

ANDHRA PRADESH STATE
ROAD TRANSPORT
CORPORATION

No.AME-IT/RTPIS(8)/2003

O/o VC&MD, MSRD

Hyderabad - 20.

CIRCULAR NO. 3/2003-IT, Dated: 15-09-
2003.

Sub: RTPIS: Instructions to be followed for proper implementation of Real Time Passenger Information System Project - Reg.

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Most of the Drivers operating the Hitech and Veera buses on Hyd-VJA & (225 D route) respectively were trained on usage of the Vehicle Mounted Units. The Driver has to press the Start/Stop and Enter buttons before the start of the service and after completion of the service. The tracking of the bus starts only after the Driver presses the Start/Stop and Enter buttons before Start of the service.

But, it is observed that some buses are still not being tracked as the Start/Stop and Enter buttons are not pressed by some Drivers. Since this so prestigious project is planned for inauguration by the Hon'ble Chief Minister of A.P., utmost care shall be taken by all concerned Depot Managers in ensuring that all the Drivers should press the Start/Stop and Enter buttons before commencement of the service and after completion of the service.

After interacting with the Drivers, Depot and Bus Station officials the following guidelines are issued for

compliance by various Officials for successful tracking of all the buses.

Instructions to Vehicles Dispatch Supervisors(Mechanical') at Depot:

1. The duty of the Drivers starts at Depot after taking over the vehicle and log sheet. Vehicles are dispatched by Mechanical Supervisor/Dispatch Mechanic at Depot Gate by handing over the log sheet. This is the first stage of control to ensure that the VMU is activated by the driver proceeding on duty. Therefore, the Vehicles Dispatching Mechanical Supervisor is advised to ensure that the Start & Enter buttons are pressed on VMU by the Driver before handing over log sheets of the vehicles fitted with VMUs.

A display on LCD of VMU as shown below could be seen to ensure whether the Driver has pressed the buttons or not.

For the 1st shift duties in Hyd City it will be SN1 Running and 2nd shift it will be SN2 Running.

For District Buses, when the bus goes towards Hyderabad it should be SN1 Running and for journey towards Vijayawada it should be SN2 Running.

The Start/Stop button and enter buttons have to be pressed until the above displays appear in the LCD of VMU.

2. Similarly for the vehicles returning to Depot after completion of their duty, the Mechanical Supervisor while taking over the vehicle log sheet (generally, Supervisor

who top up the oil in the vehicle takes the log sheet) shall ensure that the Driver has pressed the Stop and Enter buttons on VMU.

On pressing the Stop and Enter buttons STOPPED message appears on VMU.

3. Whenever any problem is noticed in the functioning of the VMU or reported by the driver the same may be noted in a book and reported to the Depot Manager or MF/CI of the depot, so that the same will be reported to the Central Control Station for rectification of the problem.

4. The buses fitted with VMUs are assigned for a fixed Service. Hence the Mechanical Supervisor must ensure that these vehicles shall be booked for the Service fixed and should never be deviated.

INSTRUCTIONS TO TRAFFIC SUPERVISOR (CONTROL CHART) AT DEPOT:

The Traffic Supervisor (control chart) who dispatches vehicles from Depot after booking Crew is advised to remind the Driver as well as Conductor about the operation of VMU and also ensure physically that the Start and Enter buttons are pressed.

If any Driver who is not aware of the operation of the system is booked, he may be suitably educated to operate the system before booking on the vehicle.

Any problem in the functioning of the System on the vehicle as observed or reported by the driver may be brought to the notice of CI/DM for further reporting to CCS to rectify the same immediately.

The Traffic Supervisor is advised to ensure punctual dispatch of vehicles and adhere to schedule departure of buses.

The Traffic Supervisor at the Booking Chart at Depot is advised not to cancel these services. Under unavoidable circumstances, if cancellation is resorted to, the same may be immediately informed to Central Control Station, MG BS explaining the reasons, there on, which will be noted down in a Register maintained at CCS-Hyderabad .

INSTRUCTIONS TO THE
SUPERVISOR AT CHANGE OVER
POINT AT PATANCHERU:

On route No 225D vehicles belonging to BHEL depot have change over of Crew at Patancheru point for the 2nd shift operation (except for 2 vehicles which go to depot for change over of crew) .

