

**CHAPTER – 18**  
**Other information as may be prescribed**  
*[Section 4 (1) (b) (xvii)]*

Other useful information relating to the Meghalaya Transport Corporation is indicated below-

1. The name of the Chairman, Vice-Chairman and other Directors of the Corporation is as follows –

Sl. No.	Name	Position	Phone Number
1	Shri T.C. Lyngdoh, MLA	Chairman	0364-2223224 (O) 0364-2231461 (R)
2	Shri H. S. Dkhar	Vice-Chairman	0364-2222879(O)
3	Shri H.B. Dkhar, Additional Secretary, Planning Department.	Director	0364-2210358 0364-2228284
4	Shri P.K. Srivastava, Commissioner & Secretary, Finance Department.	Director	0364-2223979 0364-2505226
5	Shri P. W. Ingty, Commissioner & Secretary, Transport Department.	Director	0364-2225669 0364-2225737
6	Shri S. Ahmed, Secretary, Public Works Department, Meghalaya.	Director	0364-2224358 0364-2222473
7	Shri P.C. Deb, Adviser (T&C), North Eastern Council, Shillong	Director	
8	Shri K. Mukhopadhyaya, Chief Commercial Manager, N.F. Railway, Maligaon, Guwahati	Director	
9	Shri M. Kharmujai, Commissioner of Transport, Meghalaya, Shillong	Director	0364-2232779 2210364
10	Shri H.L. Pyrtuh, Managing Director	Member-Secretary	0364-2222864 0364-2232364

2. The Meghalaya Transport Corporation is basically a commercial enterprise which operates bus services on commercial lines. Nevertheless, the Corporation is also running some school buses in Shillong as a social service notwithstanding the fact that the Corporation is incurring losses on school bus operation.

3. The Corporation is also running the Public Reservation System (PRS) for booking of computerized Railway Reservation at Shillong, besides the Railway Out Agency (for manual booking of Railway tickets) at Shillong and Tura.

4. The Corporation is also operating a regular helicopter service between Shillong, Guwahati and Tura at a reasonable tariff.

5. For the last 29 (twenty nine) years since its inception (1<sup>st</sup> October, 1976), Meghalaya Transport Corporation has been incurring heavy losses. The accumulated loss as on 31.03.2005 was Rs. 45.74 Crore. The Corporation is facing acute financial constraints. The expenditure is more than the income leading to loss from year to year. Although there were considerable returns from the investment, it was not inadequate to cover up the expenditure even though the Corporation is trying its best to minimize the expenditure. This can be seen from the earning and expenditure during the last 3(three) years as under:-

(Rupees in Lakh)

<b>Earning</b>	<b>2002-2003</b>	<b>2003-2004</b>	<b>2004-2005</b>
Traffic Earning	309.95	296.81	250.30
Miscellaneous Earning	101.70	62.37	492.68
V.R.S. Amount received from Govt	-	-	1450.00
Subsidy received from Government	270.00	280.00	280.00
<b>Total ....</b>	<b>681.65</b>	<b>639.18</b>	<b>2472.98</b>
<b>Expenditure:</b>			
Staff Cost	614.16	599.39	987.35
Diesel & Lubricants	105.64	104.64	106.89
Spare parts & materials	10.04	11.38	1.15
Tyres & Tubes	14.49	12.11	8.25
V.R.S. Scheme	-	-	1324.27
Misc. Taxes	128.06	36.64	77.07
Depreciation	56.00	42.00	40.00
<b>Total ...</b>	<b>928.39</b>	<b>806.16</b>	<b>2544.98</b>
<b>Net profit/loss</b>	<b>(-) 246.74</b>	<b>(-)166.98</b>	<b>(-) 72.00</b>

6. As it may be seen from the above figures, the Corporation has sustained loss mainly due to heavy staff cost. During the financial year 2003-04, the total earning both from traffic, V.R.S. amount received from the State Government and miscellaneous sources is Rs.2472.98 lakh, whereas the expenditure is Rs.2544.98 lakh, that is including depreciation of Rs.40.00 lakh, thus leaving a cash gap of Rs.352.00 lakh which has been met from the subsidy amount of Rs.280.00 lakhs received from the Government and other funds of the Corporation.

