



## A study on the public bus transport system in Kerala

Dr. Biju Kaipparadan Abraham<sup>1</sup>, Sheethal Pious Cyriac<sup>2</sup>

<sup>1</sup> Director, Indian Institute of Knowledge Management, (Member, Advisory Board, KSRTC), Kottayam, Kerala, India

<sup>2</sup> Career Counsellor, Primus Private School, Dubai, UAE

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### Abstract

Public transportation is essential for both residents and tourists in urban places worldwide. All modes of public transportation, including buses, subways, and trains, exist to enhance the lives of its passengers. Numerous advantages contributing to the desirability of urban living, including reduced housing expenses and enhanced public health, can be attributed to the presence of dependable public transportation. By promoting innovation and the utilization of existing smart technologies, the transportation sector may derive advantages from new services. In the 21st century, it is astonishing that the Kerala State Road Transportation Corporation has not evolved into a modernized transportation system. This project attempts to guide the Kerala State Road Transportation Corporation in transitioning to smart technology vehicles. The transportation system in Kerala is significantly inadequate. The transportation organization in Kerala continues to employ conventional ways to maintain service operations. No smart technologies have been executed to date. The implementation of smart technologies in transportation systems yields numerous and substantial benefits. One of the most esteemed attributes of any modern city is its efficient, practical, and reliable transit and mobility network. Intelligent transportation solutions enable individuals to travel more efficiently for both professional and recreational purposes, resulting in less time spent in traffic and an expanded array of interconnected travel options. In addition to alleviating congestion and enhancing air quality in and around "smart cities," smart mobility solutions help augment the living conditions of metropolitan areas and elevate the overall quality of life. Genuine smart transportation networks are inclusive and enable low-income and excluded populations to access employment opportunities that would otherwise be unavailable to them. Sustainability is a vital issue for all organizations, encompassing governments, local authorities, and businesses. There are possibilities for clean and intelligent transportation. Improved air quality, reduced time loss, and diminished energy use are all advantages of alleviated traffic congestion. Moreover, interconnected bicycle and pedestrian pathways incentivize users to reduce car usage, so fostering a more sustainable environment. Intelligent transportation alternatives may facilitate the attraction of businesses to a city or region. Businesses consider the transportation system while determining their location or relocation, as they recognize their employees will rely on it. Consequently, residents gain access to novel economic opportunities, rendering the city a more attractive location to reside.

**Keywords:** Public transport, private bus services, sustainable mobility, KSRTC, rural transport, urban transport, Indira Guarantee, Free Women Travel Program

### Introduction

#### Public Bus Transport Scenario in Kerala

The most cost-effective and expedient mode of public transportation is Stage Carriages (Route Buses). According to 2014 data, Kerala has the highest number of Route Buses per lakh of population, as indicated by the new Public Transport indicator "DENSITY OF PUBLIC BUS TRANSPORT" of 70.3, compared to 36.7 in Tamil Nadu and 57.9 in Karnataka. Kerala's achievement of this distinctive status was not the result of government intervention, but rather of a robust private bus industry. The Private Sector accounted for 75% (19,145 buses) of the 25,449 Route Buses in Kerala during 2014, while the State Transport Undertaking KSRTC (6,304 buses) accounted for 25%. The number of route buses has decreased to 16,545 in 2025, with 11,936 being private buses and 4,609 being KSRTC buses.

#### Bus-Population Ratio in Kerala

Kerala has the highest number of public transport stage carriages as a result of the prevalence of a robust private bus industry. The "BUS (Stage Carriage) Population Ratio" is the metric that measures the number of buses per lakh of population. Kerala State Transport Undertaking (STU)

operates 16.7 buses per lakh of population, while TN STU operates 26.6 buses per lakh of population, and Karnataka STU operates 37.5 buses per lakh of population. Private buses in Kerala have the highest bus population ratio in India, at 56.3 buses per lakh of population. This is a distinctive feature of public bus transportation in Kerala, as it is the sole state in which the private sector operates over 75% of the low-cost public transportation.

