
Report on the revision of fare structure of Stage Carriage Services operating in the State, 2017

Present:
Mr. Justice M. Ramachandran :::: Chairman
T. Elangovan :::: Member
N. Niyathy :::: Member
Anil Kant, IPS :::: Member Secretary

Government of Kerala, by their letter No. B1/182/2017/Trans. dated 19.09.2017, had directed the Transport Commissioner to place before the Fair Revision Committee chaired by Justice M. Ramachandran the representations received by the Government from the Associations of private stage carriage operators of the State requesting for a revision of the prevailing bus fares. A copy of the representation received from one of the Associations dated 08.05.2017 also had been forwarded to the Transport Commissioner for placing before the Committee. The Transport
Commissioner, the Member Secretary brought the matter to the attention of the Committee. As a preliminary step, adopting the practice hitherto followed, it had been decided by the Committee to hold a public hearing to know the viewpoints of all concerned, including the Kerala State Road Transport Corporation (for short KSRTC).

2. A meeting was consequently convened at the Transport Commissionerate in Thiruvananthapuram on 30-11-2017. There was good representation from all sections. We had given opportunity to the stakeholders to present their views before the Committee. Their views and suggestion as to whether a revision of the fares was required to be brought about, and if so, which were the parameters to be employed and if a revision was justified the extent of the increase that might be justifiable, the general health of the motor transport industry, the grievances of the general
public, concessions, restrictive practices in the industry, Government's role for protecting the industry etc., were the subject matters of discussions.

3. The bus operators principally highlighted the necessity for an increase in the existing fares. They had also invited our attention to their grievances that the recommendations already on record in respect of streamlining of the concession which is being extended to the student community, had not so far been considered by the Government. The direction of the Honourable High Court of Kerala was that expeditious order on the report about the issue of concession is to be made by the Government. In general, the demand of the bus operators was for a revision of the minimum fare and also kilometer rates of all classes of stage carriages currently in operation.

4. Coming as representatives of the stage carriage operators, we had
opportunity to hear the submissions of Mr. Lawrence Babu (General Secretary of Kerala State Private Bus Operators Federation, Kollam); Mr. T. Gopinathan (General Secretary of All Kerala Bus Operators Organisation, Palakkad); Noushad Attuparambath; President of Kerala Bus Operators Forum, Thrissur; T.K. Hameed, representing Ottappalam Taluk Bus Operators' Association; Mr. V. J. Sebastian; Sri. Gokuldas, Kerala Bus Transport Association, Sri. Johnson Payyappilly, General Secretary, All Kerala Bus Operators Forum, Kochi; Sri. M. K. Baburaj, President of Private Bus Owners Youth Federation State Committee, Thrissur and a few other individual bus operators also. Tabulated statements were also presented from their side.

5. The other side of the picture, suggesting that the demand for an increase in the fare defied logic and was premature also had come from Mr. Hameed Vaniambalam,
State President of Welfare Party of India, Mr. Anil Kumar representing Passengers Association, Cherthala; Mr. Dijo Kappen, Managing Trustee of Centre for Consumer Education; Najda Raihan, General Secretary of Fraternity Movement, Kerala State Committee, Thiruvananthapuram; Sri. T. S. Anil Kumar, Muhamma, Cherthala; Sri. Sadaruddin, General Secretary of Podu Gathagatha Samrakshana Samithi, Kozhikode; Sri. P. Gopalakrishnan, Pallichal, Sri. Rajesh Kurup, Bhoothakulam, Kollam. Sri. Ranju, Additional Liaison Officer representing KSRTC, however, gave only the details of services operated by the public sector undertaking. But he informed the Committee that he had no instructions about the stand to be taken vis-à-vis the subject of increase in fare. It was stated that in respect of a new category of services recently introduced (Super Air Express Buses) a report about the demand for fixation of fares was expected.
Committee has already, by Report No.25, forwarded its recommendation to the Government. The Committee is of the opinion that in case of a revision, it cannot be confined to private bus operators alone as it might be arbitrary, if not unworkable.

