



TWELFTH KERALA LEGISLATIVE ASSEMBLY

**COMMITTEE
ON
PUBLIC UNDERTAKINGS
(2006-2008)**

FORTY FIRST REPORT

(Presented on 10th March, 2008)

SECRETARIAT OF THE KERALA LEGISLATURE
THIRUVANANTHAPURAM
2008

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(2006-2008)**

FORTY FIRST REPORT

On

**The action taken by Government on the Recommendations contained in the
SIXTY SIXTH Report of the Committee on Public Undertakings
(2004-2006) relating to Kerala State Road Transport Corporation
based on the Report of the Comptroller and Auditor General of
India for the year ended 31st March 2000 (Commercial)**

318/2008.

CONTENTS

	<i>Page</i>
Composition of the Committee ..	v
Introduction ..	vii
Report ..	1
Chapter I	
Replies furnished by Government on the Recommendations of the Committee which have been accepted by the Committee ..	2
Chapter II	
Replies furnished by Government on the Recommendations of the Committee which have been accepted by the Committee with remarks ..	11

COMMITTEE ON PUBLIC UNDERTAKINGS (2006-2008)

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Smt. P. J. Philomina, Joint Secretary

„ K. Laila Beevi, Deputy Secretary

„ L. Sailaja, Under Secretary

INTRODUCTION

I, Chairman, Committee on Public Undertakings having been authorised by the Committee to present the Report on their behalf, present this Forty First Report on the action taken by Government on the recommendations contained in the Sixty sixth Report of the Committee on Public Undertakings (2004-2006) on the working of the Kerala State Road Transport Corporation based on the Report of the Comptroller and Auditor General of India for the year ended 31st March 2000 (Commercial).

The Statement of action taken by the Government included in this Report were considered by the Committee constituted for the years 2006-2008.

This Report was considered and approved by the Committee at the meeting held on 15-2-2008.

The Committee place on record their appreciation of the assistance rendered to them by the Accountant General (Audit), Kerala in the examination of the statements included in this Report.

MANKODE RADHAKRISHNAN,

*Chairman,
Committee on Public Undertakings.*

Thiruvananthapuram,
10-3-2008.

REPORT

The Sixty Sixth Report of the Committee on Public Undertakings (2004-2006) on Kerala State Road Transport Corporation based on the Report of the Comptroller and Auditor General of India for the year ended 31st March 2000 (commercial) was presented to the House on 22-7-2004.

The Report contains ten recommendations. Government have furnished replies to all recommendations. The Committee (2006-2008) considered the replies received from Government at its meeting held on 5-12-2007.

The Committee accepted the replies to the recommendations No. 1(17), 2(18), 5(21), 7(23), 8(24), 9(25) and 10(26) without any remarks. These recommendations and its replies form Chapter I of the Report.

The replies to the recommendation No. 3(19), 4(20) and 6(22) were accepted by the Committee with remarks. This recommendations, their replies and the remarks of the Committee form Chapter II of the Report.

CHAPTER I

**Replies furnished by Government on the recommendations of the Committee
which have been accepted by the Committee without remarks**

<i>Sl. No.</i>	<i>Para No.</i>	<i>Department Concerned</i>	<i>Recommendation/ conclusion</i>	<i>Action Taken by Government</i>
(1)	(2)	(3)	(4)	(5)
1	17	Transport	The Committee is dissatisfied with the inventory management of the Corporation. The Committee could see grave defects/ shortcomings on the part of KSRTC in its operational performance. The Committee is very anxious to learn that the rate of fuel consumption, accidents, breakdown wear and tear of the vehicle, indiscriminate cancellation of trips were on the higher side and were increasing when compared to the neighbouring states. The Committee opines that certain measures should be strictly taken for the effective functioning of the Corporation. The Committee recommends that spare parts needed should be acquired every year only after ascertaining the balance stock available in each store. So also, the Corporation should adhere to the norms fixed for docking of vehicles for repair as the period taken for repair is too long.	The purchase requisition is originated from Chief Stores (Inventory Control) taking into consideration of the balance stock available and lead time required. The above procedure is being followed at present. Ten percent of the fleet is maintained as spare vehicles intended for use during routine maintenance etc. Steps are also taken to limit the docking of vehicles with in the space holding.