**Table 1:** Bus Population Ratio (2014) in Southern States – Private Public Analysis

	Population	State Bus	Private Bus	Total
Kerala	3,40,00,000	5,675	19,145	24,820
% To total		22.9	77.1	100
Bus /lakh People		16.7	56.3	73.0
Tamil Nadu	7,51,64,000	19,950	7,553	27,503
% To Total		72.5	27.5	100
Bus /lakh People		26.6	10.1	36.7
Karnataka	6,32,21,000	23,720	12,906	36,626
% to total		64.8	35.2	100
Bus /lakh people		37.5	20.4	57.9

(Source: Economic Review and reply under RTI Act from Tamil Nadu & Karnataka)

### **Bus Population Ratio**

The aforementioned scenario has undergone a complete transformation in Kerala in 2025, as evidenced by the revised "Bus Population Ratio." The total number of private stage carriages (route buses) in Kerala during August 2025 is 11,936. The total number of vehicles operated by KSRTC is 4,609. The total number of stage carriages in Kerala is 16,545. The Bus Population Ratio of Kerala in 2025 is 35.11 buses (Private), 13.55 buses (KSRTC), and 48.66 buses (combined).

### **Nationalization of Bus Transport**

The State Transport Undertakings dominate the public bus transport industry at the national level, despite the fact that it is organized along a hybrid pattern of private and public sector ownership. In the State of Kerala, the private bus operators dominate the industry. Even the Princely Governments felt a special obligation to provide public passenger mobility via road. Andhra Pradesh implemented the initial nationalization of bus routes in 1932, which was swiftly followed by the State Transport Department of Travancore in 1938. The Road Transport Corporations Act 1948 was the initial attempt to nationalize the bus transport industry after independence. This act was subsequently superseded by the Road Transport Corporations Act 1950. Private operators were permitted to operate route buses in all other states, while Gujarat, Maharashtra, Haryana, and Sikkim elected to implement complete nationalization.

The private sector dominated the stage conveyance (route bus) industry in Kerala until independence. The State Policy with respect to passenger road transport immediately following independence was the nationalization of bus services under the RTC Act of 1950. This was the consequence of the belief that competition would lead to resource wastage. Further, it was contended that the private sector concentrated solely on high-traffic routes, which were profitable, and abandoned the other routes. Therefore, the concept of State Intervention was introduced in the context of public bus transportation. Initially, the Motor Vehicles Act of 1939 was amended to grant exclusive operating rights to State-operated buses. Subsequently, the Road Transport Corporation Act 1950 was implemented. A state transportation department was established by the Princely State of Travancore: The princely State of Travancore had established a State Transport Department to operate public transport buses long before the RTC Act of 1950 was enacted. The founding of KSRTC under the RTC Act was postponed due to the existence of a fully operational State Bus Transport Department in Kerala. KSRTC was established on 15.03.1965 under the "Road Transport Corporations Act" of 1950 by converting the existing State Transport Department of the State of Kerala. The department had 661 permits and 901 buses, whereas the private sector had 3469 permits and buses in 1965. At that time, the Corporation incorporated all employees of the former State Transport Department, who were government servants. The Corporation also safeguarded their service conditions, including their pension, through Notification No. 4936/TC4/64/PW dated 22.3.1965. (Only those employees are eligible for pension as the remaining employees joined KSRTC as a State Transport Undertaking under the RTC Act and not as Government employees). KSRTC, which was established in 1965, controlled only

21% of the total route buses, while the private sector dominated the industry with 79%. In 1965, Kerala had a total of 4,370 buses, which included 3,469 private buses and 901 KSRTC buses. Despite the fact that KSRTC controlled only 21% of the total bus services in 1965, the State Government nationalized nearly all routes in Kerala for KSRTC during the 1960s. Despite the nationalization of all Main Routes, including MC Road and National Highways, KSRTC was unable to expand as anticipated, and the "Public Bus Transport Demand" was satisfied by private bus operators.