6. We may presently deal with the subject. The contentions raised by the operators of stage carriages was that after the last revision notified, vide G.O. (P) No.38/2014/Tran. dated 19-05-2014, the scenario has drastically changed and unless the Government was prepared to render a helping hand it would have been difficult for them to keep afloat. It had been highlighted that new entrants practically were rare, and entrepreneurs who were attracted to the industry became disillusioned and came to know that the enterprise holds no glamour, and were looking for way to get out.
7. The present situation appears to be that more than 80% of the operators in the State are holding only one or two permits and those who were remaining were continuing in the industry as they could not get out of the situation where they were placed principally because of the commitments. A decade ago it was an accepted situation that it was difficult for a single bus operator to thrive. Optimum viable unit economically required ten to fifteen buses. In the matter of maintenance, crew, operational efficiency, supervisory control, spare buses etc., such a unit could have been profitably possible to be carried on. Instead of going for such an enterprise, gradually the number of fleet operators has come lesser and lesser. We feel, this is an index to show the unhealthy state of affairs. With unprecedented growth of private vehicles, especially the two wheelers, there has been considerable shift on patronage of bus users to
personal mode of transport. The situation must be reversed by making the bus transport system a healthy, reliable and adequate to the needs of the people. It was contented by the Operators Association that the daily collection has come down they asserted; simultaneously the expenditure side is increasing. Tabulated statements in support of the contentions have been relied on.

8. It is also pointed out that even though the earlier reports of the Committee recommended for streamlining the concessions admissible, especially enjoyed by the student community, although at Governmental level there was assurance to pass orders redressing the grievances of the operators. The concession, they point out, is for addressing social commitments of the Government, and not legal to be shunted on to the bus operators. The bus operators are, nevertheless, forced to shoulder the responsibility.
9. Apart from the revision of fares, it is submitted that the Committee should ensure that a congenial atmosphere is there for the operators to thrive. Tax burden are to be reduced as they are unaffordable. With the present fare structure, economically it is impractical to operate stage carriages; the classic example is KSRTC, for they contribute a daily loss of Rs.9 crores to the exchequer. It was, therefore, finally submitted that the minimum charge and per kilometer rates as existing today should be revised so as to ensure a decent income and for meeting the increased operational expenses, which has come to grip the industry after the last fare revision. This is for ensuring that the industry exists.

10. The arguments which have come to counter such demands could be summarized as following:
(i) The bus operators are even now enjoying benefit of a hike in bus fare as the last revision itself was substantial, and they derived undue benefits all these days. The bus fare in Kerala State is the highest in Southern States.

(ii) For a minimum fare, a passenger is entitled to travel much more in other States. Per kilometer rate is also lesser compared to that is in Kerala. The concept of minimum fare should be dispensed with as such a practice is not followed in other States. A passenger is to pay the per kilometer rates for the actual journey undertaken and guidance is to be derived from Rabindran Nair Commission Report on the subject.

(iii) The claim about increase in expenditure is imaginary, as expenditure on most of the inputs is steady for the last few years. In reality, the operators are reluctant to disclose their actual income and the statistical details relied
on by them are mostly cooked up. Overlooking all these, if the fare is increased it may result only in a set back as it is likely to drive away the passengers from the stage carriages to other modes of travel.

(iv) The facility of concession for students is existing for decades, and the operators also are to share the social responsibility as it is not the sole responsibility of the Government to facilitate the free education statutorily ensured. Therefore, according to them, there is no necessity or any ground for revision of the existing fares.

11. Now we may critically examine the contentions. That the system and the industry are unhealthy and might be going through a bad phase will be evident from the following circumstances, as we cannot shut our eyes to realities.
(A) The number of permits operated by private bus operators in the recent years has shown a marked decrease. It is at present in the region of 13,600, compared to the figures of 2008, and then it was 16,000 permits. This is undeniable.

(B) Figures collected from dealers of M/s. Leyland Motors, Kerala show that they had sold only 974 chassis in 2015-2016. Tata Vehicles sale is also trailing by far.

(C) The sale of Leyland chassis in the period up to October, 2017 is only 364. The result is that very few new buses are added to the fleet as freshers or as substitutes to the existing older vehicles.

(D) Fleet operators holding 25 or more bus permits in the State are as low as 15.

