



An Overview and Structure of Karnataka State Road Transport Corporation (KSRTC)

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Abstract

Transportation in India involves shipping and travelling by land, water and air. Public transport is the primary mode of road transport for most of the Indian citizens, and India's public transport systems are among the most heavily used in the world. The present research work deals with public transportation of Karnataka state, which includes the history of the transportation, public transportation, structure of public transportation system in Karnataka and introductory details of the Karnataka State Road Transport Corporation (KSRTC).

Key Words: Public Transportation, KSRTC.

Introduction

Transportation in India: Brief Introduction.

Transport in India consists of transport by land, water and air. Public transport is the primary mode of road transport for most of the Indian citizens, and India's public transport systems are among the most heavily used in the world.

India's road network is the second-largest and one of the busiest in the world, transporting 8.225 billion passengers and over 980 million tones of cargo annually, as of 2015. India's rail network is the fourth largest and second busiest in the world, transporting 8.44 billion passengers and 1.23 billion tones of freight annually, as of 2019. Aviation in India is broadly divided into military and civil aviation which is the fastest-growing aviation market in the world (IATA data) and Bangalore with 65% national share is the

largest aviation manufacturing hub of India. India's waterways network, in the form of rivers, canals, backwaters and creeks, is the ninth largest waterway network in the world. Freight transport by waterways is highly under-utilized in India with the total cargo moved by inland waterways being 0.1 percent of the total inland traffic in India.

In total, about 21 percent of households have two wheelers whereas 4.7 percent of households in India have cars or vans as per the 2011 Census. The automobile industry in India is currently rapidly growing with an annual production of over 4.6 million vehicles, with an annual growth rate of 10.5% and vehicle volume is expected to rise greatly in the future.

The Past of Public transportation

Conveyances designed for public hire are as old as the first ferries, and the earliest public transport was water transport: on land people walked (sometimes in groups and on pilgrimages, as noted in sources such as the Bible and The Canterbury Tales) or (at least in Eurasia and Africa) rode an animal. Ferries appear in Greek mythology—corpses in ancient Greece were buried with a coin underneath their tongue to pay the ferryman Charon to take them to Hades.

Some historical forms of public transport include the stagecoach, traveling a fixed route between coaching inns, and the horse-drawn boat carrying paying passengers, which was a feature of European canals from their 17th-century origins. The canal itself as a form of infrastructure dates back to antiquity – ancient Egyptians certainly used a canal for freight transportation to bypass the Aswan cataract – and the Chinese also built canals for water transportation as far back as the Warring States period¹ which began in the 5th century BCE. Whether or not those canals were used for-hire public transport remains unknown; the Grand Canal in China (begun in 486 BCE) served primarily for shipping grain.

The omnibus, the first organized public transit system within a city, appears to have originated in Paris, France, in 1662, although the service in question, Carrosses à cinq sols, failed a few months after its founder, Blaise Pascal, died in August 1662; omnibuses are next known to have appeared in Nantes, France, in 1826. The omnibus was introduced to London in July 1829.

The first passenger horse-drawn railway opened in 1806: it ran between Swansea and Mumbles in southwest Wales in the United Kingdom. In 1825 George Stephenson built the Locomotion for the Stockton and Darlington Railway in northeast England, the first public steam railway in the world.

Brief Overview of Transportation in Karnataka state

Karnataka, a state in South India has a well-developed transport system. Its capital city, Bengaluru is well-connected by air to domestic and international destinations and the Kempegowda International Airport (KIA) in the city is one of the busiest airports in India. It was also the headquarters of the airlines Air Deccan and Kingfisher Airlines. The road transport is also well developed in the state with many National and State highways providing means for fast transportation. The headquarters of the South-Western Railway division of Indian Railways is located at Hubballi and this division governs most of the railway network in the state. Konkan Railway which passes along the coastal region of the state is considered as one of the toughest engineering projects being undertaken in India till date. Buses, cars and trains are the means of transport for moving across distant places in Karnataka. For transportation within the city or town limits; motorbikes, cars, auto rickshaws and buses are used. With the advent of low-cost airlines, many people are choosing to travel via air as well.