The number of private buses had increased from 3469 in 1965 to 19145 in 2015 and to 49,792 in 2023. In 2025, this figure has decreased to 11,936. Private buses provide only standard city and town services, without any financial assistance from the state government. Simultaneously, the government receives nearly Rs 2 lakhs per bus annually in taxes from each private transport. When KSRTC operates on the most efficient roads, such as national highways, state highways, and four-line roads, the majority of private bus services are conducted on kutchra and village roads, which incur higher operating expenses. In spite of the legal support in the form of reservation of the finest roads in Kerala under "Nationalization" and all favorable situations, KSRTC was unable to expand, and the private buses continue to dominate the public bus transport system of Kerala after 50 years of operation. The State Transport Undertaking monopolized the public bus transport in all states except Kerala during this period, which is a paradox.

### **Controversy on Number of Private Buses–2010**

The quantity of private stage carriages in Kerala has been the subject of ongoing controversy for the past 16 years. Private bus operators began disputing the official data published by the Kerala State Planning Board when NGOs such as the Centre for Consumer Education began utilizing it. They claimed that Kerala did not possess even 50% of the buses as divulged in the "Economic Review" of the State Planning Board. According to reports, Kerala had 35,108 private sector route buses and 5,493 KSRTC buses in 2011. However, the private bus operators and numerous government departments estimate that the number of private buses is only 12,000 or more. The Private Bus Transport Industry's "Non-Viability" is indicated by the significant decrease in the number of private buses, as reported by numerous official agencies. The "private Bus Lobby" also reported a similar situation during the 2010-2012 period. The "private Bus Lobby" examined the data and determined that the discrepancy in the number of private buses is a statistical error caused by the Motor Vehicles department's failure to deliver the "live" route buses (Stage carriages). Additionally, the private bus industry is expanding annually. The following findings of the study report are reproduced for public information: "In the 2010-2012 "Private Bus Number Dispute," it was reported that the total number of stage carriages (route buses) in the state of Kerala as of 31.03.2011 is 46,620, with KSRTC holding only 5,741 buses, as per the Economic Review published by the State Planning Board and the data supplied by the Motor Vehicle Department and Transport Commissioner." Therefore, KSRTC operates 11% of the public transportation buses in Kerala, while the private sector controls 89%. (Page 295, Economic Review 2012). The official data/statistics to be

utilised in any official study are those published by the Planning Commission at the Government of India level and the State Planning Board at the State level. According to the State Planning Board's published figures, the number of Stage Carriages is increasing annually, and the majority of Individual Private Bus Operators own one or two buses, as indicated by the data submitted by the Motor Vehicle Department and the Transport Commissioner of Kerala. The following data, which was extracted from the Economic Review, illustrates the expansion of route buses in Kerala.

**Table 2:** Growth of KSRTC and Private Buses in Kerala

Year	1965	1975	1980	1985	1990	1995	2000	2005	2011
Private	3469	5616	5770	9671	11731	16983	19444	28000	40,829
Public	901	2212	2935	3239	3313	3005	4093	4704	5741
Total	4370	7828	8705	12910	15050	19988	23537	33776	46620

(Source: Economic Review of various years – State Planning Board)

### Justice Ramachandran Fare Revision Committee 2011 Estimation

On May 4, 2011, the Justice M Ramachandran Committee submitted a "Report on Revision of Fares of Stage Carriages" to the State Government. The Committee's observations on Page 3 are as follows. "Until approximately two years ago, the private sector in the state had over 30,000 active permits, while KSRTC had restricted its operations to approximately 5,000 schedules." However, the Committee is currently in possession of statistics that indicate that Private Bus Operators are currently utilizing approximately 14,000 permits, a 50% decrease, despite the fact that the number of KSRTC buses has not experienced a significant increase. The Government's revenue receivable is also affected by this change in tax earnings. The tax collected in 2007-08 was Rs 141 crores, which was recorded at Rs 133.3 crores in the financial year ending 31-3-2011. On June 28, 2011, Sri V S Sivakumar, the then Transport Minister, informed the Chief Minister that a Bus Fare Revision was essential, citing the aforementioned findings of the Justice M Ramachandran Committee on Bus Fare Revisions. He stated in Page 3 of his official letter that the State had previously issued 34,000 permits. The number of permits has now been reduced to 15,000. This demonstrates the non-viability and loss of the private bus industry.