(1)	(2)	(3)	(4)	(5)
2	18	Transport	<p>The Committee opines that KSRTC should specify norms for fuel consumption depending upon the age of vehicles, the route etc. instead of flatly fixing the average consumption of the total vehicles under operation. For this a classification of vehicles based on the age should be made.</p>	<p>The committee's recommendation to fix met consumption norms on the basis of the bus and route under operation have been studied in detail. The practice hitherto followed by the Corporation has been that new and reconditioned engine assemblies are fitted in the vehicles irrespective of the age of the vehicles. So age-wise fixation of fuel consumption norms is not practicable. Similarly a given bus is not operated exclusively on a particular route for obvious reasons. A duty consists of trips in different routes. Allocation of a vehicle on a particular route alone has also been found to be impracticable. It is a known fact that KSRTC has been experiencing shortage of vehicles for a long time. This compels the depots to give importance to remunerative trips and deployment of available vehicles to fetch</p>

(1)	(2)	(3)	(4)	(5)
				maximum revenue collection. Hence a single bus cannot be retained on any particular route for practical reasons. The KSRTC has at present fixed driver based and depot-wise fuel consumption norms, which is the only practicable option.
5	21	Transport	The Committee desires to be furnished with the details of utilisation of tyres, consumption of engine oil/diesel, mileage and norms fixed for each item.	The details of utilization of tyres, consumption of engine oil/diesel, mileage and norms fixed for each item depot-wise are furnished as Annexure I and II.
7	23	„	The committee funds that the road condition was one among the major factors in determining the performance of the tyres and recommends that the area wise norms should be fixed for utilisation of tyres. The Committee is displeased with the irregular ratio of Supervisory/Non-supervisory staff existing in the Corporation. The Committee desires to be informed of the present position showing the details of deployment of staff from 1988 to 2002. Regarding the improper ratio between conductors and drivers, the	In KSRTC conductors and Drivers are appointed in the ratio of 2.75 each, per schedule. In addition to them, KSRTC units keep a list of empanelled conductors and drivers in each Unit to engage them in exigency. From 1992 onwards such empanelled conductors were engaged to duty in various units. During 1995 all the provisional employees who were

(1)	(2)	(3)	(4)	(5)
			<p>Committee finds that conductors recruited from were in excess of the drives and employment exchange excess ranged from 2 to 88 in during 1979-80 period various depots during the were disengaged from previous three years upto 1998- duty in order to 99. The number of conductors appoint the KPSC was seen to be high in some advised conductors and depots. 1724 vacancies were filled up.</p>	<p>More than 900 provisional conductors who were disengaged from duty were again re-engaged in compliance with the Supreme Court direction.</p> <p>Thus, along with the permanent conductors a considerable number of provisional conductors were also engaged to duty in KSRTC. This does not mean that all of these provisional conductors were regularly employed to duty. They were engaged to duty frequently, only in exigency.</p> <p>During 2000, KPSC furnished a fresh advice list of 6000 drivers and all of them, were appointed during May, 2000.</p>

(1)	(2)	(3)	(4)	(5)
				<p>From 2001 onwards, conductors are being appointed from the fresh list furnished from KPSC and the number of conductors and drivers are being made equal in strength.</p> <p>In short, the lack of KPSC recruited drivers, the compliance of court directions in various cases, and the necessity of maintaining the strength of empanelled hands in the absence of regular employees, caused the improper ratio between conductors and drivers during the three years upto 1998-1999 period.</p> <p>The Committee's recommendation to fix area wise consumption norms for tyres is not practicable in the context of the structure of schedules being operated by the KSRTC. The tyres fitted in a vehicle have to run on different routes with varying road conditions statewide. Hence the fixation of norms depot-wise and new/re-treaded</p>

