

ANDHRA PRADESH STATE ROAD TRANSPORT CORPORATION

lo. OP2/462(12)/2002-MED

**Office of the VC & MD
Mushirabad, Hyderabad-20.**

CIRCULAR No. 16/2002-MED, DT. 08-11-2002

**SUB. :-- HSD KMPL - Utilisation of best KMPL Driver at Depots for Training
low KMPL Drivers - Reg.**

The prices of HSD Oil have been increasing every fortnight during this year on account of dismantling of Administered Price Mechanism by Government of India. The prices of HSD Oil are now totally dependent on the prices of Crude Oil in International Market which are highly fluctuating. The increased prices have placed an additional burden of more than Rs. 120 crores on the Corporation budget for this year. Hence there is every need to conserve each drop of HSD Oil consumed at the Depots. One of the effective methods of fuel conservation is regular training of low KMPL Drivers.

The Depots have been imparting training to the Drivers on driving technology through Safety Driving Instructors. Training programmes for selected low KMPL Drivers & Safety Instructors were already conducted by Sri Philip Joy at all the Regions in the Corporation twice during the last one year. The Corporation KMPL has improved from 5.07 of 2001-02 to 5.18 upto September 2002.

The improvement in HSD KMPL is not upto the expected level. One of the reasons for not achieving the expected improvement in HSD KMPL is the inability of the Depots to cover low KMPL Driver for imparting training with one Safety Driving Instructor.

The subject matter is examined in detail. In order to cover more number of low KMPL Drivers in a Depot every month so as to obtain higher improvement in the HSD KMPL in the coming months, it has been decided to utilise the services of six Drivers in each Depot who have conserved the highest amount of HSD oil during the year for imparting training. Drivers shall be utilised for Imparting training to the low KMPL Drivers identified in the Depot during their weekly off or after their regular spell of duty. The following criteria shall be adopted for selecting the six efficient Drivers.

- 1) The volume operated and the HSD Oil saved shall be reckoned for the period from April 2002 to September 2002.
- 2) The Drivers should have conserved maximum amount of HSD Oil worked out with the base KMPL of 5.18 of Corporation upto Sept. 2002. For example, a Driver has operated 21000 KMs. during the period April 2002 to Sept. 2002 with a diesel consumption of 3500 Ltrs. and a KMPL of 6.00. The HSD consumption at 5.18 KMPL for same operation, i.e., 21000 KMs. would have been 4054 Ltrs. Thus the saving in HSD Oil will be 554 Ltrs. (4054-3500). The saving in HSD Oil is to be worked out and 6 best Drivers who have saved highest HSD Oil subject to other criteria listed below are to be identified.
- 3) The Drivers should not have been involved in any accident during the period i.e., from April 2002 to September 2002.
- 4) They should have been present to the duties for minimum of 21 days every

month during the above period.

- 5) For the district operations, they should have operated a minimum of 19000 KMs. and for City operations a minimum of 13000 KMs. during the period from April 2002 to September 2002.

The DMs shall select 6 best Drivers based on the above criteria and obtain sanction of Regional Manager for utilising the services for the purpose of training. For carrying out training activity to the low LMPL Drivers on their weekly off or after their regular spell of duty, the selected best 6 Drivers shall be paid a honorarium of Rs. 150/- per day of training for each Driver which will be paid at the end of the month. Only those Drivers who have been selected as per the above criteria and approved by Regional Manager shall be utilised for the training and paid the above mentioned honorarium.

The following guidelines shall be observed for effective utilisation of the above 6 best Drivers for training activity in the Depots.

- 1) The Depot Manager shall identify the low KMPL Drivers to be trained during the month by these selected Drivers. Only these identified low KMPL Drivers should be trained by the selected Drivers.
- 2) The selected Driver shall proceed in the service bus driven by the low KMPL Driver and give necessary training inputs practically.
- 3) Each selected Driver shall train physically a minimum of two Drivers in a day of training.
- 4) After completion of training duty for the day, he shall report to the Chief Inspector/ Traffic Incharge of depot: and furnish the following details so as to maintain a record of his training activity and for purpose of certification of his additional duties for the month.

Sl. No.	Name of Driver trained	Staff No.	Bus No. in which followed	Route	KMs. covered in training	Signature of the Trainer
(1)	(2)	(3)	(4)	(5)	(6)	(7)

- 5) In case any selected Driver fails to perform a minimum of 2 training duties in a month, his name may be deleted from the selected list of trainers and the next best Driver in the order may be recommended for training and approval of Regional Manager shall be obtained.

All the Depot Managers shall maintain a record of the low KMPL Drivers trained by the above best Drivers together with their KMPL before and after training. They shall monitor the performance of the low KMPL Drivers after training and necessary action shall be taken according to Circular No. 23/2001-MED. The Depot Managers shall furnish the above information to the Regional Managers once in a month duly furnishing the number of Drivers trained by each.

All Regional Managers are advised to issue necessary instructions to the Depot

Managers for identification of the 6 Drivers and to start the training activity with immediate effect so as to obtain better improvement in HSD KMPL in the coming months and achieve the target.

This scheme is valid for a period of one year i.e., upto 31-10-2003.

Acknowledge the receipt of this circular.

**Sd/-
(R. P. SINGH)
Vice Chairman & Managing Director.**