### Transport Commissioner's Dual Standards for the Number of Buses

Although the Transport Commissioner and Motor Vehicle Department provided the aforementioned information to the State Planning Board, they maintained a different stance before the Fare Revision Committee, which was chaired by Justice (Retd) M Ramachandran. They informed the Committee that the number of private buses had decreased significantly over the past decade, thereby demonstrating that the private bus industry is not profitable. The number of private buses had decreased from 30,000 to 15,000, according to an article published in a Transport Journal by Sri T P Sen Kumar IPS, the Transport Commissioner at the time and Member Secretary of the Fare Revision Committee.

### Rabindran Nair IAS Commission 2003

The Rabindran Nair IAS (Retd Chief Secretary of Kerala) Commission, which was appointed by the State of Kerala, reported the number of Stage Carriage Permits in the Private Sector in its report submitted to the Government in December 2003 under Para 3.1 (page No. 5).

**Table 3:** Number of Stage Carriage Permits in the Private Sector

1990	1995	1996	1997	1998	1999	2000	2001	2002	2003
15056	19988	21514	23733	21572	22809	23537	25161	26899	29149

(Source: Reply under RTI Act, Motor Vehicles Dept.)

In the "Economic Review" a publication of the State Planning Board publishes data on the number of motor vehicles with legitimate registrations as of 31.03.2010. The data is located in Appendix 10.7. Kerala has 43,753 stage carriages. Department of Motor Vehicle is displayed as the source of the aforementioned data. However, the Counter affidavit submitted by the Transport Commissioner to the Hon High Court of Kerala in W P C No 23338 of 2009 indicates that there are 13906 Stage Carriages (Private Route Buses) in Kerala as of December 7, 2009.

### Actual Causes of the Bus Number Controversy

When the Transport Commissioner is the head of the Motor Vehicles Department, how is it possible for the Transport Commissioner to provide the Fare Revision Committee, the High Court of Kerala, and the State Planning Board with two entirely distinct figures? According to highly knowledgeable sources within the Motor Vehicle Department, the data submitted by the Transport Commissioner to the Justice M Ramachandran Committee is entirely inaccurate. The Motor Vehicle Department committed a statistical error by utilizing the 2009 Stage Carriage numbers from the Economic Review and the 2011 figures from the RTO Offices of the MV department, which provide the number of Route Buses that are currently operating under valid Bus Permits. The number of Stage Carriages registered under the M V Dept. from time immemorial is included in the data submitted to the State Planning Board. The registration of numerous buses that have been destroyed is not cancelled at the motor vehicle offices, and this is reflected in the number of stage carriages. Many of these buses may have been sold for scrap. Therefore, the Economic Review data for 2009 and 2011 or the valid bus permit details from the RTO offices as of 2009 and 2011 should have been the data that the Justice (Retd) M Ramachandran Committee or the Transport Commissioner should have compared.

### Number of Buses Under RTI During 2000, 2005, 2009, and 2011

The sole method of obtaining the precise number of Stage Carriages in the Private Sector is to collect data from individual RTO offices under the Right to Information Act 2005 for the years ending in March 2000, 2005, and 2011. This information is sourced from reliable sources within the Motor Vehicles Department. Consequently, the Centre for Consumer Education obtained the following information regarding the stage carriages that were in operation in the State of Kerala on 31 March 2000, 2005, and 2011 under the Right to Information Act:

**Table 4:** Number of Stage Carriages (Route Buses) in Kerala during 2000, 2005, 2009 & 2011

Name of the TA (District)	Ref No of the letter under RTI Act	No. of Buses on 31/03/2000 @ RTI Act	No. of Buses on 31/03/05 @ RTI Act	No. of Buses on 30/09/09 Vide WPC 23338/09	No. of Buses on 31/03/2011 @ RTI Act
Trivandrum	Nil	100	100	113	111
Attingal	C6/1669	108	239	303	302
Kollam	C2-9375	585	735	824	912
Pathmnambhitta	G2/1761	403	510	528	569
Alapuzha	Nil	569	634	417	767
Kottayam	G6/2011	892	998	1110	1101
Idukki *	G/1427	310	310	310	481
Muvattupuzha	G/3016	000	000	463	445
Ernakulam	G8/81/11	78	2501	1496	2004
Thrisoor	C2/147	926	1535	1389	1680
Palakkad	G2/3943	1286	1279	1393	1412
Malappuram	G3/84	1310	2038	1657	2753
Kozhikode *	P10/95	761	761	761	904
Vadakara	RTI/23	710	936	746	1042
Wayanad	C2/1763	247	348	313	395
Kannur *	3555/2011	1680	1680	1680	2110
Kasargode	16/RT/2011	249	420	403	456
Total Buses		10214	15024	13906	17444

(Source: Reply under RTI Act.)