(1)	(2)	(3)	(4)	(5)		
				tyrewise, has been adopted. The norms so fixed may kindly be accepted.		
				The details of deployment of staff and the ratio between the drivers and conductors is shown below :		
<i>Year</i>	<i>Number of conductors</i>		<i>Total</i>	<i>Number of Drivers</i>	<i>Total</i>	<i>Ratio</i>
1998	Permanent 8853 Provisional 1660		10513	Permanent 5876 Provisional 4305	10181	1.04 :1
1999	Permanent 8294 Provisional 2252		10546	Permanent 5059 Provisional 5461	10520	1.01 :1
2000	Permanent 7880 Provisional 1292		9172	Permanent 4375 Provisional 5674	10049	0.92 :1
2001	Permanent 7753 Provisional 3558		11311	Permanent 10007 Provisional 1663	11670	0.97 :1
2002	Permanent 7298 Provisional 3375		10673	Permanent 9623 Provisional 1616	11239	0.95 :1
				The improper ratio between permanent drivers and conductors was rectified by the posting of provisional hands as detailed above.		
8	24	Transport	The Committee wants to be furnished with the details regarding the depot wise number of conductors/drivers including empanel in the 19 depots test checked by audit.		Required details in strached herewith as Annexure ‘A’.	

(1)	(2)	(3)	(4)	(5)
9	25	Transport	<p>The Committee finds that 137 items valued Rs. 11.75 lakh were lying idle in stores for more than three years as on 31st March 2000. The Committee therefore recommends that before placing orders for spare parts, the requirement should be assessed properly based on the previous year purchase consumption and stock verification.</p>	<p>Recommendation is noted for future guidance. The demand for purchase is being assessed based on the previous years purchase consumption and available stock.</p>
10	26	Transport	<p>The Committee learns that the overall operational performance of the Corporation for the period under audit is not satisfactory. Except fleet utilization, the Corporation has to improve their operational performance in all relevant aspects altogether.</p>	<p>The KSRTC was able to attain considerable progress in the operational performance since the year 2000. Due to dedicated attempt and with the co-operation of the employees, the quality of service could be improved considerably. Accepting the fact that transport industry has turned out to be a field of tight competition, the Corporation has changed its functional attitude suitably to compete with the prevailing circumstances, and measures were adopted to attract passengers to the buses of the transport undertaking. For the</p>

(1)	(2)	(3)	(4)	(5)
				<p>purpose, almost all old model buses have been replaced with new Hi-Tech buses for the confort of long distance passengers. Proper maintenance and cleanliness of buses are ensured. The introduction of VOLVO buses of international standard is a new venture in the field. The travelling public has accepted these services and the Corporation has plans to introduce more such services. The improvement of city service operation has also been a matter under the constant consideration of the Corporation. To provide better transport facility to commuters of city services, low floor services have been introduced. The introduction of mini bus services to provide travelling facility to areas, where heavy vehicles cannot be operated, has been heartily accepted by the public. Steps have already been taken to put on road air conditioned buses with moderate fare rates to attract more</p>

(1)	(2)	(3)	(4)	(5)
				<p>passengers. While taking steps to improve vehicle condition and position, the Corporation has taken steps to ensure punctuality of service. The Co-operation is giving special attention to operate service regularly and punctually to gain the confidence of commuters. The Chronology of services has been properly streamlined and services are provided at regular intervals giving special attention to Zones and time of high traffic demand, especially in nationalized routes and sectors. Due to the improvement in quality of operation, the travelling public has now confidence in the service of KSRTC more than ever and they prefer our services to private services. The opinions and suggestions of the public and the public representatives are being given due attention and necessary modifications are made to suit the convenience of the public and to improve quality of operation further.</p>

CHAPTER II

**Replies furnished by Government on the recommendations of the Committee
which have been accepted by the Committee with remarks**

<i>Sl. No.</i>	<i>Para No.</i>	<i>Department Concerned</i>	<i>Conclusions/ Recommendations</i>	<i>Action Taken by Government</i>
(1)	(2)	(3)	(4)	(5)
3	19	Transport	The Committee desires to be furnished with the details regarding the number of buses purchased by availing HUDCO loan and the details on the increase of the rate of cancellation of schedules for the three years upto 2001-2002.	Total 979 buses were purchased by availing HUDCO loan for the three years upto 2001-2002. After this, the cancellation of schedules have been reduced to the bare minimum.

