

D 9

A

COURSE TITLE: TRANSPORT MANAGEMENT

CODE :6053

Revision: 2015

SCORING INDICATORS

Qn:No	Scoring Indicators	Split score	Total score
I			
1.	Maxi-cab means any motor vehicle constructed or adapted to carry more than six passenger, but not more than twelve passenger, excluding the driver	2	2
2.	City operation, City suburban operation, Intercity, short-haul operation Intercity, long haul operation:	2	2
3.	Differential fare is based on the type of road surface on which service are operated, period of operation(peak or slack) etc	2	2
4	This deals with liability to Third party only. To drive a vehicle on the road according to the motor vehicle act, 1998 chapter XI, and each vehicle should have a third party insurance policy.	2	2
5	National highways, State highways, Major district roads, Other district roads Village roads	2	2
II	PART B		
1	<ul style="list-style-type: none"> <li>•Sufficient parking areas for vehicles.</li> <li>•Facilities for conducting minor repair works and maintenance of vehicle.</li> <li>•Unit replacement facilities.</li> <li>•Canteen facilities.</li> <li>•Waiting shelter for passengers, including public comfort station.</li> <li>•Sufficient illumination facility at night.</li> <li>•A room with all first aid facilities for passengers as well as staff.</li> <li>•An information counter regarding the time schedule of operation of vehicles</li> </ul>	Any six, one mark each	6
2	Traffic Signals:Traffic signals are provided at road intersections. These signals are provided to control, warn and guide the traffic. The normal sequence of traffic signal is red, amber—green—amber—red and so on. Following are the indications given by colours of signal. 1-Red : Vehicles must stop. 2-Amber: Lights about to change. 3-Green: Vehicles can proceed.	3x2	6
3	Factors influencing fuel economy and traffic interference. Fuel economy: (a)Operating conditions (b)Bad driving habits.(c)Thermal efficiency of power plant used (d)Poor maintenance (e) Weather conditions (f) improper gear shifting.	6x1	6

4	<ul style="list-style-type: none"> <li>• .Hours of work</li> <li>• .Daily and weekly Intervals for Rest</li> <li>• Spread Over</li> <li>• The hours of work of a motor</li> <li>• Spells of duty</li> <li>• Overtime Allowance</li> </ul>	6x1	6
5	<ul style="list-style-type: none"> <li>• Hand written tickets</li> <li>• Card ticket</li> <li>• Pre-printed denomination ticket</li> <li>• Advance booking/reservation voucher</li> <li>• Ticket machine:</li> </ul>	4x1.5	6
6	<p>Peak hours traffic problem refer heavy demands at Certain times of day To solve peak hours traffic problem :</p> <ul style="list-style-type: none"> <li>•By putting additional buses.</li> <li>•By starting extra buses from intermediate points.</li> <li>•By introduction of stand by bues.</li> <li>•By introducing traffic management schemes.</li> <li>•By increasing operational speed of buses.</li> <li>•Staggering of working hours</li> <li>•Dispersal of population.</li> <li>•Introducing limited and express services</li> </ul>	6X1	6
7	<p>Types of Gradients: Gradients are divided into 3 categories</p> <ul style="list-style-type: none"> <li>• Ruling gradient</li> <li>• Limiting gradient</li> <li>• Exceptional gradient</li> </ul> <p>Brief explanation required</p>	3x2	6
PART C			
III a	<p>Duties of conductor</p> <ul style="list-style-type: none"> <li>•To collect fares in stage carriers.</li> <li>•To maintain the vehicle in a clean and sanitation condition.</li> <li>•To inform the driver about the coming halts.</li> <li>•To assist the driver in case of an emergency.</li> <li>•To make sure that vehicle is not in wrong way.</li> <li>•Regulate the entrance and exit of passengers.</li> <li>•Should behave in a courteous manner to the passengers.</li> <li>•A conductor shall responsible for exhibiting the proper destination board and for their illumination.</li> </ul>	7x1	7
III b	<p><b>IMPORTANCE AND ASPECTS OF MOTOR VEHICLE ACT</b></p> <p>The first enactment relating to motor vehicles in India was the Indian motor vehicles act 1914, which subsequently replaced by the motor vehicle act 1939. The act of 1939 had seen amended several times inspite of several amendments, it was felt necessary to bring out a comprehensive legislation and fright movements ,developed of the road network in the country and particularly the improved techniques in the motor vehicles managements .various committees as well as the law commission had gone into different aspects of comprehensive review of the motor vehicles act 1939.A working</p>	8	8

