consolidated/ overall figures of three STUs in Karnataka viz., NEKRTC, NWKRTC and KSRTC.

@@ This includes consolidated/ overall information of the three STUs operating in the State of Punjab.

&& In Tamil Nadu, Audit compiled information in respect of four STUs only except TNSTC(VPM), TNSTC(Salem) and TNSTC(CBE).

** This includes consolidated/ overall information of the four STUs operating in the State of West Bengal except WBSTC since its figures of scheduled KMs were not made available to Audit.

Annexure - 9

Statement indicating avoidable cancellations of scheduled Kms. and loss of contribution

(Reference Para No. 7.2)

S.No.	Name of STU	2004-05		2005-06		2006-07		2007-08		2008-09	
		Cancellations in Kms. for want of crew & buses (In lakh Kms)	Loss of contribution (Rs. in crore)	Cancellations in Kms. for want of crew & buses (In lakh Kms)	Loss of contribution (Rs. in crore)	Cancellations in Kms. for want of crew & buses (In lakh Kms)	Loss of contribution (Rs. in crore)	Cancellations in Kms. for want of crew & buses (In lakh Kms)	Loss of contribution (Rs. in crore)	Cancellations in Kms. for want of crew & buses (In lakh Kms)	Loss of contribution (Rs. in crore)
1	Andhra Pradesh SRTC	Not available		117	9.18	138	12.23	123	11.49	111	10.88
2	Arunachal Pradesh ST	Not available									
3	Assam STC	13.25	0.44	17.39	0.77	15.75	0.65	13.83	0.68	17.32	1
4	Bihar SRTC	128.68	6.29	96.83	4.7	107.99	4.44	125.79	9.31	147.38	7.84
5	Delhi TC	393.42	18.45	283.42	14.88	600.57	29.97	704.12	38.66	582.64	35.25
6	Gujarat SRTC	817.99	10.63	926.48	9.08	394.74	4.74	338.06	5.17	404.94	8.38
7	Haryana Roadways ¥	Not compiled in Audit				50.36	1.93	73.71	3.73	32.9	1.59
8	Himachal RTC ^ ^	Not available									
9	Kadamba TCL	17.56	98.68	20.39	99.91	38.51	186.77	42.1	209.66	48.37	241.37
10	Karnataka										
(a)	Bangalore Metropolitan Transport Corporation	27.15	2.21	35.62	3.45	27.56	2.83	24.84	2.57	19.09	1.94
(b)	Other STUs \$\$	167.47	8.04	270.15	13.75	292.09	16.42	471.4	27.34	374.07	21.55
11	Kerala SRTC	232.4	18.64	571.1	44.43	819.32	73.25	759.42	68.35	325.53	34.08
12	Maharashtra SRTC	213	14.72	139	10.99	199	17.05	204	20.34	257	27.86
13	Meghalaya TC	Not available									
14	Mizoram ST	1.39	Not available	1.37	Not available	1.31	Not available	1.27	Not available	0.68	Not available
15	Orissa SRTC # #	Not available									
16	Pondicherry RTCL	Not available		2.92	0.09	1.32	0.06	3.3	0.14	2.49	0.1
17	Punjab @@	Not available									

S.No.	Name of STU	2004-05		2005-06		2006-07		2007-08		2008-09	
		Cancellations in Kms. for want of crew & buses (In lakh Kms)	Loss of contribution (Rs. in crore)	Cancellations in Kms. for want of crew & buses (In lakh Kms)	Loss of contribution (Rs. in crore)	Cancellations in Kms. for want of crew & buses (In lakh Kms)	Loss of contribution (Rs. in crore)	Cancellations in Kms. for want of crew & buses (In lakh Kms)	Loss of contribution (Rs. in crore)	Cancellations in Kms. for want of crew & buses (In lakh Kms)	Loss of contribution (Rs. in crore)
18	Rajasthan SRTC	119.44	6.45	120.53	6.45	127.66	7.46	138.2	8.73	146.53	10.21
19	Tamil Nadu &&										
(a)	MTC	261.75	32.67	290.39	34.24	387.47	39.06	295.08	40.07	47.34	6.28
(b)	TNSTC, Kumbakonam, TNSTC, Madurai & SETC	25.25	1.53	37.62	2.52	69.72	4.78	56.09	3.95	57.11	4.07
20	Uttarakhand TC	171.46	8.35	98.41	5.47	91.07	6.7	41.44	2.98	39.91	2.22
21	Uttar Pradesh SRTC %%	Not available									
22	West Bengal **	260.23	435.42	206.53	275.77	212.91	432.48	191.22	340.9	191.11	556.02
	Total (All India)	2850.44	662.52	3235.15	535.68	3575.35	840.82	3606.87	794.07	2805.41	970.64