Remarks of the Committee :

The Committee desires to be furnished with the details regarding the buses purchased by availing HUDCO loan after 2001-2002.

(1)	(2)	(3)	(4)	(5)
4	20	Transport	The Committee recommends that the Corporation should fix separate norms based on the area of route of operation, the age of vehicle etc. for consumption of fuel as the consumption varied in cities, hilly areas and according to the age of vehicles.	A study on this matter is being conducted.

Remarks of the Committee :

The Committee wants to know the progress of the study being conducted regarding fuel consumption of the buses.

(1)	(2)	(3)	(4)	(5)
6	22	Transport	The Committee views seriously the Depot-wise variation in consumption of engine oil and wants to know the fact by conducting departmental enquiry after fixing fresh norms. The Committee could understand that sufficient mileage was achieved in Malabar area whereas Attingal depot had not achieved adequate mileage per litre of engine oil. The Committee express its dissatisfaction over this and recommends that a detailed enquiry should be conducted in this regard.	A departmental enquiry on the matter has been entrusted with Executive Director (M&W). Final reply will be furnished soon on receipt of the report from the Chairman & Managing Director, KSRTC.

Remarks of the Committee :

The Committee desires to be furnished with copy of the report of the departmental enquiry, being conducted by Executive Director, (M&W) on the consumption of engine oil.

MANKODE RADHAKRISHNAN,

Thiruvananthapuram,
10-3-2008.

*Chairman,
Committee on Public Undertakings.*

ANNEXURE I

NORMS FIXED FOR NEW RETREADED TYRES
(As per Memo No. ML4/889/98 Dated, 14/3/2000)

<i>Sl. No.</i>	<i>Unit</i>	<i>Life of new tyre</i>	<i>Life of retreaded tyre</i>
(1)	(2)	(3)	(4)
1	Vikas Bhavan	37193	25817
2	Parassala	30636	19535
3	Neyyattinkara	30738	18665
4	Vellarada	16064	16370
5	Poovar	32949	22090
6	Vizhinjam	29798	24501
7	Kattakkada	21898	14261
8	Nedumangad	18078	13840
9	Palode	11640	14387
10	TVM Central	28260	20900
11	Kilimanoor	22822	21003
12	Attingal	36203	31778
13	Kaniyapuram	31919	27530
14	TVM City	27223	20921
15	Pappanamcode	29226	25428
16	Peroorkada	26528	20677
17	Kollam	33208	27142
18	Chathannur		
19	Kottarakkara	24000	22000
20	Punalur	23750	21250
21	Karunagappally	36444	28460

(1)	(2)	(3)	(4)
22	Pandalam	25404	21024
23	Pathanamthitta	20772	21610
24	Adoor	25155	21215
25	Edathua	23348	23028
26	Thiruvalla	23348	23028
27	Mallappally		
28	Mavelikkara	36956	26080
29	Kayamkulam	35467	30560
30	Harippad	35979	26582
31	Chengannur	27053	21864
32	Alapuzha	36236	24480
33	Cherthala	32718	22813
34	Changanacherry	22001	23365
35	Ponkunnam	21932	21085
36	Erumeli		
37	Kottayam	24438	21939
38	Pala	21168	20284
39	Erattupetta	24318	21163
40	Vaikom	26175	26486
41	Thodupuzha	19961	18210
42	Moolamattom	18851	16074
43	Munnar	18984	17845
44	Muvattupuzha	21778	19773
45	Kothamangalam	18984	17845
46	Ernakulam	28916	24732
47	Perumbavoor	25910	25260

