

ANDHRA PRADESH STATE ROAD TRANSPORT CORPORATION

Corporate Office, Operations Department,
RTC House: Vijayawada.

No: P4/294(01)/2016-OPD(BP)



CIRCULAR NO.-27 / 2016-OPD(PAAS), Dt. 07-10-2016

Sub:-STUDENT SPECIAL–Rationalization of excess buses as Student Special for Transportation of students– operating economically – designing of schedules Scientifically to suit to the needs of the students-Reg.

OoO

Corporation is providing free and concessional bus passes to nearly 11 lakh students, and these students are expected to travel from their residences to their respective educational institutions and back by Teluguvelugu buses. There are 5402 Teluguvelugu buses providing connectivity to almost all the villages in the state. The typical travel pattern of the students falls within the time span of 7:00 to 10:00 hrs in the morning and 15:00 TO 18:00 hrs in the afternoon. It is common knowledge that these timings coincide with the peak travel demand from normal fare paying passengers as such the paucity of space in the Teluguvelugu buses is driving the fare paying passengers to unauthorized modes of transport like Autos and Jeeps.

It has been the endeavor of the Corporation to find a viable solution to this predicament and thereby increase the occupancy of Teluguvelugu services and the way out is seen in introducing exclusive operation of buses to transport only students on select routes during carefully selected timings. The intention is to divert the student travel from the regular Teluguvelugu services to these exclusive buses so that space is made available for fare paying passengers inside Teluguvelugu services during peak hours. So far nearly 300 Student Special are deployed in all the regions and there is marked acceptance from the students and improving trends are also seen in Teluguvelugu Occupancy necessitating communication of uniform guidelines on the subject.

1.01 OBJECTIVE:-The primary aim of operation of Student Special is to transport the exclusive targeted community of students from their place of residence to the school / colleges and back to transport and clear the student community making way for the fare paid passengers to travel in the Teluguvelugu services resulting in increase in earnings / OR.

1.02 INFORMATION:- It is essential to keep detailed information at hand for preparing effective Student Special schedule such as location of educational institutions, courses offered, timings, students availing bus passes segment wise etc.,

1.03 BUSES:-The excess Telugu Velugu buses available in the depot shall be utilized for operation as Student Special duly ensuring complete fitness and adherence to safety parameters.

1.04 DRIVER:- Drivers for operating the Student Special shall be carefully selected based on individual interest with a sympathetic out look towards students and especially the Girl students.

1.05 CREW DUTY:- The Student Special should be operated with single driver, with only one duty per day suitably split into two spells. The first spell in the morning is to take the students to the educational institutions and the second spell shall be to bring them back to their residences. The bus should be kept idle during the intervening period.

Contd.....2

2
1.06 SCHEDULING:- Care shall be taken to draw Student Special schedules basing on the data collected as indicated in item 1.02 to ensure maximum occupancy of Student Special with students on the designated route and the Objective of the scheme is achieved. These schedules can be of TWO types

1) Replacing single bus routes where practically there is no patronage of fare paying passengers in any trip and even now the regular schedule is catering to only students.

2) Along with other Teluguvelugu services on routes where there is good potential and the possibility of diverting passengers from other modes into our buses is high.

1.07 PRODUCTIVITY:- The Student Special are intended to cater to student community during peak hours and make the Telugu Velugu services available for the common passengers. On introduction of Student Special on specific route, the performance of Telugu Velugu services on that route should be notable increase of OR by 3 to 5 %. The difference should be visible on all working days.

An exhaustive map shall be prepared detailing the educational institutions location timings, number of passes with distance, value, origin and destination and drawing inference from this map the Student Special schedule shall be designed Catering only to one exclusive route or linking more than one route.

Under no circumstance shall this be treated as a simple task delegated down below but instead the highest amount of analytic intellect shall be deployed and there alone lies the success of the schedule.

1.08 COLOR SCHEME:-



These buses shall be given an exclusive identity by painting with a blue and yellow pattern as shown above and STUDENT SPECIAL painted in Dark Blue in Telugu using BHAVYA font as shown above on both sides and rear of the bus.

1.09 COST OF OPERATION:

In any particular depot the cost of operation of Student Special with single driver based on daily schedule VU is to be projected.

The revenue realized on a route designed for operating a Student Special shall be commensurate with the estimated expenditure indicated as above in a typical depot and shall also result in significant increase in OR of Teluguvelugu services operating on the same route.

Thus the actual bus pass content in the designated route is very crucial for the success of the Student Special. And utmost care shall be taken to ensure that the Student Special shall not go without optimum occupancy under any circumstance.

1.10 EARNINGS FOR BUS PASSES: The revenue realizable on each type of pass at the existing tariff structure is to be enumerated.

1.11 illustration:

Let us assume that the identified route AB is of route length 25 KMs and the location of the educational institutions is in such a way that students board and alight at the enroute stages also (distance between consecutive stages measuring 5 KMs).



Also assume the pattern of boarding and alighting.

In the above scenario the Student Special is operating only one trip in the morning to pick up students from their residences and drop at the educational institutions and one trip in the evening for bringing the students to the residences. As such the above operation of a Student Special proves to be beneficial **provided a matching amount of revenue increase is also observed in the Teluguvelugu services operated on the same route invariably.**

1.12 ACCOUNT OF STUDENT SPECIAL:

There is no waybill generation or accounting of physical revenue with regard to the operation of these buses as such they shall be categorized separately as STUDENT SPECIAL with code BDB in the master files of VEMAS in the non-revenue vehicles group.

Operated mileage and consumption of HSD shall be accounted as non-revenue for all purposes.

Student Special operation shall be recorded separately in the Task registers of Traffic and Maintenance wings.

1.13 The Regional managers shall make a diligent study using the data provided by the PAAS project while deciding the route / route course of the Student Special. All efforts shall be made to ensure that this intervention brings positive results in terms of increased OR besides improving the satisfaction levels in student community and Teluguvelugu passengers at large.

Schedules shall be prepared and the trip wise data of each schedule shall be tabulated individually in the format shown at item 1.11 above and submitted by 15th October 2016 to the Corporate Office duly placing a soft copy in RTCWAN.

Further on introduction of Student Special a constant watch shall be launched on the performance of the Telugu velugu Buses operating in the same route and the comparative performance shall be reviewed and submitted in the proforma at Annexure by 5th of every month to the office of the CTM.


VICE CHAIRMAN & 20/10/16
MANAGING DIRECTOR

To
The Director Vigilance & security,
The CAO/FA /ED(O)/ED(A&P), ED(E&IT), ED(M&C), ED/Zones
All the Regional Managers,
All the Dy.CTM, Dy.CMEs, WMs, Dy.CAOs, Principal /ZSTC,
All the Depot Managers.
C/D to VC and MD

COMPARATIVE PARAFORMANCE OF ROUTE AFTER INTRODUCTION OF
STUDENT SPECIAL OF NARSIPATNAM DEPOT.

S. NO	ROUTE	NO OF TVG BUSES	NO OF STUDENT SPECIAL INTRODUCED & DATE		PERFORMANCE BEFORE INTRODUCTION OF STUDENT SPECIAL		PERFORMANCE AFTER INTRODUCTION OF STUDENT SPECIAL	
			NO	DATE	EPK	OR	EPK	OR
1	NRPM- ANAKAPALLI	6	1	29-7-16	21.89	65	22.85	68
2	NRPM- CHODAVARAM	12	1	29-7-16	18.10	54	19.00	56
3	NRPM- K.D.PET	5	1	29-7-16	17.60	52	17.95	53