(E) Most of the operators in the Co-operative sector have totally
discontinued with heavy liabilities and are facing liquidation.

(F) Bus body building units are on the verge of becoming extinct.

12. Thus on the issue of health of the industry, the Committee needs to assess that a dismal picture is presented. It could roughly be estimated that in the past three to four years almost 25,000 to 30,000 employment opportunities are lost in bus industry. The crisis is deepening and unless confidence is restored, a revival of motor transport industry in the private stage carriage sector may not be practical. The criticism appears to be fair that an established industry which pumps in hundreds of crores of rupees to the State exchequer and provides decent income to thousands of families is subjected to an improper and unwarranted treatment. And this is a job creating industry with nil investment from the part of the Government.
13. We feel that the facts presented by the transport operators are authentic and reliable. In this background, we will recapitulate the current situation at hand as to the ways and means to tackle the unenviable situation.

14. Periodic revision of fares is nothing new in our State; it is a generally accepted pattern. Taking note of the prevailing circumstances the Government have been sympathetic to ensure that the industry does not become defunct. As the Government themselves are stakeholders in this industrial activity, they are always in a position to study the matters, occupying a ring side seat. The Government was attempting to infuse life and vitality to the KSRTC and finding that the revenue was insufficient to keep it healthy had been taking extra care to ensure that its operations were streamlined, and protection from competition was being afforded. But, in
spite of the position that full financial support is given, instead of flourishing this industrial activity has always been leaning more and more on governmental support. The daily loss of KSRTC is stated to be Rs.9 crores, and even at the first blush it could be assumed that transport business is now a days not a business lucrative enough, but support and subsidies is continuous need for it to remain healthy and survive. In the above background, if a private operator enters to the field, as a measure of self-employment, and simultaneously contribute to lessening unemployment in the society, all encouragement are to be given to them. The vacuum that may be there if stage carriages disappear will be serious. The Committee is of opinion that the attempt should be to ensure that the industry survives even though travelling public may have to bear an additional cost. This will be to their ultimate benefit. Excepting on trunk routes where train travel may be
possible, vast majority of other journeys to the nook and corner, in the absence of stage carriages will have to be undertaken by private four wheelers or two wheelers, and by hired cars and autorickshas, which cost-wise will be far more expensive. The stage carriages is the back bone to the travel needs of the common man. Also the industry used to directly employ over 35,000 persons, and indirectly almost an equal number of Keralites, educated, skilled and unskilled mostly of the lower strata of the society. Even though the hike in the fare may not be sure cure medicine for the sickness of the industry, it will go a long way in providing some relief to the operators and supply vigor to the industry. In general, average earnings of individuals, who are prepared to work, have increased. The pension schemes of the Government have reached sectors who have no regular source of income. An increase in fares may not be unbearable. We have come to these
conclusions when we have come face to face with the facts and figures gathered in the course of enquiry. Economic realities are to guide us than any other sentiments.

15. The Committee in earlier reports had opined that the cost of fuel is the single, most relevant factor to be taken notice of when a revision of fares is to be attempted. If that alone was to be considered as yardstick, perhaps we would not have recommended for an increase in the fares. Cost of fuel is not steady but fluctuation of course is there and perhaps unavoidable as India has to import more than 80% of its fuel needs. Saudi Arabia traditionally had been India's top oil source, but of now Iraq has stepped in as the major supplier, exporting 28.8 million tons of oil in the past six months period. The other countries are Iran, Nigeria, Venezuela, and Kuwait which supply oil to India. Fluctuation in oil prices directly affects our prices and it
cannot be steady for any appreciable period of time. International price of oil is the prime factor over which State has no control. However, we notice that from the days of the last revision, i.e. by G.O.(P) No.38/2014/Tran.dated 19-05-2014, the increase in price of diesel has not been very steep as suppliers are numerous. It was Rs.57/- per litre in 2014. Now it has reached Rs.62. May be it might be possible to assume that the increase by itself is not a circumstance to tamper with the presently notified rates. But the other inputs compel our focused attention in support of a not too steep revision. The price of tyres have marginally come down, but in the matters of daily consumables the increase a bus operator has to shoulder is substantial, as it is in the range between 20% to 45%. The capital to be invested to put a new vehicle on road shows a substantial increase. It could be argued that almost doubling of the price of the bus chassis
and expenditure for body building are not likely to immediately affect the existing operators. Nevertheless, the life expectancy of the vehicle, the depreciation, and cost of replacement cannot just be ignored. The tabulated statements presented before us show the increase in chassis price at 41% (from Rs.14.53 lakhs to Rs.20.55 lakhs) and the increase in body building charges is from Rs.7.14 lakhs to Rs.9.4 lakhs.