(1)	(2)	(3)	(4)
48	Aluva	29138	24302
49	Ankamaly	37987	32095
50	North Paravour	29653	29192
51	Kodungallur	21904	25165
52	Mala	28026	24356
53	Chalakudy	31856	27360
54	Iringalakuda	31856	27360
55	Thrissur	31563	21826
56	Vadakara	25382	19814
57	Amballur	30553	27552
58	Puthukkad	33276	28996
59	Guruvayoor	32605	28199
60	Vadakkancherry	27095	22003
61	Chittoor	26276	16324
62	Palakkad	32304	21552
63	Malappuram	28387	21260
64	Ponnani	27095	22003
65	Perinthalmanna	25220	19328
66	Kozhikode	25577	20462
67	Thottilpalam	23600	18817
68	Thamarassery	24180	21573
69	Sulthan Batherry	23782	20824
70	Kalpetta	28387	19271
71	Mananthavady	26968	21708
72	Kannur	30199	23592
73	Payyannur	23212	21276
74	Kasargod	26692	18667
75	Chadayamangalam	18241	24410

ANNEXURE II

NORMS OF FUEL CONSUMPTION

Norms for fuel consumption can be fixed depending upon on make of the vehicle, type of the vehicle and engine, age of the vehicle and engine, and area of operation.

A. Make of the vehicles

- (1) Leyland
- (2) Tata
- (3) Volvo A/c
- (4) Eicher

1. Leyland	6.65	HINO	HINO	EURO LF	Stag
2. Tata	1510	1512 TC	709		
3. Volvo A/c		„			
4. Eicher					

- B. Irrespective of the age of the vehicle, engines can be divided as new and Re-conditioned.
- C. Area of operation can be considered as coastal plane area, Hilly area, High range & City. It may also be considered that most of the Hino (Euro) engines are mounted on 222" wheel base Viking model buses due to which KMPL is not improving irrespective of the development in the engine.

KMPL NORMS FIXED FOR VARIOUS BUSES IN KSRTC

<i>Make of engine</i>	Coastal area		Hilly area		High range area		City area	
	<i>New</i>	<i>RC</i>	<i>New</i>	<i>RC</i>	<i>New</i>	<i>RC</i>	<i>New</i>	<i>RC</i>
AL 6.65	3.75	3.60	3.70	3.5	3.5	3.4	3.5	3.4
Hino	4.20	4.10	4.10	4.0	4.0	3.9	3.9	3.8
Hino (Euro)	4.20	4.00	4.10	3.9	4.0	3.9	3.8	3.8
Low Floor	3.50	..	..	..	..	..	3.5	..
Stag	5.50	..	5.20	..	5.0	..	5.2	..
Tata 1510	4.10	4.10	4.00	4.0	4.0	4.0	3.9	3.8
1512 TC	4.00	3.90	3.80	3.8	3.8	3.8	3.7	3.7
709	6.00	..	5.80	..	5.8	..	5.5	..
Eicher	6.20	..	5.80	..	5.8	..	5.8	..
Volvo	2.80	..	2.60	..	..	..	..	..

Average KMPL achieved during previous years :

2001-2002	-	3.93 km/litre
2002-2003	-	3.94 „
2003-2004	-	3.85 „
2004-2005	-	3.88 „
2005-2006	-	3.95 „

Reason for the reduction in KMPL is the induction of a number of Hi-tech body buses having increased wheel base (222") and body weight.

Norms fixed for consumption of engine oil (topping up only)

<i>Make of engine</i>	<i>New</i>	<i>R C</i>
Ashok Leyland	0.02 litres/ 100 km	0.03 litres/ 100 km
Tata	0.03 litres/ 100 km	0.04 litres/ 100 km

Engine oil consumption for oil change, Air cleaner maintenance etc. are fixed and there is no need for any norms. Oil change is done after operating every 15000 km/16000 km/ 18000 km according to make and type of engine.

Engine oil consumption during previous years :

2001-2002	..	.209 litres/ 100 km
2002-2003	..	.2095 litres/ 100 km
2003-2004	..	.2097 litres/ 100 km

Above consumption includes that used for topping up, periodical oil change, air cleaner maintenance etc.

Total consumption of engine oil during the last years are furnished below.