¥ These figures have been worked out in Audit.

^^ The STU does not analyse the reasons for cancellation of scheduled KMs.

\$\$ This include consolidated/ overall figures of three STUs in Karnataka viz., NEKRTC, NWKRTC and KSRTC.

The STU does not maintain the data in this format.

@@ The STUs did not analyse the reasons for cancellation of scheduled KMs.

&& In Tamil Nadu, Audit compiled information in respect of four STUs only except TNSTC(VPM), TNSTC(Salem) and TNSTC(CBE).

%% The STU does not analyse the reasons for cancellation of scheduled KMs.

** This includes consolidated/ overall information of the three STUs in West Bengal viz., CSTC, NBSTC and SBSTC since figures of scheduled KMs of WBSTC were not available and there were 'NIL' cancellation in CTC for want of crew & buses.

Annexure - 10
Statement Indicating Repair & Maintenance Expenses Per Bus

(Reference Para No.8.4)

S.No.	Name of STU	2004-05		2005-06		2006-07		2007-08		2008-09	
		Total R&M Expenses (Rs in crore)	R&M Expenses Per Bus (Rs in lakh)	Total R&M Expenses (Rs in crore)	R&M Expenses Per Bus (Rs in lakh)	Total R&M Expenses (Rs in crore)	R&M Expenses Per Bus (Rs in lakh)	Total R&M Expenses (Rs in crore)	R&M Expenses Per Bus (Rs in lakh)	Total R&M Expenses (Rs in crore)	R&M Expenses Per Bus (Rs in lakh)
1	Andhra Pradesh SRTC	384.44	2.16	416.42	2.49	509.39	2.83	538.05	3.09	550.01	3.18
2	Arunachal Pradesh ST	2.18	0.92	3.14	1.31	7.28	3.03	6.94	2.87	5.98	2.6
3	Assam STC	1.46	0.46	1.61	0.49	2.68	0.88	2.54	0.77	2.87	0.88
4	Bihar SRTC	0.62	0.09	0.74	0.12	0.74	0.12	0.59	0.09	0.4	0.06
5	Delhi TC	127.49	3.67	141.23	4.07	145.05	4.21	162.95	4.61	212.67	5.59
6	Gujarat SRTC	184.13	2.26	188.59	2.28	180.54	2.24	180.22	2.26	185.34	2.45
7	Haryana Roadways	13.72	0.42	13.76	0.41	14.60	0.43	16.93	0.54	21.73	0.69
8	Himachal RTC	46.11	2.79	49.8	3.03	53.07	3.01	61.15	3.25	66.24	3.52
9	Kadamba TCL	5.92	1.37	6.28	1.52	7.29	1.7	7.86	1.91	9.29	2.38
10	Karnataka										
(a)	Bangalore Metropolitan Transport Corporation	36.79	1.12	44.16	1.2	56.89	1.29	75.77	1.57	96.37	1.75
(b)	Other STUs \$\$	200.76	2.05	232.45	2.12	265.54	2.13	323.15	2.33	375.84	2.58
11	Kerala SRTC	97.59	2.1	101.65	2.17	108.75	2.39	118.03	2.41	118.09	2.31
12	Maharashtra SRTC	345.24	2.14	339.85	2.2	379.65	2.51	397.29	2.5	413.23	2.53
13	Meghalaya TC	0.14	0.24	0.25	0.42	0.34	0.64	0.24	0.39	0.26	0.42
14	Mizoram ST	1.02	1.72	1.41	2.43	2.01	3.6	2.21	4.34	2.1	3.89
15	Orissa SRTC	0.69	0.27	0.4	0.16	0.49	0.2	0.67	0.27	0.8	0.26
16	Pondicherry RTCL	Not available									
17	Punjab @@	57.27	2.28	64.83	2.57	67.34	2.85	70.83	2.88	Not available	
18	Rajasthan SRTC	61.41	1.41	65.1	1.48	70.1	1.59	76.76	1.8	97.39	2.08

