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Upsrtc- Evaluation Of Its Organisation, Working And Problems

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Abstract: Road transport plays a vital role for both inter-state and intrastate movement of goods and passenger traffic. Both the State Government and the private sector operate these services. Bus operation started on Lucknow-Barabanki route on 15th May, 1947, by U.P. Government Roadways. The main objective of Bus operations was to provide efficient, adequate, economical, convenient and properly coordinated system of road transport service. In the fourth year of the Fourth plan, U.P. Government Roadways with it under the Road Transport Corporation Act, 1950.

Key Words: Road transport, intrastate, movement, passenger, State Government, private sector operate.

Organisational structure of the UPSRTC

1. Board of Director- There is provision of minimum 5 and maximum 17 Director except the Chairman. Out of these Directors 1/3rd are the representatives of the Central Government and 2/3rd from the State Government.

2. Structure of the Corporation.

- * Head Office of the Corp. is in Lucknow.
- * Four Regions : Meerut (Western Region), Lucknow (Central Region), Varanasi (Eastern Region) and Hardiwar (Uttanchal Region).
- * Eighteen areas under above four regions.
- * There are 115 Depots
- * Car Sections at Lucknow.
- * Central Workshop at Rawatpur and Attenforest, Kanpur.
- * Training Institute at Kanpur.
- * Tpre Retarding Plant at Gorakhpur, Gaziabad, Bareilly, Kanpur, Saharanpur and Allahabad.

UPSRTC- Some Basic Facts

S.No.	Item	2000-01	2001-02
1	a. Length of Metallic Road (in km by P.W.D.) of whole State (U.P.+Uttanchal)	102433	106000
	b. Length of National Highways in the State (in km)	22323	22323
	c. Percentage of Natioanal high-ways of total mtallic road	21.79	21.05
2	a. No. of buses	6405	6186
	b. Plain Rural buses	6016	5817
	c. Hills buses	389	369
3	a. Total no. of routes	2022	2145
	b. Total distance covered (lakh km)	4.60	4.70
	c. Average distance covered (km)	228	219
4.	No. of passengers (in croce)	3287	31.80
5.	Working Officers/employees (including daily wagers)	47369	45960

Working of the UPSRTC : Working of the UPSRTC can be tested on two main indicators, i.e., operational performance and financial performance. Let us analyse them briefly.



Exhibit -1

Operation Progress

Year	No. of vehicles at the end of the year			No of routes covered (km)	Length of routes (km)	Distance covered by Buses (Km in lakh)	No. of passengers (lakh)	Distance covered per passenger (km)
1972-73	4582	351	65	1111	144974	2324.49	2382.05	30
1982-83	5826	151	68	1843	172442	37383.74	3651.28	39
1992-93	7958	201	101	2703	544691	6194.64	4044.43	56
1993-94	8014	187	100	2842	589909	6461.56	3902.57	62
1994-95	7757	188	93	2795	597224	6321.68	3486.22	64
1995-96	7730	193	78	2514	593504	6356.20	3538.07	67
1996-97	7463	199	93	2382	561772	6055.72	2153.97	69
1997-98	7005	188	85	2305	203160	6527.70	3356.56	67
1998-99	6582	200	83	2238	454314	6950.82	3782.20	64
1999-2000	6464	198	88	2135	465320	7069.62	3631.96	63
2000-01	6293	200	106	2022	460385	6864.71	3286.61	65
2001-02	6105	189	99	2145	470140	6761.98	31.79.68	64

Source : UPSRTC, Annual Performance Statement 2001-2002

Various indicators of efficiency of UPSRTC have been reflexed in Exhibit-2, which is as follows :

Exhibit -2

Efficiency Indicators

Average fuel km/litre

Year	%age of buses on road	Bus productivity km/bus/day		Occupancy Ratio in % age	Bus-staff Ratio	Employee productivity (km/employee/day)	
		On Onroad buses	On total buses				
1972-73	74	209	155	62	11.73	19.85	4.50
1982-83	74	214	199	74	9.77	21.17	4.16
1992-93	89	241	213	68	8.02	2984	4.56
1993-94	89	249	220	69	9.91	31.22	4.56
1994-95	87	241	210	65	7.75	31.21	4.51
1995-96	85	247	211	70	7.71	31.87	4.51
1996-97	85	239	206	68	7.52	21.07	4.53
1997-98	87	246	218	65	7.26	37.87	4.60
1998-99	90	266	243	66	7.10	37.87	4.60
1999-2000	89	269	245	63	6.72	39.77	4.69
2000-01	88	269	241	59	7.01	39.88	4.72
2001-02	88	286	258	57	7.20	40.53	4.82

Exhibit-3

Passenger Travelled

year	CSRTC	RSRTC	DTC	MSRTC	APSRTC	UPSRTC	COMBINED AGERAGE
1995-96	15209	3120	5781	26685	44144	3538	16413
1996-97	16472	3039	5482	27138	45784	3154	1395
1997-98	15203	2782	9972	25910	46914	3357	1685
1998-99	13600	3030	13299	25256	45142	3782	17356
1999-2000	13325	3245	17315	25599	43627	3631	17790