16. We have to notice that the tax structure and the basis of taxation and insurance and other levies had changed to the disadvantage of the stage carriage operators. It compels the attention. These, the Government may examine. One of the important contributions to the operator’s expenditure is the wage factor. Effective from 04-09-2015 the fair wages payable to the workmen in the motor transport industry stands revised. The
operators always were classified depending on the size of the organization, and figures supplied goes to show that salary of a driver per month is increased by 55% i.e. from Rs.11,030/- in 2014 to Rs.17,235/- now. A conductor is required to be paid fair wages of Rs.16,735/- now in place of Rs.11,000/- that was existing in 2014. Similar increase is brought about for the category of cleaner, which now is Rs.16,235/-. The operators have a complaint that most of the routes do not fetch a collection for payment of the minimum even and short cut methods are employed so as to keep the vehicle running.

17. It was strange to note that though there was opposition for an increase in fares, the representatives of general public and passenger associations had no facts and figures with them to counter the arguments of the stage carriage operators excepting generalized opinions. Of course
we have to discount for their difficulty. Therefore, we have ourselves taken care to investigate.

18. In fact, they appeared to be surprised to notice the impact of the amended Fair Wages Act. In addition to fair wages, other wage related expenditures are: welfare fund contribution to the workmen, increments, higher grade, variable DA, HRA and washing allowance etc. It was surprising to note the submission of singe bus operators that they should be assured of the minimum of the earnings of the lowest category of person who were on their rolls and that alone is their humble request.

19. Life of a passenger bus is fixed as fifteen years or operation of 8 lakh vehicle kilometer. Unlike other assets, after the period they could only expect scrap value, and replacement of a bus for continuing in the industry was not there in their dreams.
20. The Committee had occasion to examine two other objections which were raised at the time of hearing. One was that among the Southern States, the minimum charge and kilometer rate in Kerala is the highest. But this does not appear to be factually correct or reliable to rest our recommendation. In Tamil Nadu the share of private operators are minimal, and State buses have an imposing presence there. Concession in various forms is extended to the passengers. But, it cannot be taken as guidance in our State. The Operators Federation had made available a copy of the notification issued by the Karnataka Government dated 31-07-2013. A copy thereof is appended to this report as Annexure-A. The rates which were prevailing in November, 2012 was found to be inadequate because of the changed conditions. They have been superseded and revised thereby. We find
that for stage carriages, operating in the Corporation and town areas in the State, Rs.7/- is chargeable for the first stage of 2 kilometers or part thereof. For the second stage of 2 kms.or part thereof it is additionally Rs.5/- and it tapers to Rs.3/- thereafter. For mofussil areas it is a different rate, the minimum charge for the first stage is Rs.8/-.

Express buses are entitled to levy Rs.9/- and after 6.5 kms., the per kilometer charge is 95 paise. A journey during night hours is prescribed as more expensive. It is seen that the notification also prescribes levy of excess fare on occasion when there is increase in fuel cost, at prescribed rates. Surcharge is also to be borne by a passenger when the bus uses shelters available in the municipal bus stands. We rely on the said notification only for the purpose to note the fact of revision, and not for any other purpose.
21. However, the prescription as above additionally shows the fallacy of the contention that concept of minimum fare is not there. In order to offset the fixed costs the Committee had recommended for a minimum charge for all classes of vehicles. The passengers were to pay per kilometer rate for the rest of the journey. The recommendation had been accepted by the Government when new rates were notified. When the science behind the approach had been subjected to challenge the High Court did not entertain the objection raised against the system. We are sure that it is introduced on sound principles and the criticism against the methodology, we feel, is misconceived. The Committee thus is of the opinion that the pattern of fixation of a minimum rate, and thereafter levy of per kilometer rate should be continued.