2003-2004

Pride	..	30	84420 litres
Pride	..	40	179130 „
CF4 15W40			121170 „

ENGINE OIL CONSUMPTION NORMS FOR TOPPING UP—DEPOT-WISE IN
LITRES/100kms

<i>Sl.No.</i>	<i>Name of depot</i>	<i>Consumption norms</i>
(1)	(2)	(3)
1	Aryanad	0.05
2	Attingal	0.04
3	Chadayamangalam	0.03
4	Chathannur	0.04
5	Kaniyapuram	0.04
6	Kattakada	0.04
7	Kilimanoor	0.04
8	Kollam	0.04
9	Kottarakkara	0.04
10	Kulathupuzha	0.03
11	Nedumangad	0.05
12	Neyyattinkara	0.05
13	Palode	0.04
14	Pappanamcode	0.06
15	Parassala	0.04
16	Peroorkada	0.06
17	Poovar	0.04
18	TVM City	0.06
19	TVM Central	0.02
20	Vellanad	0.04
21	Vellarada	0.04
22	Venjaramoodu	0.06

(1)	(2)	(3)
23	Vikas Bhavan	0.04
24	Vithura	0.04
25	Vizhinjam	0.04
26	Adoor	0.04
27	Edathua	0.04
28	Mallappally	0.04
29	Pandalam	0.04
30	Pathanamthitta	0.07
31	Pathanapuram	0.06
32	Punalur	0.05
33	Thiruvalla	0.07
34	Aluva	0.03
35	Ankamaly	0.03
36	Chalaky	0.04
37	Changanassery	0.04
38	Chengannur	0.05
39	Erattupetta	0.07
40	Erumely	0.07
41	Irinjalakuda	0.02
42	Kodungallur	0.02
43	Kothamangalam	0.05
44	Kottayam	0.04
45	Kumily	0.05
46	Mala	0.05
47	Mavelikara	0.03
48	Moolamattam	0.04

(1)	(2)	(3)
49	Muvattupuzha	0.03
50	Munnar	0.03
51	North Paravur	0.08
52	Pala	0.04
53	Perumbavur	0.04
54	Ponkunnam	0.03
55	Puthukkad	0.03
56	Thodupuzha	0.05
57	Vaikom	0.04
58	Karunagappally	0.04
59	Alappuzha	0.04
60	Cherthala	0.04
61	Ernakulam	0.02
62	Haripad	0.04
63	Kayamkulam	0.04
64	Thrissur	0.02
65	Guruvayur	0.02
66	Chittur	0.04
67	Kalpetta	0.05
68	Kannur	0.03
69	Kasargode	0.03
70	Kozhikode	0.02
71	Malappuram	0.03
72	Mananthavady	0.04
73	Mannarkad	0.03
74	Nilambur	0.04

(1)	(2)	(3)
75	Palakkad	0.03
76	Payyannur	0.03
77	Perinthalmanna	0.02
78	Ponnani	0.02
79	Sulthan Bathery	0.03
80	Thamarassery	0.02
81	Thottipalam	0.03
82	Vadakkancherry	0.04

KERALA STATE ROAD TRANSPORT CORPORATION
K.M.P.L. NORMS-DEPOT WISE

<i>Sl. No.</i>	<i>Depot</i>	<i>Leyland</i>	<i>TATA</i>	<i>Eicher</i>	<i>709</i>	<i>Stag</i>
(1)	(2)	(3)	(4)	(5)	(6)	(7)
1	Adoor	3.95	3.95	5.8	5.8	5.2
2	Aryanad	3.55	3.55	..	..	..
3	Attingal	4.00	4.00	6.5	6.2	6.0
4	Chadayamangalam	3.75	..	5.0	..	4.9
5	Chathanur	4.00	4.00	6.00	..	..
6	Edathua	4.00	4.00	6.2	..	..
7	Kaniapuram	4.10	4.10	5.8	..	..
8	Karunagapally	4.10	4.10	6.3	6.0	..
9	Kattakkada	3.90	3.90	5.9	5.9	..
10	Kilimanoor	3.90	3.90	5.9	..	..
11	Kollam	4.00	4.10	5.8	6.0	..
12	Kottarakkara	3.80	3.70	5.5	..	5.2
13	Kulathunpuzha	3.70	3.70	..	..	..
14	Mallappally	4.05	4.05	..	..	..
15	Nedumangad	3.95	3.95	5.2	5.2	5.0
16	Neyyattinkara	3.95	3.95	5.5	..	..
17	Palode	3.75	..	5.8	5.2	..
18	Pappanamcode	3.60	3.60	5.5	5.5	..
19	Pandalam	3.80	..	5.7	..	..
20	Parassala	3.95	4.20	5.7	5.7	5.3
21	Pathanamthitta	3.85	4.00	..	..	..