The specifications of the number of stage carriages at the Idukki, Kozhikode, and Kannur RTOs were unavailable as of 31-3- and 31-03-2005; however, they were available as of 31-3-2011. Therefore, the information from 31-03-2011 is used as the figures for 2000 and 2005 to assist private bus operators (Source: Registered Postal letters received by the Centre for Consumer Education). Pala under the RTI Act from various RTOs under the reference cited in Col No 3)

### Private Sector is Growing

It is evident from the aforementioned data that the number of private buses in the State of Kerala has increased from 10,214 in 2000 to 17444 in 2011, a growth rate of over 70% over the past 11 years. Therefore, the Justice (Retd) M Ramachandran Committee's 2011 conclusion that the number of buses had decreased by 50% between 2009 and 2011 demonstrates the non-viability of the Private Bus Services. This is a deliberate misrepresentation of the facts by a public servant, which is equivalent to corruption by a public officer. In 2011, the transport minister recommended bus fare revisions based on the incorrect findings of the Justice (Retd) M Ramachandran Committee.

### An Increase in the Number of Transport Buses (Private and Public Sector)

In 2013, KSRTC operated 5,803 buses, of which only 4,200 were operational. In the private sector, there are 34,161 buses. Consequently, the total number of vehicles in the state was 39,964. In 2022, KSRTC operated 4,786 buses, of which only 3,800 were operational. 49,791 buses were operated by the private sector. Consequently, the total number of buses in the State was 54,577 in 2022.

### Reliability of the State Planning Board's Economic Review

The Economic Review, which is published by the State Planning Board, is the official and most authentic and reliable reference publication of the State government in terms of "Statistics of Kerala." Nevertheless, the data that is projected in this document, which is considered the most

reliable, can occasionally become unreliable. For instance, the total number of Private Stage Carriages (Route Buses) in Kerala was 49791 in 2022, as reported in the Economic Review of 2024, which was published in January 2025. However, the Planning Board document indicates that it decreased significantly to 5453 the following year, and to 5919 in 2024. This information is both preposterous and entirely unreliable. Nevertheless, the "Ground Data" collected from the "Office of the State Transport Commissioner" for the year 2024 does not correspond with the Economic Review report.

"Quarterly Submission of Returns on the Operational Details of Private Buses" is mandatory in accordance with the Kerala Motor Vehicles Rules (KMVR). However, a significant number of private bus operators fail to submit this data on a quarterly basis. The Hon. Kerala High Court was approached by the "Dejo Kappen Centre for Consumer Education," an NGO from Pala, who raised this issue through a "Public Interest Litigation." The Hon. High Court subsequently issued directives requiring private bus proprietors to "submit the quarterly returns of the operational details. This led to a new misunderstanding regarding the quantity of "private stage carriages (route buses)" in Kerala. The NGO has recently initiated additional litigations in accordance with the number of stage carriages disclosed in the Economic Review. Subsequently, the State Planning Board unilaterally resolved to refrain from disseminating any data concerning Private Stage Carriages in the Economic Review since 2024. As a consequence, the State Planning Board was unable to provide the public with official data on private stage carriages.

### Number of Stage Carriages & Economic Review

The State Planning Board publishes an annual economic review, which is the "Official Source" for obtaining information on the Private Route Buses (Stage Carriages) in Kerala. However, this researcher discovered inexplicable contradictions in their data. The State Planning Board has provided the following "Official Data," which is both perplexing and contradictory.