Objectives of the Study

1. To know the public road transportation system in Karnataka state.
2. To know the composition of KSRTC.

An Introduction of KSRTC

The public road transportation in Karnataka majorly operated by Karnataka State Road Transport Corporation. Among the network of roads in Karnataka, 3973 km. of roads are National Highways. Karnataka also has state highways of length 9829 km.

The public bus transport in Karnataka is managed by the Karnataka State Road Transport Corporation (KSRTC). It was set up in 1961 with the objective of providing adequate, efficient, economic and properly coordinated road transport services. It operates 5100 schedules using 5400 vehicles covering 1.95 million kilometers and an average of 2.2 million passengers daily. About more than 1,25,000 people are employed in KSRTC. For better management of public transport, KSRTC was bifurcated into three Corporations viz., Bangalore Metropolitan Transport Corporation, Bengaluru on 15 August 1997, North-west Karnataka Road Transport Corporation, Hubballi on 1 November 1997 and North-East Karnataka Road Transport Corporation, Gulbarga on 1 October 2000. The reservation system is networked and computerized and tickets can be availed at designated kiosks in towns and cities. An online reservation system called AWATAR has also been devised by KSRTC using which travelers can reserve tickets online. KSRTC plies various categories of buses viz. Ambaari Dream Class AC Sleeper (Volvo), Airavat Club-Class (high-end luxury Volvo, Scania, Mercedes-Benz multi-axle AC buses), Airavat (high-end luxury Volvo and

Mercedes Benz AC buses), Ambaari(Corona AC and non AC Sleeper buses), Rajahamsa Executive (Deluxe buses built on Leyland, Eicher and Tata chassis), Karnataka Vaibhav (Semi-Deluxe buses built on Leyland, Eicher and Tata chassis), Karnataka Saarige (Bus service linking rural areas to major settlements as well as the cheapest alternative for inter-city or town routes. The buses are built on Tata and Leyland chassis). Grameena Sarige is another initiative by KSRTC to provide bus service to the rural populace of the state.

Buses run by private persons are allowed to operate in few districts of Karnataka. Inter district transportation are run by private operators, connecting capital Bengaluru and main cities like Mangaluru and Dharwad to district headquarters. Intra district transportation by private operators is currently allowed in Dakshina Kannada and Udupi districts. Omni bus and Maxi cabs are also other modes of road transportation in the state; especially where KSRTC does not buses or run very few.

Karnataka State Road Transport Corporation : History & Structure.

The Public Transport Corporation of Karnataka State was established in the year of 1948 of September 12. This was earlier called as Mysore State Road Transport Department (MGRTD), this was launched with only 120 Vehicles. The then state road transport functioned as a Department of Mysore Government, later it was changed as independent body under the 'Road Transport Corporation Act' No. 3 of 1950 dated 01- 08- 1961 with the name of 'Mysore State Road Transport Corporation. It was the establishment of an institution for the whole state. Initially, the passenger transport services were operated by 6 divisions with 37 units. But the corporation was partitioned as 4 separate corporations as KSRTC, BMTC, NWKRTC and NEKRTC. Now in present times it is been operated as shown below,

Organizational structure of the Karnataka State Road Transport Corporations :

Sl .No.	Details	KSRTC	BMTC	NWKRTC	NEKRTC
1	Establishment	1948	1997	1997	2000
2	Head Quarter	Bangalore	Bangalore	Hubli	Kalburgi (Gulbarga)
3	Divisions of Corporations	17	06	09	09
4	Depots	84	45	50	47
5	Schedules	8248	6700	4440	3718
6	Vehicles	8657	6501	4716	4356
7	Total Staff	38896	34500	25000	30000
8	Regional Work Shops	04	04 DWS	01	01
9	Regional Training Institutes	02	01	01	01
10	No. of Districts covered	17	02	06	07

Conclusion:

The public road transportation of Karnataka majorly deals with the transportation method and its system, which provides transportation to the whole of the state. The public bus transport in Karnataka is managed by the Karnataka State Road Transport Corporation (KSRTC). It was set up in 1961 with the objective of providing adequate, efficient, economic and properly coordinated road transport services. It operates 5100 schedules using 5400 vehicles covering 1.95 million kilometers and an average of 2.2 million passengers daily. About more than 1,25,000 people are employed in KSRTC. Such a large and systematic organization provides public transportation facility to the whole of the state of Karnataka.

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