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## **An evaluation of the performance of Kerala state road Transport Corporation: A case study**

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### **Abstract**

This study overviews the performance of Kerala State Road Transport Corporation. The study is purely theoretical work which depends on secondary data. The study is confined to five financial years from 2012 to 2016. It is found out that the overall performance of the concern is satisfactory.

**Keywords:** KSRTC, EPKM, EPB, performance

### **1. Introduction**

Kerala State Road Transport Corporation (KSRTC) is the oldest state run public bus transport services in India. It began as the Travancore State Transport Department, constituted by the former Travancore Government with the intent of reorganizing the transportation services of the former state. In 1995 Kerala State Road Transport Corporation ventured into the technical education field by establishing an engineering college named Sree Chithira Thirunal College of Engineering at Pappanamcode on its Central Workshop premises. The number of buses has increased from 901 in 1965 to 6304 in 2016.

### **2. Statement of the Problem**

KSRTC has been in doldrums for quite a few years now. It is not able to pay its obligations to employees and pensioners without budgetary support from the state. It incurs operating losses every year. There were attempts to revamp its operations. But most of them have not produced any significant change in its performance parameters. How to make the depot viable and operationally efficient is the problem that the depot managers face. This study aims at the performance evaluation of Kerala SRTC.

### **3. Scope and Significance of the Study**

Kerala SRTC is one of the premiers of public transport systems in India. Survival of this concern is more relevant in this cost hiking era. The public is facing a steep hike in cost of living especially in the transportation costs. The performance of this concern is becoming worse and in hurdles. Thus this study aims at the evaluation of the performance of Kerala SRTC.

### **4. Methodology of Research**

This study is purely based on secondary data collected from online source. The study is confined to five financial years starting from 2012 to 2016. The key variables taken for the study are schedules operated, number of buses, average daily collection, average earnings per kilometer, and average earnings per bus.

### **5. Analysis and Discussions**

The table 1 shows the key indicators of the performance of Kerala SRTC for the period 2012 to 2016. The schedules of the KSRTC show a positive slope when compared to the number of buses for the study period. Even the number of buses is increasing; the rate of increase is less when compared to number of schedules operated. This proves that the public prefer this service more than that of other private services. But the average daily collection, average earnings per kilometer and average earnings per bus shows a declining trend. The slight variation in the earnings can be the result of increasing operating cost. The service fare rate has increased to a limit and became constant in the last three study period.

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**Table 1:** Table showing the key indicators of the performance of Kerala SRTC

Item		2012	2013	2014	2015	2016
1	Schedules	5744	5620	5988	6389	6399
2	Buses	6213	6215	5902	6241	6304
3	Average Daily collection [lakhs]	445	473	529	567	499
4	Average EPKM[Rs.]	27.81	30.23	33.76	34.89	29.67
5	Average EPB[Rs.]	8782	9647	11030	11518	9918
6	Ordinary Service Fare Rate / KM [in paise]	58	58	64	64	64

\*Source: <http://www.keralasrtc.in>

## 6. Conclusion

The public transport system is an important service oriented concern run by every government. Kerala SRTC is one such system that serves the people of Kerala for the last few decades. But the current performance level shows that the KSRTC is in doldrums due to its inefficiency. The findings of the study is also pointing towards that the functioning of this concern is not so satisfactory. The number of schedules and buses are not correlated with its earnings capacity. The earnings of this concern is getting down in the last year. This is because of the increase in its operational cost. Thus it can be concluded that the operational efficiency should be enhanced so as to robust the overall performance of the Kerala SRTC.

## 7. References

1. <http://www.keralasrtc.in>, retrieved as at 3<sup>rd</sup> July, 2017.