22. The discussions above made lead the Committee to the conclusion that in public
interest, and for the protection of the bus transport sector, the minimum charge and kilometer rate presently in force need to be appropriately revised. We are of course faced with a difficult position since the KSRTC has not disclosed their position, as to whether a hike in fare is necessary or not. We are of the opinion that in respect of the ordinary mofussil services, including town services as well as other services, the increase in minimum charge and per kilometer rate could be enhanced by about ten per cent across the table for all class of services as may be justified from the updated value of Price Index for Stage Carriage Operations (PISCO) in the State. During the period between May, 2014 and November, 2017, the value of PISCO has gone up by 11.95 per cent as revealed by the updated figures obtained from NATPAC. It appears to be authentic. Therefore, it would be advisable to enhance the fare structure as noted earlier. Accordingly, the Committee
recommends that the fare structure to be fixed as suggested in Table 1.

Table 1

<table>
<thead>
<tr>
<th>Sl. No</th>
<th>Class of bus services</th>
<th>Present rate (Paise/km)</th>
<th>Proposed rate (Paise/km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Ordinary/mofussil services (including town/city service)</td>
<td>64</td>
<td>70</td>
</tr>
<tr>
<td>2</td>
<td>City Fast Services</td>
<td>68</td>
<td>75</td>
</tr>
<tr>
<td>3</td>
<td>Fast Passenger/Limited Stop PP</td>
<td>68</td>
<td>75</td>
</tr>
<tr>
<td>4</td>
<td>Express/Super Express Services</td>
<td>77</td>
<td>85</td>
</tr>
<tr>
<td>5</td>
<td>Super Deluxe/Semi Sleeper</td>
<td>90</td>
<td>100</td>
</tr>
<tr>
<td>6</td>
<td>High Tech/Luxury/AC buses</td>
<td>110</td>
<td>120</td>
</tr>
<tr>
<td>7</td>
<td>Volvo Buses</td>
<td>130</td>
<td>145</td>
</tr>
</tbody>
</table>

23. We are of the view that the minimum fare leviable in respect of ordinary buses plying in the State can be fixed as Rs.8/- instead of present charge of Rs.7/-.

24. We are refraining from tampering with fare stages, although complaints about arbitrariness in fixing fare stages had been highlighted. This is because
statute provides for attending to such complaints, and it may not be feasible to look into the fare stages which might be in thousands in the State. STA/RTA are the nominated authority to deal with the issue as per rules duly taking note of the local conditions, and there is also provision for challenging the decisions, statutorily provided. Our opinion as above already stands upheld by governmental orders.

25. Also we are not dealing with the minimum fare leviable from the student community or the concessions since our detailed report on the issue is already resting with the Government and orders are expected to be passed on them, especially since there is a direction by the High Court in dealing with the subject.

26. The Committee recommends the minimum charge for stage carriages to be revised as shown in Table 2.
Proposed minimum charge for stage carriages operating in Kerala.

<table>
<thead>
<tr>
<th>Sl. No</th>
<th>Class of bus services</th>
<th>Present Min. Charge (Rupees)</th>
<th>Proposed Min. Charge (Rupees)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Ordinary/mofussil services (including town/city service)</td>
<td>7.00</td>
<td>8.00</td>
</tr>
<tr>
<td>2</td>
<td>City Fast Services</td>
<td>7.00</td>
<td>8.00</td>
</tr>
<tr>
<td>3</td>
<td>Fast Passenger/Limited Stop FP</td>
<td>10.00</td>
<td>11.00</td>
</tr>
<tr>
<td>4</td>
<td>Express/Super Express Services</td>
<td>13.00</td>
<td>15.00</td>
</tr>
<tr>
<td>5</td>
<td>Super Deluxe/Semi Sleeper</td>
<td>20.00</td>
<td>22.00</td>
</tr>
<tr>
<td>6</td>
<td>High Tech/Luxury/AC buses</td>
<td>40.00</td>
<td>44.00</td>
</tr>
<tr>
<td>7</td>
<td>Volvo Buses</td>
<td>40.00</td>
<td>45.00</td>
</tr>
</tbody>
</table>

Note: Distance permissible for minimum charge for different class of services to remain the same as of now. The revised fares can be brought into force from 01-02-2018.