	<p>group was, therefore, constituted in January ,1984 to review all the provisions of the act of 1939. This working group took into account the suggestions and recommendations earlier made by different bodies and institutions and made certain recommendations. On the recommendations of the working group state governments were asked to submit their comments received from the state governments were discussed at a special meeting of transport ministers of all states and union territories.</p> <p><b>NEED OF MOTOR VEHICLES ACT</b></p> <ol style="list-style-type: none"> <li>1. The fast increasing number of both commercial and passenger vehicles.</li> <li>2. The need for encouraging adoption of higher technology in automobile industry.</li> <li>3. The greater flow of passenger and freight with the lest impediments so that island of isolation are not created leading to regional or local imbalances.</li> <li>4. Concerns for road safety standards and pollution-control measures, standard for transportation of hazardous and explosives materials.</li> <li>5. Simplification of procedure and policy liberalizations for private sector operations in road transport field.</li> <li>6. Need for effective ways of tracking down traffic offenders.</li> </ol>		
<p>IV a</p>	<p>Factors considering for deciding the fleet strength:  Fleet means a number of vehicles arranged in an organisation for transport operation. Following are the factors:</p> <ol style="list-style-type: none"> <li>1. Passengers demand.</li> <li>2. Financial capacity of the organization.</li> <li>3. Statutory regulation.</li> <li>4. Road condition.</li> <li>5. Competition existing.</li> <li>6. Type and nature of scheduling.</li> <li>7. Space available for parking and other facilities.</li> <li>8. Profit.</li> <li>9. Availability of labour.</li> <li>10. Social obligation</li> </ol>	<p>Any 8  Points  8x1</p>	<p>8</p>
<p>IV b</p>	<p>Registration procedure  1. Necessity of registration 2. Registering authority. 3. Temporary registration.  4. Registration of a new vehicle. 5. Transfer of ownership. 6. Validity of registration and its renewal. 7. Necessity of permit. 8 Types of permit.  9. Certificate of fitness.</p> <p>Brief explanation required</p>	<p>7  Any 7  points</p>	<p>7</p>

Va	<p>Various bus operating characteristics are .</p> <ol style="list-style-type: none"> <li>1. Flexibility</li> <li>2. Utility</li> <li>3. Capacity</li> <li>4. Dependability and safety</li> <li>5. Distance</li> <li>6. Speed</li> <li>7. Road condition</li> <li>8. Fuel economy</li> <li>9. Traffic interference</li> </ol> <p style="text-align: right;">Brief explanation on each point</p>	7  Any 7 points	7
V b	<p>Basic factors in bus scheduling Traffic Demand</p> <ol style="list-style-type: none"> <li>1) importance of the villages in the area under study such as location of high schools, colleges, primary health centers, courts, panchayat samithis and taluk headquarters, etc.,</li> <li>2) Schedule makers or planner should have knowledge of passenger activities, industrialization in the area, religious places, production of agricultural commodity station, and a plan for future development in the area, construction of dams etc.</li> <li>3) business and industrial importance of the villages, bazaar days etc., rail heads enroute requiring connections to feed and pick up train traffic, density of traffic, frequency of services and number of buses required at various timings in the day, first and last timings considered necessary for the terminals* special timings required for train connection, schools etc., locating and determining the "parent towns" which attract traffic in the morning and diverse it in the evening in various directions, festivals, jathras, melas and weekly bazaars which might warrant additional operations on specified days and dates, and availability of alternate modes of transport such as taxis, auto rickshaws, tempos, etc.</li> <li>4) Suggestions from various VIPs like MP, MLA, MLC, passengers' association, factory workers and educational institutions. Suggestions from drivers and conductors who are the basic ingredients in collection of revenue.</li> </ol>	4x2	8
VI a	<p>Factors governing trip generation</p> <ol style="list-style-type: none"> <li>1. Income: The number of trips generated by a household depends upon income, which represents its ability to pay for a journey/ A general trend is that the higher the income, the higher is trap trip generation rate.</li> <li>2. Car ownership: A house hold having car will generate more trips than a non-car owning house hold because a car represents easy mobility. A household with more cars will generate more trips.</li> <li>3. Family size and composition: Bigger family generates more trips. The composition of family is also an important factor in generating trips. For example, if both the husband and wife are employed, the trips generated will be more when anyone is employed. The number of School going children, the Age structure aged occupation of the family also govern the number of trips generated.</li> <li>4. Land uses characteristics: Different land user produce different trip rates. For example, a residential area with a high density of dwellings can produce more trips than one with low-density dwellings. The most important assumption made in transportation planning is the amount of travel is dependent on land use.</li> <li>5. Distance of the zone from the town centre: The distance of the zone from the town centre is an important determinant of the amount of travel that people might like to</li> </ol>	6x1.5	9