S.No.	Name of STU	2004-05		2005-06		2006-07		2007-08		2008-09	
		Total R&M Expenses (Rs in crore)	R&M Expenses Per Bus (Rs in lakh)	Total R&M Expenses (Rs in crore)	R&M Expenses Per Bus (Rs in lakh)	Total R&M Expenses (Rs in crore)	R&M Expenses Per Bus (Rs in lakh)	Total R&M Expenses (Rs in crore)	R&M Expenses Per Bus (Rs in lakh)	Total R&M Expenses (Rs in crore)	R&M Expenses Per Bus (Rs in lakh)
19	Tamil Nadu &&										
(a)	MTC	16.38	0.59	16.55	0.6	14.37	0.51	11.27	0.37	13.93	0.43
(b)	TNSTC, Kumbakonam, TNSTC, Madurai & SETC	56.74	0.78	42.17	0.58	40.55	0.53	46.7	0.56	45.22	0.53
20	Uttarakhand TC	8.17	0.94	8.99	0.92	10.21	1.08	13.46	1.34	16.42	1.5
21	Uttar Pradesh SRTC	118.44	2.03	130.02	2.09	135.76	2.07	152.08	2.28	175.46	2.57
22	West Bengal **	62.76	2.17	71.53	2.67	67.53	2.52	72.7	2.69	73.43	2.92
	Total (All India)	1829.47		1940.93		2140.17		2338.39		2483.07	

\$\$ This include consolidated/ overall figures of three STUs in Karnataka viz., NEKRTC, NWKRTC and KSRTC.

@@ This includes consolidated/ overall information of the three STUs operating in the State of Punjab.

&& In Tamil Nadu, Audit compiled information in respect of four STUs only except TNSTC(VPM), TNSTC(Salem) and TNSTC(CBE).

** This includes consolidated/ overall information of the four STUs operating in the State of West Bengal except WBSTC since it also operates ferry services and separate figures of R&M expenses on buses was not available.

Annexure - 11

Statement indicating cost of manpower per effective Km and productivity per day per person

(Reference Para No. 9.2)

