

ANDHRA PRADESH STATE ROAD TRANSPORT CORPORATION

No. R2/297(12)/99-OPD-T

Office of the VC & MD,
Musheerabad, Hyderabad.

CIRCULAR NO. 32/99-OPD-T, DATED: 26-05-1999.

SUB:-PERFORMANCE: Review of performance of all special type services - Issue of instructions for constitution of Committee - Regarding.

During EDs/HODs/RMs meeting held on 17-05-1999, the performance of special type services for the year 1998-99 has been reviewed thoroughly. It is observed that out of 1341 routes, 469 routes are posting an occupancy ratio which is less than the break even, which accounts to 34% of uneconomic operation of special type services. Copies of details were already sent to the Executive Directors of Zones and Regional Managers. It is not prudent and desirable to operate special type services with less than break even revenue which contribute to losses. Hence, Managers need to focus their attention on improving these routes.

It has been therefore decided to constitute a Committee at Zonal Office consisting of Dy. CTH(M&O) assisted by three Traffic Inspectors-Gr.I, drawn from the Regions of the Zone temporarily for the specific task. The objective of the Committee is to review the performance of special type services, identify the services and routes which are posting less than break-even revenue and prepare an action plan obtaining the approval of Executive Director/Regional Manager for implementation of revised / restructured schedules and monitor operation closely to improve the performance.

The following guidelines have to be followed for preparation of the action plan.

- a. Restructure the routes to suit the need of the passengers.
- b. The service timings of private buses may be examined and adjust the timings of our services to in such a way to discourage the travel of passengers in private vehicles and to attract them to our vehicles.
- c. Upgradation / downgrading of services depending on the patronage and preference may be employed to improve the performance.
- d. Redundancy of operations on the sectors may be analysed and streamlined, and if need be, cancelled.

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- e. Early morning and late hours trips shall be curtailed to avoid unremunerative kilometres.

During the EDs/RSDs/RMs meeting held on 05.04.99, it was decided to rationalise operations on the major sectors like Vijayawada-Tirupathi, Visakhapatnam-Rajahmundry, Hyderabad-Shirdi, Hyderabad-Tirupathi and Vijayawada-Visakhapatnam. Necessary instructions have also been issued to the EDs/RMs concerned.

The Committee shall also be advised to identify major Inter-Zonal and Inter-Regional Sectors other than mentioned above. The Executive Director of Zone whose operations form major contribution in terms of number of services between the origin and destination shall rationalise the schedules in consultation with the other Executive Director who is the other major operator to avoid redundancy in consultation with other Executive Directors of Zones who may need to do marginal adjustment if needed for their operations. The buses saved on account of rationalisation of services shall be utilised on the potential sectors of respective Zones, for augmentation instead of asking for new buses. The objective is to provide services matching the demand eliminating redundant operations which are contributing to losses. If there is any need to obtain the opinion of Head Office, in case of any disagreement on operations, the proposals may be referred to Head Office for a final decision.

Similar Committees shall be constituted at Regional level under Dy.Chief Traffic Manager (C) leading the Committee with one or two Traffic Inspectors-Gr.I or Traffic Inspectors-Gr.II or Traffic Inspectors-Gr.III drawn temporarily from the Depots. The job of the Committee is to identify the sectors, where there is redundancy of operations, within the Region. The performance of the services on these sectors shall be reviewed, reasons analysed and reschedule the timings to streamline operations saving buses. The buses so saved shall be utilised on potential sectors either as shuttles on infringement sectors or on new routes structured after exhausting the need for augmentation on a stabilised route.

The above Committees shall complete the task before 25th June 1999, communicate the decisions to the Regional Managers/Depot Managers concerned and the revised schedules shall be implemented with effect from 1st July 1999 for slack season.

The Executive Directors of Zones/Regional Managers shall ensure implementation of the revised schedules at Depots without any deviation. Performance of these services have to be monitored and reviewed from time to time. This exercise shall be undertaken for peak season operations which shall be finalised by 15th December and for slack season operations which shall be finalised by 15th June every year after consulting all the data required and available for the above

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exercise. Once the schedules are finalised, they shall not be permitted to change without the express permission of the competent authority in exceptional cases only.

A report on the action plan may be sent to this office for record. The improvements in performance of the services after implementation of the recommendations as a report may be sent to the Executive Director (Operations) once in a month i.e., before 10th.

Please acknowledge.

W. K. ...
VICE CHAIRMAN &
MANAGING DIRECTOR.

To

All Executive Directors of Zones.
All Regional Managers.

Copy to: All Dy. CTMs in Zones/Regions for inf. & n/a.

Copy to: All Depot Managers for infon. & n/action.

Copy to: Training Officer/Head office for inclusion in the Monthly Index of Circulars.