7. Of the 24(twenty four) routes operated by M.T.C, 19(nineteen) routes are classified as uneconomic routes as the occupancy ratio on these routes is less than 60%. Most of the routes are vital links to interior villages and Border areas, and the Corporation has been providing passenger bus services those villages/areas on social consideration despite the low returns from those routes. The cost of operation on these routes is Rs.50.01p per Km while the earning generated on the average comes to Rs.9.92p per Km, resulting in a loss of Rs.40.09p per Km. The total loss incurred on these routes during 2004-05 is Rs.2.38 Crore.

8. The Corporation also operates School Bus services at subsidized rates involving the utilization of 16 buses every day for 21 school of Shillong and Tura. The cost of operation of this service is quite considerable. Against a monthly earning of Rs.1.79 lakh, the Corporation has to incur a monthly expenditure of Rs.13.40 lakh to keep the service going. The total loss incurred on School bus service during 2004-05 was Rs.116.11 lakhs.

9. Out of 58 buses of the Corporation, 41 buses only are running. This is due to the presence of 18 buses which are over-aged constituting 31% of the total fleet. The fleet utilization is 71% only compared to All India Average of 92%. The present staff strength is 379. The bus: man ratio on the total fleet is 1: 6.53 compared to National average of 1: 6.73, whereas the bus: man ratio on the effective fleet (runners) of 41 buses is 1 : 9.24 as against the National average of 1 : 6.65.

10. The staff position category-wise as on date (30-9-2005) is as follows:-

<b>1. <u>TRAFFIC OPERATION</u></b>				
(a)	Drivers	....	....	66
(b)	Conductors	....	....	40
(c)	Others (Supervisors, Booking Clerks} Office Assistants & Group 'D' staff)}	....	....	56
<b>2. <u>Maintenance Staff</u></b>				
(a)	Mechanics	....	....	138
(b)	Others	....	....	15
<b>3. <u>Administration and Accounts</u></b>				
		....	....	64
	<b>Total</b>	....	....	<b>379</b>

10. The salary bill for these 379 employees comes to **Rs.29.97** lakhs per month.

### **ACTION PLAN**

12. The following steps have been taken to help increase the earning and curtail the expenditure of the Corporation -

(1) The Corporation has retired 206 employees on Voluntary Retirement Scheme with effect from 1-11-2004. The approximate expenditure on the monthly salary of these 206 employees is Rs.17.00 lakh. Thus, there is a reduction in the expenditure by Rs.204.00 lakh per year.

(2) A complete ban on recruitment, that was imposed some years back, is being continued.

(iii) The Corporation has made a scheme for giving permission to private bus operators to ply in inter-state routes under the MTC banner, and advertisement for the same has been issued. This scheme is expected to bring some additional revenue for the Corporation.

(3) The Corporation has also revised the bus fare with effect from 20.11.2004 which would fetch additional revenue of about Rs.50.00 lakh per annum.

(4) As per the standard norms followed by the Meghalaya Transport Corporation, buses which covers 4 lakh Kms or 6 years of age, whichever is earlier, were found to be uneconomical to operate further in view of continuous break down and higher maintenance cost. In the present fleet there are 18 such buses which are beyond economic repairs. These buses are under the process of condemnation for disposal, which is expected to fetch an amount of Rs.8.00 lakh for the Corporation.

(5) During the current year 2005-06, the Corporation proposes to procure 15(fifteen) new buses for replacement of over aged buses. These buses are going to be deployed on economically viable routes and are expected to fetch an additional earning of Rs.15.00 lakh per month. The commercially viable routes are the Shillong- Guwahati routes, Shillong – Silchar routes, Shillong – Karimganj routes, Shillong – Tura routes.

(6) The Management of the Corporation has put a stop to the buying spree of unnecessary and useless spare parts and items. Spare parts are now being purchased on need base and vehicle-wise, and only from the authorized dealers of the manufacturers. This policy has helped in reducing the expenditure on spare parts to a very great extent.

\*\*\*\*\*