JUSTICE M.RAMACHANDRAN  
(Chairman)

T.ELANGOVAN  
(Member)

N.NIYATHY  
(Member)

ANIL KANT,IPS  
(Member Secretary)
NOTIFICATION

Whereas, the State Government considered that conditions have changed since the publication of the notification No. SARIE 187 SAEPA 2012 dated 21-11-2012 in respect of the maximum rates of fares and freight fixed for Stage Carriages in the State.

And whereas, it is considered necessary to supersede the order issued to the State Transport Authority and Regional Transport Authority in the said notification in respect of the maximum rates of fares and freight fixed for Stage Carriage in the State.

Now, therefore in exercise of the powers conferred on it under section 67 of Motor Vehicles Act 1988 (Act No. 59 of 1988) in supersession of the notification No. SARIE 187 SAEPA 2012 dated 21-11-2012, the Government of Karnataka hereby issue the following directions to the Karnataka State Transport Authority and the Regional Transport Authority namely:-

The Karnataka State Transport Authority and the Regional Transport Authority is directed to fix with effect from the date of this notification the following maximum rates of fares and freight for Stage Carriages in the State namely:

<table>
<thead>
<tr>
<th>Sl No.</th>
<th>Class of Vehicle</th>
<th>Fares</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Stage Carriages plying in the Corporation limits of Bangalore, Mysore, Hubli-Darwad, Belgaum, Mangalore etc., and in the Municipal limits of any other city with a population of over one lakh.</td>
<td>Seven rupees for the first stage of 2 Kms or part thereof, rupees five (Rs. 5.00) for the second stage of 2 Kms or part thereof and rupee three for the subsequent stages of 2 Kms or part thereof.</td>
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<tr>
<td>Item</td>
<td>Description</td>
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<tr>
<td>(ii)</td>
<td>Rupees two extra than the fares indicated at (i) above for Express services.</td>
<td></td>
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<tr>
<td>(iii)</td>
<td>One and half times the fares indicated at (i) above.</td>
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</tbody>
</table>

- (a) For services operated between 22.00 hrs and 06.00 hrs. 
- (b) For such services introduced to cater to the increased traffic on any particular day or days or during festivals, fairs, jathras etc., and rounding off to the next higher multiple of a rupee. 

(iv) Fixation of fares in respect of high end, specially tailored/branded services of non A/C type and A/C type with low floor, EURO III/IV, Auto transmission, kneeling mechanism etc. is left to the discretion of the concerned STU's/Operators. 

| Stage Carriages plying in the areas other than those indicated in item 1 above, but plying up to 25km from the corporation limits of Bangalore City, up to 15 Kms from the Corporation limits of Hubli-Darwad, Belgaum, Mangalore, Mysore and any other city population of one lakh and above. |

<p>| (i) | Six rupees, and paise fifty for the 1st stage of 2 kms or part thereof, rupees four and paise fifty (Rs.4.5) for the 2nd stage of 2 kms or part thereof and Rupees two for the subsequent stages of 2 kms or part thereof. |
| (ii) | Rupees two extra than the fares indicated at (i) above for Express services. |
| (iii) | One and half times the fares indicated at (i) above. |</p>
<table>
<thead>
<tr>
<th>III</th>
<th>Stage Carriages plying in the areas other than those referred at item 1 and II above</th>
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<table>
<thead>
<tr>
<th></th>
<th>(a) Ordinary services</th>
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<tbody>
<tr>
<td></td>
<td>(b) Express Services</td>
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<td>--------------------------------------------------------------------------------------</td>
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</tbody>
</table>

(a) For services operated between 22.00 hrs and 06.00 hrs.
(b) To cater to the increased traffic on any particular day or days or during festivals, fairs, jathras etc, and rounding off the fares to the next higher multiple of a rupee.
(c) No other fee to be levied.

(iv) Fixation of fares in respect of high end specially tailored/branded services of non-A/C type and A/C type with low floor: EURO II/III/IV. Automatic transmission, kneeling mechanism etc is left to the discretion of the concerned STU’s/Operators.