Exhibit-4

Passenger Travelled

year	CSRTC	RSRTC	DTC	MSRTC	APSRTC	UPSRTC	COMBINED AGERAGE
1995-96	8637	4828	3206	15827	15790	7753	9340
1996-97	8685	4819	2665	16180	16488	7570	9401
1997-98	8990	5002	3462	16253	17233	7352	9715
1998-99	9187	5018	5059	16932	18122	6859	10196
1999-2000	9627	4702	5727	16741	18562	6531	10332

Financial Performance : Financial Performance of the UPSRTC is not impressive. Financial position of the Corporation has been shows in the exhibit-5, as follow:

Exhibit-5

Financial Performance of the UPSRTC

Year	Revenue	Expenditure	profit/loss	Depreciation	Cash profit/loss	Cumulative profit/loss
1972-73	23.02	24.01	-0.99	3.00	2.01	-0.99
1982-83	110.51	132.03	-21.52	14.59	-6.93	-59.86
1990-91	308.82	349.24	40.42	41.63	1.21	-230.49
1991-92	349.53	382.96	33.43	37.02	3.59	-276-95
1992-93	400.28	422.79	-22.51	38.67	16.16	-303.99
1993-94	444.43	453.18	-8.75	4.15	28.40	-303.97
1994-95	457.91	493.53	-35.62	33.53	-2.09	-340.23
1995-96	505.51	547.78	-48.14	46.81	4.94	-388.30
1996-97	540.62	588.76	-48.14	44.70	-3.44	-437.34
1997-98	599.75	644.72	-44.97	47.16	2.19	-482.40
1998-99	665.63	686.03	-20.40	51.93	31.53	-504.63
1999-2000	718.66	800.98	-82.32	49.48	-32.84	-604.67
2000-01	738.52	836.37	-97.85	48.14	-49.71	-705.89
2001-02	727.01	848.46	121.45	54.31	-67.31	-831.28

It is clear from the exhibit 5 that income of the UPSRTC went on increasing but same trend in expenditure resulted loss during each year which increased from Rs. 0.99 crore in 1972-73 to Rs. 121.45 crore in 2001-2002. In the year of establishment of the corporation i.e. 1972-73, it earned revenue of Rs. 23.02 crore. This revenue increased from Rs. 110.51 cr. in 1982-83 to Rs. 718.66 cr. in 1992-93. The corporation earned revenue of Rs. 665.63 cr., Rs. 718.66 cr and Rs. 7388.52 cr in the year 1998-99, 1999-2000 and 2000-01 respectively. The annual increment in revenue was 10.98% and 2.76% in the year 1998-99, 1999*-2000, and 2000-2001, respectively. The corporation earned total revenue of Rs. 727.01 cr in the year 2001-02. In spite of increasing trend in revenue the corporation has to incur net loss because of high increment in operating cost, depreciation cost and interest payment on the borrowed capital which



are beyond the control of the corporation. Intensive statement of Total Revenue and Total expenditure have been shown in Exhibit-6 and Exhibit-7 respectively.

Main Problems of the Corporation : UPSRTC is facing many challenges and problems, with the result, its financial performance is not satisfactory. Some of the notable problems of the Corporation is as follows:

1. Unauthorised operation of Private buses and other vehicles like mimibuses, Tata, 407, Swaraj Majda, Metador, Tempo, Geep, Car and Taxies on nationalised rout routes created huge losses to the corporation.

2. Non-availability of capital contribution from the Central and State Government for the purchase of new buses and other development.

3. Corporation has to pay huge amount of interest on the loans taken by the commercial institutions. It is prime responsibility of the corporation to provide cheap and comfortable service to the travellers therefore this problem can be solved by providing loans at cheaper rater

4. Corporation has 49.89% averaged buses and due to lack of required capital old buses are being substituted.

5. Corporation has to employ large number of women on the compensatory ground as Class IV worker. This has adversely affected the productivity of the corporation. Corporation has sent a proposal to the Government for substituting these women worker by their sons and daughter who can be appointed as driver.

Thus, we find that overall performance of UPSRTC is far from satisfaction, In spite of increasing revenue it is not in happy position. For coming out of Red UPSRTC has to set strategy for additional capital mobilization for developmental expenditure. cost control and cost reduction, drive against unauthorized private vehicles on nationalized routes, enhancing manpower efficiency by changing the composition of existing ratio of various employees. Overall managerial efficiency has to be geared to tackle various issues faced by the corporation.

Suggestions for Improvement ; V Majority of the State Road Transport Corporations are running in loss. To improve profitability, following measures are to be undertaken by the corporations.

Increase in Revenue-

- * By Providing better bus service through proper planning and efficient schedule.
- * By reducing the number of break downs through better repairing and maintenance facilities.
- * By inducting more tourists and special buses during festivals, fairs, vacations.
- * By reducing the number of cancelled trips.
- * By checking the loss of revenue.
- * By securing more non-traffic income.
- * By frequent checking of buses on routes by the authorities to prevent the leakage of traffic revenue.

Decrease in Expenditure-

- * By effective control on breakdowns and failures.
- * By increasing productivity of employees and materials.
- * By effective utilization of assets.
- * By securing economy in fuel and tyre consumption.