S.No.	Name of STU	2004-05		2005-06		2006-07		2007-08		2008-09	
		Cost per effective Kms.	Productivity per day per person	Cost per effective Kms.	Productivity per day per person	Cost per effective Kms.	Productivity per day per person	Cost per effective Kms.	Productivity per day per person	Cost per effective Kms.	Productivity per day per person
1	Andhra Pradesh SRTC	5.85	51	5.90	53	7.13	55	6.49	57	6.64	59
2	Arunachal Pradesh ST	12.04	24.15	10.57	25.79	12.16	27.47	13.19	27.11	18.74	27.1
3	Assam STC	17.81	12.21	18.51	12.77	20.88	13.29	20.33	14.21	21.72	14.07
4	Bihar SRTC	6.79	23.85	6.33	24.13	9.74	22.39	9.45	20.09	25.59	21.9
5	Delhi TC	17.83	23.66	17.69	24.93	22.92	20.3	26.91	17.66	40.62	17.56
6	Gujarat SRTC	6.09	48.7	6.24	48.82	6.11	54.13	6.41	61.27	6.92	66.45
7	Haryana Roadways	5.74	60.39	5.83	63.07	6.40	64.56	7.15	64.33	9.61	58.78
8	Himachal RTC	8.44	45	8.56	47	8.94	49	9.97	50	10.60	52
9	Kadamba TCL	7.55	42.90	7.76	43.07	8.95	41.42	10.46	40.10	12.33	40.46
10	Karnataka										
(a)	Bangalore Metropolitan Transport Corporation	6.91	38.39	7.34	40.62	6.74	41.96	7.72	39.25	8.07	39.88
(b)	Other STUs \$\$	5.77	54.9	5.5	59.71	5.34	61.83	5.5	66.57	5.58	63.93
11	Kerala SRTC	9.03	42.13	9.1	43.02	9.36	44.25	10.51	40.55	10.02	44.3
12	Maharashtra SRTC	7.64	57	6.66	57	6.82	58	7.22	60	8.18	61
13	Meghalaya TC	40.77	12.35	32.38	14.85	29.16	20.88	20.26	21.23	20.58	22.75
14	Mizoram ST	79.78	6.45	67.27	6.54	71.12	6.37	89.72	6.12	97.33	6.99
15	Orissa SRTC	2.28	45	2.22	47	2.64	48	2.72	49	2.37	54
16	Pondicherry RTCL	Not available									
17	Punjab @@	7.94	47.81	8.36	48.70	8.65	52.71	8.84	57.66	9.24	57.40
18	Rajasthan SRTC	5.20	67.42	5.20	72.68	5.42	76.11	6.05	78.62	7.82	79.85

S.No.	Name of STU	2004-05		2005-06		2006-07		2007-08		2008-09	
		Cost per effective Kms.	Productivity per day per person	Cost per effective Kms.	Productivity per day per person	Cost per effective Kms.	Productivity per day per person	Cost per effective Kms.	Productivity per day per person	Cost per effective Kms.	Productivity per day per person
19	Tamil Nadu &&										
(a)	MTC	11.63	30.84	14.26	32.62	14.04	32.23	13.5	35.38	12.52	46.41
(b)	TNSTC, Kumbakonam, TNSTC, Madurai & SETC	5.75	63.23	6.99	65.45	6.6	69.16	6.83	67.41	7.45	70.46
20	Uttarakhand TC	5.38	43.43	4.98	42.13	5.03	44.21	5.1	46.72	5.01	51.83
21	Uttar Pradesh SRTC	4.40	54.37	4.24	58.36	4.09	65.08	4.33	69.92	4.56	73.26
22	West Bengal **	12.52	21.22	14.82	21.50	15.89	21.90	16.60	24.02	17.36	23.88
	Overall (All India)	6.04	54.85	6.09	56.19	6.36	58.39	6.49	60.63	7.13	63.11

\$\$ This include consolidated/ overall figures of three STUs in Karnataka viz., NEKRTC, NWKRTC and KSRTC.

@@ This includes consolidated/ overall information of the three STUs operating in the State of Punjab.

&& In Tamil Nadu, Audit compiled information in respect of four STUs only except TNSTC(VPM), TNSTC(Salem) and TNSTC(CBE).

** This includes consolidated/ overall information of the five STUs operating in the State of West Bengal.

Annexure - 12
Statement indicating manpower per bus

(Reference Para No. 9.2)