(a) Minimum of Eight rupees for the first stage of 6.5 Kms and subsequently at a rate of Forty five paisa per Km or part thereof to be rounded off to the next rupee.
(b) The rates for sub stages are fixed by the respective STU’s/operators.
(c) No other fee to be levied.

Minimum of Nine rupees for the first stage of 6.5 Kms and subsequently at a rate of Ninety five paisa per Km or part thereof.
| (c) Semi Luxury or Semi Deluxe Coaches | to be rounded off to the next rupee.  
| (d) Luxury or Super Deluxe Coaches | Minimum of Ten rupees for the first stage of 6.5 Kms and subsequently at a rate One Rupee and five paisa per Km or part thereof to be rounded off to the next rupee.  
| (e) High-tech Buses | Minimum of Eleven rupees for the first stage of 6.5 Kms and subsequently at a rate of one Rupee and thirty two paisa per Km or part thereof to be rounded off to the next rupee.  
| (f) For night services excluding item (e) which operate for not less than five hours between 19:00 hrs and 07:00 hrs | Minimum of Twelve rupees for the first stage of 6.5 Kms and subsequently at a rate of One Rupee and forty five paisa per Km or part thereof to be rounded off to the next rupee.  
| (g) To cater to the increased traffic on any particular day/days or during fairs, Jathras, Weekends etc. | Extra ten paisa per km or forty paise per stage of 6.5 kms or part thereof to be rounded off to the next rupee.  
| (h) Intercity A/C Services with EURO-III/EURO IV compliance | Not exceeding two times the rates indicated at item (f) above and rounded off to the next rupee.  
|  | Fixation of fares left to the discretion of the concerned STU’s based on market demand. |
Note: Wherever the operators pay road user fee, entry fee, bridge fee, toll fee etc., the same may be recovered from the passengers on pro-rate basis. Any other fee collected for any other purpose and not spent for the same will be set off during next fare revision along with interest earned thereon.

Explanation:-

(i) An Express Stage Carriage is a Stage Carriage plying on a route covering a distance of not less than 25 kms with specified and limited halts and not stopping at every bus stop or Stage to pick up or set down passengers.

(ii) Semi Luxury/semi deluxe coaches are carriages fitted with firm cushions and head rest.

(iii) Luxury/super deluxe coaches are carriages fitted with firm cushions and head rest and reclining seats.

(iv) Hi-tech buses/carriages are those providing comfortable sleeping while seating for the passengers.

IV) Luggage: Where the weight of the luggage does not exceed 20 kgs, a luggage surcharge is payable by every passenger at 10 paise for every two stages or part thereof subject to a minimum of 50 paise and a maximum of Rs 3.50 together with the passenger fares and where the weight of the luggage exceeds 20 kgs the freight charges shall be as follows:

Not exceeding 50 paise per unit of 15 Kgs weight per stage of (or part thereof subject to a minimum of Rs 3.5 per parcel.

V) Children: Between the age of 6 and 12 years may be charged at the adult rate of fares for journeys in luxury, super deluxe, Hi-tech and A/C services and at ½ the above rates for city/suburban and non-fossil ordinary, express and semi-luxury coach services subject to a minimum of respective adult fares, rounding off the fare to the next higher multiple.
of 50 paise in case of suburban and mofussil ordinary services and the next higher multiple of a rupee in case of remaining services.

VI) Surcharges: (i) As and when the rate of the HSD of any rubber products, steel and wages is increased either by import duty or sales tax or otherwise, a surcharge on passenger exceeding four paise per passenger km. subject to a maximum of one rupee is liveable.

(ii) For the use of Bus-Station built at a cost of Rs. 50 lakh or more, a surcharge not exceeding one rupee per head is liveable together with journey fare or separately.

By orders and in the name of the Governor of Karnataka,

(K. BEERISH)
Under Secretary to Govt.,
Transport Department,

To: The Compiler, Karnataka Gazette, Bangalore for publication in the Extraordinary Gazette and to supply 200 copies to the Desk Officer, Government, Transport Department, M.S. Building, Bangalore

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2) All Deputy Commissioners in the State (Through Transport Commissioner)
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2) P. S. to Principal Secretary to Government, Transport Department
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