(1)	(2)	(3)	(4)	(5)	(6)	(7)
22	Pathanapuram	3.80	..	5.10	5.0	4.5
23	Peroorkkada	3.80	..	5.80	5.5	..
24	Poovar	4.15	4.15	5.80	5.8	..
25	Punalur	3.85	..	..	6.0	6.0
26	Thiruvalla	4.05	4.00	6.5	..	..
27	TVM City	3.80	3.80	5.5	..	..
28	TVM Central	4.20	4.20	..	..	..
29	Vellamad	3.50	..	5.5	..	..
30	Vikas Bhavan	3.95	3.95	5.85	5.60	..
31	Venjaramood	3.75	..	5.50	..	..
32	Vitura	3.70	..	5.00	..	..
33	Vizhinjam	4.00	3.90	5.60	5.5	..
34	Vellarada	3.60	..	5.60	..	5.20
35	Alappuzha	4.10	4.15	5.75	..	..
36	Aluva	4.00	4.20	6.00	..	5.60
37	Ankamali	4.20	4.30	6.40	..	..
38	Chengannur	3.90	..	5.50	..	..
39	Changanachery	4.10	4.00	6.10	..	..
40	Chalakudy	..	4.25	..	6.25	5.50
41	Cherthala	4.10	4.25	6.60	..	..
42	Ernakulam	4.00	4.20	6.50	..	..
43	Erumely	3.85	..	..	..	..
44	Erattupettah	3.75	..	6.15	..	..
45	Guruvayur	4.25	4.25	..	..	..
46	Harippad	..	4.25	6.20	6.10	..
47	Irinjalakuda	4.20	4.10	..	..	..

(1)	(2)	(3)	(4)	(5)	(6)	(7)
48	Kodungallur	4.10	3.80	6.10	..	..
49	Kothamangalam	4.00	..	5.75	..	..
50	Kumaly	3.75	3.75	..	..	..
51	Kottayam	4.10	4.10	..	..	..
52	Kayamkulam	4.10	4.10	6.00	5.65	..
53	Mala	4.10	4.10	..	..	..
54	Moolamattam	3.80	..	..	..	..
55	Munnar	3.75	..	..	..	..
56	Mavelikkara	3.95	4.00	6.3	..	..
57	Moovattupuzha	4.10	..	5.8	..	5.20
58	North Parvur	4.00	4.00	6.0	..	..
59	Pala	4.05	..	6.2	..	..
60	Perumbavoor	4.00	4.20	..	..	..
61	Ponkunnam	3.90	4.00	..	..	..
62	Pudukkad	..	4.15	6.15	..	..
63	Thrissur	4.20	4.20	..	..	..
64	Thodupuzha	3.75	4.00	..	..	..
65	Vaikom	3.90	4.00	5.80	..	..
66	Chittur	4.30	..	..	..	5.90
67	Kalpetta	4.00	..	..	..	..
68	Kannur	4.00	..	5.75	..	..
69	Kasaragod	4.15	..	5.75	..	..
70	Kozhikkode	3.95	..	5.65	..	4.80
71	Malappuram	4.10	..	..	..	..
72	Mananthavady	3.90	..	..	..	..
73	Mannarkkad	4.10	..	..	..	..