S.No.	Name of STU	2004-05	2005-06	2006-07	2007-08	2008-09
1	Andhra Pradesh SRTC	6.14	5.99	6.01	5.80	5.59
2	Arunachal Pradesh ST	5	3.8	3.9	3.8	4.70
3	Assam STC	8.95	8.57	9.09	8.16	8.21
4	Bihar SRTC	6.86	6.81	6.54	6.23	5.57
5	Delhi TC	8.41	8.2	8.01	8.04	7.51
6	Gujarat SRTC	7.32	7.38	6.9	6.43	6.22
7	Haryana Roadways	5.67	5.41	5.04	5.33	5.78
8	Himachal RTC	5.09	5.02	4.61	4.43	4.41
9	Kadamba TCL	4.97	4.80	4.62	4.77	4.84
10	Karnataka					
(a)	Bangalore Metropolitan Transport Corporation	5.2	5.05	4.63	5.29	5.02
(b)	Other STUs \$\$	5.59	4.96	4.86	4.55	4.89
11	Kerala SRTC	6.02	5.98	5.74	5.78	5.72
12	Maharashtra SRTC	6.31	6.65	6.63	6.35	5.91
13	Meghalaya TC	6.59	6.25	6.87	5.55	5.32
14	Mizoram ST	10.52	10.9	10.81	10.61	11.41
15	Orissa SRTC	5.99	5.99	6.05	5.9	5.02
16	Pondicherry RTCL	Not available				
17	Punjab @@	5.55	5.38	5.47	4.98	4.88
18	Rajasthan SRTC	5.21	5.12	4.97	4.87	4.70
19	Tamil Nadu &&					
(a)	MTC ^^	7.25	6.94	6.74	6.68	5.97
(b)	TNSTC, Kumbakonam, TNSTC, Madurai & SETC	7.52	7.24	6.72	6.94	6.81

S.No.	Name of STU	2004-05	2005-06	2006-07	2007-08	2008-09
20	Uttar Pradesh SRTC	6.23	5.99	5.44	5.30	5.15
21	Uttarakhand TC	5.49	6.86	6.95	6.65	6.24
22	West Bengal **	11.37	11.43	11.16	10.31	9.78
	Overall (All India)	6.25	6.19	5.92	5.83	5.73

\$\$ This include consolidated/ overall figures of three STUs in Karnataka viz., NEKRTC, NWKRTC and KSRTC.

@@ This includes consolidated/ overall information of the three STUs operating in the State of Punjab.

&& In Tamil Nadu, Audit compiled information in respect of four STUs only except TNSTC(VPM), TNSTC(Salem) and TNSTC(CBE).

^^ The shortfall in the manpower with reference to norm of 6.5 persons per bus during 2008-09 is met out of reserve category of drivers/conductors, who are engaged on daily basis depending on the needs.

** This includes consolidated/ overall information of the five STUs operating in the State of West Bengal.

Annexure - 13

Statement indicating target of fuel efficiency vis-à-vis actual KMPL obtained

(Reference Para No. 10.2)