**Table 5:** Fluctuation in the Number of Private Route Buses (Stage Carriages)

2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
PRIVATE ROUTE BUSES (STAGE CARRIAGES)											
28386	31286	42707	44291	43575	45206	49640	49658	49791	5,453	5,919	11,936
KSRTC BUSES											
5860	5629	5686	5953	5635	5690	5493	5483	4786	Not Available	Not Available	4,609

(Source: Economic Review 2022/January 2023 Vol. 2, Appendix 11.1.1 Page 352 & Appendix 11.1.10 Page 361)

In urban and rural areas, the bus-based public transport system offers a cost-effective alternative to various modes of transportation and provides mobility to individuals. It offers a viable solution to the significant issues of traffic congestion and pollution, and in rural areas, it provides a convenient and affordable mode of transportation for both

people and products. Every day, 18 lakh passengers are transported by 4,000 KSRTC buses (out of 4609 buses) during the week, while 21 lakh passengers are transported during weekends. 11,500 private buses (out of 11936 private buses) Carry 57.5 lakh passengers on weekdays and 65 lakh passengers on weekends.

**Table 6:** District wise Bus Details (KSRTC & Private Buses-Aug 2025)

District	Private	%	KSRTC	%	Total	Passengers / day In KSRTC (Lakhs)
Trivandrum	600	39.5	920	60.5	1,520	5.99
Kollam	578	51.0	556	49.0	1,134	2.54
Pathanamthitta	410	63.2	239	36.8	649	0.93
Alapuzha	367	51.1	351	48.9	718	1.55
Kottayam	625	62.2	381	37.8	1,006	1.40
Idukki	355	61.6	221	38.4	576	1.97
Ernakulam	1,403	75.3	460	24.7	1,863	0.68
Thrissur	1,444	84.6	263	15.4	1,707	0.83
Palakkad	1,203	85.4	206	14.6	1,409	0.58
Malappuram	1,493	90.6	154	9.4	1,647	0.45
Kozhikode	1,414	86.0	230	14.0	1,644	0.69
Wayanad	364	59.9	244	40.1	608	0.84
Kannur	1,210	83.9	233	16.1	1,443	0.92
Kasargode	470	75.7	151	24.3	621	0.66
Total	11,936	72.14	4,609	27.86	16,545	20.03

(Source: Col 2 – Reply under RTI Act, Transport Commissioner Office, dated 06.11.2025, Col 4 – Economic Review 2025/Jan 2026, Vol. 2 Page 436)

### Public Bus Transport Bus Fees Become More Expensive Than Private Transport (Shift from Public to Private Transport)

From 2000 to 2016, the number of passengers traveling by public transport buses was higher due to the lower cost per Kilo Meter (KM) compared to private modes of transportation, such as two-wheelers and private cars. The unprecedented growth of motor vehicles in Kerala and the ever-declining occupancy ratio of passengers in public transport buses were the result of successive "Bus Fare Revisions" from 2016 onward, which made "Public Bus Transport" more expensive than "Private 2-Wheeler/Car Transport."

### Ordinary Bus Fare Per K.M.

The cost of a bus in a city or town is 400 paise per KM for the first 2.5 KM, 260 paise per KM for the first 5 KM, and 200 paise per KM for the first 7.5 KM. In comparison, a 2-wheeler on a twin ridership basis costs 112.5 paise per KM. Consequently, private transportation became more cost-effective in Kerala than public transportation. The current ordinary bus fares and effective KM rate for public bus transport in Kerala (including KSRTC and private buses) are as follows. The cost of private vehicle travel in comparison to public transportation is a critical factor that must be considered and compared. The distinctive benefits and conveniences of private vehicles in comparison to public bus transportation are what motivate individuals to choose either their own or shared private vehicles.