(1)	(2)	(3)	(4)	(5)	(6)	(7)
74	Nilambur	3.90	..	..	..	..
75	Palakkad	4.15	4.00	..	..	5.3
76	Payyannur	3.95	..	6.00	..	4.7
77	Perinthalmanna	4.05	..	..	..	5.5
78	Ponnani	4.05	3.95	5.50	..	..
79	Sulthanbattery	4.00	..	..	..	..
80	Thamarassery	3.75	..	..	..	5.6
81	Thottilpalam	3.75	..	..	..	..
82	Vadakkencherry	3.95	..	..	..	..
83	Vadakara	3.95	..	..	..	..

Annexure “A”

<i>Depot</i>	<i>Conductors</i>				<i>Drivers</i>			
	Permanent	E/Exch	Empanel	Total	Permanent	E/Exch	Empanel	Total
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
ADR	98	3	19	120	42	41	13	96
ALP	244	8	26	278	101	110	38	249
ALV	142	38	8	188	87	34	39	160
ANK	59	29	3	91	54	4	31	89
ATL	241	5	19	265	107	87	43	237
CGNR	115	8	7	130	59	57	10	126
CHRY	105	26	14	145	88	22	28	138
CITY	300	58	77	435	133	168	72	373
CLDY	74	19	2	95	62	7	25	94
CTLA	167	12	19	198	127	35	26	188
EKM	170	24	5	199	124	42	10	176
EPT	105	16	17	138	54	55	23	132
GVR	54	24	0	78	41	24	12	77
HPD	72	2	13	87	30	30	17	77
KGD	101	110	2	213	42	152	3	197
KKD	274	24	7	305	197	85	36	318
KLM	296	9	32	337	132	186	23	341
KMGM	43	8	0	51	39	19	9	67
KMR	141	6	48	195	59	121	54	234
KNP	152	3	10	165	68	75	28	171
KNR	208	81	7	296	135	140	19	294
KPM	75	10	30	115	21	64	25	110
KPT	62	28	4	94	40	21	24	85

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
KTDA	134	31	72	237	52	127	49	228
KTM	280	45	22	347	189	102	31	322
KTRA	229	11	145	385	102	139	53	294
KYLM	167	6	17	190	77	68	26	171
MLA	59	8	7	74	33	18	34	85
MLP	96	16	1	113	69	21	32	122
MLTM	45	0	0	45	14	8	9	31
MND	68	33	6	107	31	48	27	106
MNR	34	0	2	36	18	9	4	31
MVK	87	1	9	97	35	37	23	95
MVPA	118	21	6	145	84	18	30	132
NDD	153	25	63	241	49	158	43	250
NPRR	99	18	4	121	54	16	33	103
NTA	204	49	87	340	90	139	89	318
PBR	78	38	1	117	62	11	48	121
PDLM	27	1	2	30	13	17	3	33
PKD	196	18	17	231	70	88	39	197
PLA	147	17	11	175	97	39	25	161
PLD	69	6	25	100	32	42	23	97
PLK	250	34	14	298	143	89	42	274
PLR	133	17	44	194	45	118	24	187
PMNA	39	14	0	53	50	9	0	59
PNI	33	16	0	49	26	17	20	63
PNKM	52	28	5	85	34	34	12	80
PNR	80	61	2	143	53	88	14	155
PPD	230	55	58	343	103	161	32	296

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
PSLA	106	21	53	180	70	73	22	165
PTA	120	0	9	129	58	64	14	136
PVR	93	31	56	180	41	88	47	176
SBY	114	60	13	187	109	30	32	171
TDPA	88	1	1	90	62	16	11	89
TSR	216	55	7	278	163	46	37	246
TSY	79	14	0	93	59	14	23	96
TVLA	103	9	13	125	56	47	25	128
TVMCL	256	27	52	335	126	132	62	320
VKBN	143	41	33	217	39	120	48	207
VKM	95	13	3	111	58	40	3	101
VZM	66	35	63	164	31	78	29	138
	7884	1427	1292	10603	4339	3948	1726	10013