S.No.	Name of STU	2004-05		2005-06		2006-07		2007-08		2008-09		Average	
		Target	KMPL obtained	Target	KMPL obtained	Target	KMPL obtained	Target	KMPL obtained	Target	KMPL obtained	Target	KMPL obtained
1	Andhra Pradesh SRTC	5.70	5.29	5.44	5.27	5.43	5.26	5.36	5.23	5.36	5.25	5.46	5.26
2	Arunachal Pradesh ST	3.40	3.31	3.40	3.17	3.40	3.09	3.15	2.94	3.15	2.87	3.30	3.08
3	Assam STC	4.94	3.54	4.94	3.65	4.94	3.62	4.94	3.67	4.94	3.70	4.94	3.64
4	Bihar SRTC	4.50	3.94	4.50	3.88	4.00	3.93	4.00	3.96	4.00	3.91	4.20	3.92
5	Delhi TC **	3.09	2.88	3.09	2.99	3.09	2.92	3.09	2.87	3.09	2.91	3.09	2.91
6	Gujarat SRTC	5.25	5.19	5.18	5.20	5.23	5.25	5.35	5.37	5.45	5.53	5.29	5.31
7	Haryana Roadways @@	5.00	4.88	5.00	4.94	5.15	5.03	5.15	4.97	5.15	4.90	5.09	4.94
8	Himachal RTC	3.70	3.64	3.72	3.65	3.75	3.70	Not fixed	3.71	Not fixed	3.67	3.72	3.67
9	Kadamba TCL	4.70	4.60	5.00	4.47	4.62	4.56	4.70	4.43	4.50	4.36	4.70	4.48
10	Karnataka												
(a)	Bangalore Metropolitan Transport Corporation	4.75	4.74	4.75	4.66	4.58	4.55	4.60	4.45	4.37	4.37	4.61	4.55
(b)	KSRTC	5.40	5.28	5.36	5.13	5.22	5.07	5.20	5.02	5.19	4.92	5.27	5.08
(c)	NEKRTC	5.60	5.44	5.54	5.44	5.55	5.45	5.50	5.41	5.43	5.34	5.52	5.42
(d)	NWKRTC	5.52	5.36	5.56	5.25	5.45	5.23	5.37	5.10	5.30	5.07	5.44	5.20
11	Kerala SRTC	4.50	3.90	4.50	3.95	4.50	4.05	4.50	4.09	4.50	4.18	4.50	4.03
12	Maharashtra SRTC	4.90	4.85	4.90	4.89	5.09	4.93	5.03	4.93	5.03	4.93	4.99	4.91
13	Meghalaya TC	Not available	3.58	Not available	3.57	Not available	4.59	Not available	4.51	Not available	4.21	Not available	4.09
14	Mizoram ST	3.15	2.94	3.15	2.87	3.15	3.10	3.15	3.10	3.15	3.28	3.15	3.06
15	Orissa SRTC	4.37	4.40	4.53	4.40	4.52	4.40	4.48	4.40	4.64	4.37	4.51	4.39
16	Pondicherry RTCL	Not Available		Not available	3.94	4.75	4.02	4.75	4.22	4.75	4.58	4.75	4.19
17	Punjab												
(a)	PEPSU RTC	Not fixed	4.50	Not fixed	4.62	Not fixed	4.69	Not fixed	4.66	Not fixed	4.62	Not fixed	4.62
(b)	PUNBUS	Not available		5.00	4.67	5.00	4.59	5.00	4.65	5.00	4.49	5.00	4.60
(c)	Punjab Roadways	4.50	4.38	4.50	4.41	4.50	4.37	4.50	4.36	4.50	4.46	4.50	4.40
18	Rajasthan SRTC	4.96	5.00	5.16	5.09	5.15	5.00	5.10	4.97	5.05	4.98	5.08	5.01

S.No.	Name of STU	2004-05		2005-06		2006-07		2007-08		2008-09		Average	
		Target	KMPL obtained	Target	KMPL obtained	Target	KMPL obtained	Target	KMPL obtained	Target	KMPL obtained	Target	KMPL obtained
19	Tamil Nadu &&												
(a)	MTC	3.67	3.65	3.71	3.77	4.00	3.83	4.20	3.94	4.35	4.24	3.99	3.89
(b)	TNSTC, Kumbakonam	4.70	4.88	4.95	5.07	5.08	5.24	5.23	5.38	5.43	5.48	5.08	5.21
(c)	TNSTC, Madurai	4.70	4.83	5.00	5.00	5.08	5.09	5.15	5.16	5.24	5.24	5.03	5.06
(d)	SETC	4.50	4.60	4.75	5.00	5.10	5.14	5.05	4.94	5.00	4.86	4.88	4.91
20	Uttar Pradesh SRTC	Not available	5.03	Not available	5.16	Not available	5.33	Not available	5.31	Not available	5.32	Not available	5.23
21	Uttarakhand TC	5.00	4.64	5.00	4.68	5.00	4.67	5.00	4.64	5.00	4.67	5.00	4.66
22	West Bengal												
(a)	CSTC	Not Available	3.72	Not Available	3.97	Not Available	3.74	Not Available	3.54	Not Available	3.50	Not Available	3.69
(d)	CTC		3.25		3.50		3.56		3.80		3.46		3.51
(c)	NBSTC		3.82		3.90		3.92		3.93		4.12		3.94
(b)	SBSTC		4.06		4.19		4.11		4.05		4.04		4.09
(e)	WBSTC		3.03		2.38		1.75		3.54		3.00		2.74

** In respect of DTC, the annual targets have been worked out by dividing 'Total Gross KMs' by 'Consumption of CNG as per norms'.

@@ Haryana Roadways maintain separate targets for TATA and Leyland make buses. The targets taken here relate to TATA make buses only.