**Table 6:** Ordinary/City/Town Bus Fares in Kerala

No of Fare Stages	Covered Distance	Bus Fare in Ps	Bus Fare Paise / KM
01	2.5 KM	1000	400
02	5.0 KM	1300	260
03	7.5 KM	1500	200
04	10.0 KM	1700	170
05	12.5 KM	1900	152
06	15.0 KM	2100	140
07	17.5 KM	2300	131
08	20.0 KM	2500	125

(Source: Economic Review-2025- published by State Planning Board)

### Growth of Motor Vehicles and Roads in Kerala

Table 7 illustrates the "ALARMING" increase in motor vehicle accidents and the expansion of PWD roads in Kerala. The likelihood of accidents is exacerbated by the fact that the length of PWD roads increased by a mere 102.6% between 1975 and 2024, while the number of motor vehicles increased by 14,441%. The density of vehicles on the road (number of registered vehicles per KM of PWD roads) was 8.05 in 1975 and has increased to 577.95 in 2024. This indicates that the State Government should have automatically reduced the pace of motor vehicles, as there are 578 vehicles per KM of PWD roads in Kerala. However, this has not occurred thus far. The following are the specifics of the growth of motor vehicles in Kerala.

**Table 7: Growth of PWD Roads, Motor vehicles & Accidents in Kerala**

Year	PWD Roads in KM	Total No of Vehicles	Vehicle Density	Deaths in Accident	Accidents	Two Wheelers
1975	14,870	1,19,720	8.05	842	NA	NA
1980	17,408	1,74,704	10.03	1,184	NA	NA
1985	19,107	3,19,259	16.71	1,489	NA	1,11,629
1990	19,836	5,81,054	29.29	1,793	NA	NA
1995	22,114	10,05,922	45.49	2,519	42,531	NA
2000	21,731	19,10,237	87.90	2,710	34,378	NA
2005	26,290	31,22,082	118.76	3,203	NA	NA
2010	26,290	53,97,652	205.31	3,818	NA	NA
2011	26,290	60,45,322	229.95	3,990	NA	36,10,838
2012	26,290	68,70,354	261.33	4,107	NA	41,27,227
2013	31,812	78,53,836	251.87	4,089	NA	47,79,660
2014	31,812	87,93,659	276.42	NA	NA	54,19,723
2015	31,812	96,87,985	304.54	NA	NA	60,57,453
2016	31,812	1,05,68,052	332.20	NA	39,137	66,71,299
2017	31,812	1,15,24,348	362.26	NA	38,777	73,37,554
2018	31,812	1,25,69,898	395.13	NA	38,734	80,68,312
2019	31,812	1,36,27,503	428.38	NA	30,237	88,02,245
2020	31,812	1,44,78,275	455.12	2,979	41,111	93,89,415
2021	29,522	1,51,42,047	512.91	3,429	27,877	98,56,441
2022	29,522	1,58,72,987	537.67	4,317	43,910	1,03,48,478
2023	30,125	1,66,64,475	553.18	4,080	48,091	1,08,76,009
2024	30,121	1,74,08,542	577.95	3,875	48,841	1,13,58,699
2025	30,121	1,81,97,585	604.15		48,834	1,18,63,775

(Source: Economic Reviews during 1975-2025- published by State Planning Board)

### Bus Fares Are the Same for Private Stage Carriages & Ksrctc and Then Why Ksrctc is Losing While Private Buses Are Growing

What is the reason for the loss of KSRTC while private buses are expanding, given that bus fares are identical for private stage carriages and KSRTC? The tariffs for KSRTC and private buses are identical; however, KSRTC is permitted to impose a higher fare for its Super Class buses. National highways and main roads are designated for KSRTC operation under nationalized routes. In the remaining routes, private buses are in operation. The average annual tax paid by a private bus, which includes the cost of the bus stand, is approximately 2 lakhs. KSRTC buses incur losses annually, despite the fact that Private Buses generate profits annually. Almost all of the travel concessions that are offered on KSRTC buses are also provided on private buses without any government support. The quantity of student concession passengers in private transportation is ten times greater than that of KSRTC. The reason for KSRTC's losses is that private buses are operating at a profit. The transport and finance ministers of the Kerala government are required to respond to this query, which is the costliest. Other state ministers also play an equal role in the "study, analysis, and recommendation of strong political and trade union solutions" for the ailing/sinking KSRTC. Before delving into the issues that have influenced KSRTC's adoption of the recently declared "FREE WOMEN TRAVEL PROGRAM" in KSRTC buses, it is important to consider the Historical Performance Indicators (PI) of KSRTC from 1965 to June 2025.

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