The Driver of 1st shift hands over the log sheet to the Traffic Supervisor at Patancheru point after their duty and 2nd shift drivers take the log sheets from the above Supervisor. This Traffic Supervisor is instructed to ensure before taking over and handing over log sheets to Drivers that the buttons on VMU are pressed as mentioned above. The drivers are to be reminded about the same and if any new driver is booked who does not know the operation he may be educated about the same.

A list of the buses wherein buttons of VMU were not pressed by the drivers pertaining to previous days is furnished to the Depot daily by CCS. A book may be maintained at Depot and Change over point with the particulars of above mentioned Buses drivers to be suitably advised.

Particulars of VMUs not functioning may be noted down in the above book and

the same may be reported to the CI/DM. The CI is advised to inform the particulars of non-functioning machines to the Central Control Station (Phone No 24650376) / Cell No 98495 51987.

INSTRUCTIONS TO THE POINT CONTROLLERS:

Point Controllers at Dilshuknagar and Patancheru points are advised to ensure that the frequency as per the schedule is maintained. Whenever bunching of the buses is found at the terminus the buses may be dispatched with reasonable gap.

If any problems are reported by the drivers about the functioning of the VMUs they may be brought to the notice of Depot Traffic Incharge for immediate rectification.

They are advised to ensure that Display Boards at Control points are properly maintained, i.e. timely switching on and switching off,etc.

INSTRUCTIONS TO THE VEHICLE DESPATCHING CONTROLLERS AT MGBS, PNBS & ELURU BUS STATIONS :

Since the vehicles fitted with these Systems are dispatched daily by the Controllers from Bus Stations after verifying the Tickets of passengers, they are instructed to ensure that the VMU is activated before the departure of bus from

Bus Station, i.e. Start and Enter buttons are pressed by the Driver and the VMU LCD display is in SN1 Running mode while going towards Hyderabad and SN2 Running while going towards Vijayawada. If any deviation is noticed the driver may be advised to suitably press the buttons on

VMU.

If any problem is noticed in the System, the same may be brought to the notice of Station Manager for necessary action.

INSTRUCTIONS TO THE TRAFFIC & MECH. INCHARGES:(AM (T) I AEFIVIV):

Since the successful implementation of RTPIS' project depends upon the implementation of the instructions, the Traffic and Mechanical In charges of h: Depot are advised to ensure that various supervisors and staff working under them

follow the instructions scrupulously. Any problem experienced during the course of implementation may be brought to the notice of DM and the officials at CCS without delay for prompt rectification.

CI of the depot is advised to maintain an RTPIS book to record the particulars of drivers not following the instructions and also non-functioning of the System in the vehicle or Display boards at Bus Stations and appraise the'same on phone to CCS. The instructions regarding operation of VMU shall also be entered in the MTD 141 cards for these services.

Drivers noticed not following the instructions may be suitably advised and Drivers who are not aware of the operation may be suitably educated about the system before booked on line..

They are instructed to ensure that Electronic Display Boards at the Points may be properly maintained. They are advised to ensure that they are switched on and off whenever and wherever necessary.

They are advised not to cancel and

deviate these services as this is a prestigious project taken up for the first time in India by APSRTC and is closely monitored by various officials.

Since the VMUs are fixed for a service, deviation of service results in erroneous displays and consequently all the reports. Hence, the buses should not be deviated from the fixed service.

If cancellation is resorted to under extreme circumstances, the same must be informed to the CCS before cancellation.

They are instructed to periodically check the buses at Bus Stand and on line to ensure the implementation of instructions.

Any problems in VMU on Vehicle as well as in Display board fixed at Station shall be brought to the notice of Central Control Station at Hyderabad immediately for attention.

All the Depot Managers of the Depots operating the above vehicles are advised to follow the instructions scrupulously.

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To

The Depot Managers/ BHEL, DSNR, ELR, VJA, VDPM, GVP-I, GVP-2, ATNR, GNVM Depots for necessary action.

Copy to ED (Hyd & KRMR), ED (VJA & VZM) for information.

Copy to the RMs-RR, HCR, VJA, ELR for information.

Copy to the DVMs-SNG, Hyd, VJA(R) & VJA (U) for information and necessary action.

Copy to ATMs-MGBS (Hyd) PNBS (VJA) for necessary action.