&& In Tamil Nadu, Audit compiled information in respect of four STUs only except TNSTC(VPM), TNSTC(Salem) and TNSTC(CBE).

Annexure - 14
Statement on land availability in STUs at the end of 2008-09

(Reference Para No. 12.3)

S.No.	Name of STU	Cities (Municipal Areas)		District HQrs.		Tehsil HQrs.		Total	
		No. of sites	Occupied land (lakh sq mtrs)	No. of sites	Occupied land (lakh sq mtrs)	No. of sites	Occupied land (lakh sq mtrs)	No. of sites	Occupied land (lakh sq mtrs)
1	Andhra Pradesh SRTC	Not available							
2	Arunachal Pradesh ST	2	0.25	4	0.39	0	0.00	6	0.64
3	Assam STC	Not available							
4	Bihar SRTC ##	Not available						41	5.95
5	Delhi TC ++	Not available						72	14.17
6	Gujarat SRTC	12	2.80	7	1.66	15	0.32	34	4.78
7	Haryana Roadways	20	4.28	21	8.11	47	6.47	88	18.86
8	Himachal RTC	Not available							
9	Kadamba TCL	1	0.35	2	0.72	4	0.49	7	1.56
10	Karnataka	Not available							
(a)	Bangalore Metropolitan Transport Corporation ++	Not available						82	32.26
(b)	Other STUs \$\$	38	8.46	31	4.98	207	13.33	276	100.63
11	Kerala SRTC	56	6.89	1	0.10	8	0.93	65	7.92
12	Maharashtra SRTC %%	168	37.67	34	10.33	312	61.37	763	136.53
13	Meghalaya TC	3	0.48	5	0.48	--	--	8	0.96
14	Mizoram ST	Not available							
15	Orissa SRTC	27	0.84	38	3.82	20	0.94	85	5.60
16	Pondicherry RTCL	Not available							
17	Punjab @@	Not available		22	6.83	12	1.65	34	8.48
18	Rajasthan SRTC	15	5.03	34	6.61	64	4.53	113	16.17
19	Tamil Nadu &&	39	6.39	16	0.81	55	4.12	110	11.32

S.No.	Name of STU	Cities (Municipal Areas)		District HQrs.		Tehsil HQrs.		Total	
		No. of sites	Occupied land (lakh sq mtrs)	No. of sites	Occupied land (lakh sq mtrs)	No. of sites	Occupied land (lakh sq mtrs)	No. of sites	Occupied land (lakh sq mtrs)
20	Uttar Pradesh SRTC	Not available							
21	Uttarakhand TC	2	0.27	1	0.14	9	0.19	12	0.59
22	West Bengal **	55	24.03	5	0.20	3	0.24	63	24.47
	Total	438	98	221	45	756	95	1859	391

NOTE : All figures of occupied land have been converted into lakh square mtrs for comparison purpose only, though the details in respective Audit Reports may be in other units like acres, hectares.

The details of bifurcation of land occupied by Bihar SRTC into Cities, Districts and Tehsil was not available.

++ Bifurcation of land is not applicable in Delhi and Bangalore.

\$\$ The total occupied land includes 41.19 and 32.67 lakh square meters in respect of KSRTC and NEKRTC, the details of which have not been included in Cities, Districts and Tehsil. Also the no. of sites in respect of these were not made available in Audit.

%% The total holding in Maharashtra includes 249 sites with occupied land of 27.16 lakh square mtrs. in other areas not covered in Cities, Districts or Tehsils.

@@ This includes information of PEPSU RTC and PUNBUS only since Roadways is a State Government Department.

&& In Tamil Nadu, Audit compiled information in respect of four STUs only except TNSTC(VPM), TNSTC(Salem) and TNSTC(CBE). It includes 25 sites with occupied land of 4.72 lakh square mtrs in respect of MTC under cities, where District and Tehsil are not applicable.

** This includes consolidated/ overall information of the five STUs operating in the State of West Bengal.