Profile of Pune Mahanagar Parivahan Mahamandal Limited (PMPML)

4.1 Introduction

4.2 Background and Need of PMPML
   4.2.1 Background
   4.2.2 Need of PMPML

4.3 Formation of PMPML

4.4 Profile of PMPML
   4.4.1 Board of Directors
   4.4.2 Administrative Structure
   4.4.3 Staff / Employees of PMPML
   4.4.4 Infrastructure of PMPML – Depot, Stands etc

4.5 Conclusion
4.1 Introduction

Public transport is a need for everyone in every country, state, and city. Various modes of public transport such as buses, trams, local trains, metro trains, etc. are used as per the need of the city and vision and meticulous planning of the policy makers. In majority of the Asian countries public transportation has been an issue of concern. In many cities one can witness the traffic jams in peak hours.

Pune city is not an exception to it. In Pune we can see all kinds of negative shades of heavy flow of traffic. In the light of this there is a growing need to have a professional, efficient, effective and economical public transport option to the citizens of Pune. Hence there was a need of an organisation like PMPML.

4.2 Background and Need of PMPML

In this segment, the scholar wishes to throw light on the background and need of PMPML:

4.2.1 Background

Pune is a historical place. It was one of the important place for Maratha Kingdom. Later it became strategic important place from defence point of view. It is also known as ‘a city of culture’. Following are some important factors why Pune has become such an important place:

a. Railway Junction; 
   b. Educational Hub;
   
c. Defence Base; 
   d. Nearness to Mumbai;
e. MIDCs around the city;  f. Important Forts around the city;

g. Information Technology and Biotechnology Park;

h. Other important government offices and establishments; etc.

All the above factors are not only giving name and fame to the city, but Pune has become popular living destination. This has resulted in to explosive growth in the population of Pune. It can be tested from the census data of 2001 and 2011. The population of the city in 2001 was 25,38,437 and it became 94,26,959.

Such a rise in population and growth in other factors has created number of civic issues in the city. Amongst which public transport is one of the important issues.

![Bus Image]

### 4.2.2 Need of PMPML

Traditionally, Pune Municipal Transport (PMT) was providing commuting solutions to Pune city for a very long period. More than that, it was not updated and upgraded as per the requirement of the city. Apart from this, following factors were making the problems worst:

a. Explosive growth of population;

b. Rapid industrial growth in all sides of Pune;

c. Addition of new industrial zones and industries;
d. Rise in private educational institutions;

e. Incorporation of new boundaries, villages in the corporation area;

f. Lack of availability of other means of public transport; etc.

The above mentioned factors were escalating the traffic and public transportation problem to the greater extent. In order to minimise such problems and to provide effective, efficient and economical solution, ‘PMPML’ was formed.

4.3 Formation of PMPML

In order to provide better commuting solutions to the citizens of Pune and Pimpri-Chinchwad, by merging two public transport entities namely – Pune Municipal Transport (PMT) and Pimpri-Chinchwad Municipal Transport (PCMT), a new “Pune Mahanagar Parivahan Mahamandal Limited (PMPML)” was formed as per the Government of Maharashtra Resolution no PMC3003/1490/Sr. No. 124/03 Navi-22, dated 19th April, 2009.

The objectives of formations were:

a. To establish a professional body to render public transport services;
b. To increase connectivity;
c. To provide uninterrupted, effective and efficient commuting solutions to the city;
d. To reduce waiting and commuting period; and
e. To provide better travelling facility journey to the commuters.

PMPML was established in order to achieve the above mentioned objectives.
4.4 Profile of PMPML

PMPML was formed and started its functioning under the directions of ‘Board of Directors’. Various important authorities and renowned personalities were incorporated in the ‘Board’.
4.4.1 Board of Directors

Various important authorities and personalities were incorporated in the board as mentioned below:

4.4.2 Administrative Structure

In order to provide suitable support, following administrative setup was established:
Organisational Structure – Depot
Pune Mahanagar Parishad Mahamandal Limited
As per the directions and guidance of the above mentioned administrative structure, following departments actually perform various functions to run PMPML:

a. Administration department;
b. Workshop department;
c. Traffic department

Each department is entrusted in performing their designated jobs. The administration department is working under the supervision and guidance of Board of Directors and Chairman and Management Director (CMD). It is the department which is responsible for making all kinds of planning, facilitating and framing policy decisions and executing the same in most professional manner.
Workshop Department is basically working for the upkeep and maintenance of buses at various locations such as Katraj, Hadapsar, Swargate, Kothrud, etc.

The traffic division is the most important which is responsible for rendering transport services. It is working with the help of drivers, conductors, checkers, supervisors, etc.

Following table illustrates the number of departments and its respective staff.

### 4.4.3 Staff/Employee of PMPML

The staff of PMT and PCMT has been absorbed by PMPML. As per the requirement of PMPML and skills of staff, PMPML has employed the staff as per the information provided below:

#### Employees Chart

(As on Jan 2014)

<table>
<thead>
<tr>
<th>Sr. No</th>
<th>Name of the Department</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>General Administration Department.</td>
<td>770</td>
</tr>
<tr>
<td>2</td>
<td>Workshop Department.</td>
<td>1500</td>
</tr>
<tr>
<td>3</td>
<td>Traffic Department</td>
<td>8241</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>10511</strong></td>
</tr>
</tbody>
</table>

Table No. 1

#### Drivers/Conductors

<table>
<thead>
<tr>
<th>Sr. No</th>
<th>Designation</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Drivers/Conductors</td>
<td>3059</td>
</tr>
<tr>
<td>2</td>
<td>Senior Drivers</td>
<td>64</td>
</tr>
<tr>
<td>3</td>
<td>Conductors</td>
<td>4638</td>
</tr>
<tr>
<td></td>
<td><strong>Total Conductors/Drivers</strong></td>
<td><strong>7761</strong></td>
</tr>
</tbody>
</table>

Table No. 2
4.4.4 Infrastructure of PMPML – Depot, Stands, etc

PMPML has its head office located at Swargate. It is operating its functions from its head office, depots, stands and workshops located at different places as mentioned below:

Following details are provided regarding depots, number of buses, average commuters, etc.

<table>
<thead>
<tr>
<th>Sr. No</th>
<th>Particulars</th>
<th>No.s</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>No. of Depots</td>
<td>10</td>
</tr>
<tr>
<td>2</td>
<td>No. of buses</td>
<td>1777</td>
</tr>
<tr>
<td>3</td>
<td>No. of stations</td>
<td>66</td>
</tr>
<tr>
<td>4</td>
<td>No. of bus stops</td>
<td>3278</td>
</tr>
<tr>
<td>5</td>
<td>Total km covered</td>
<td>2 lac km</td>
</tr>
<tr>
<td>6</td>
<td>Average commuters travelling daily(Appx)</td>
<td>12,00,000</td>
</tr>
<tr>
<td>7</td>
<td>Total Routes</td>
<td>358</td>
</tr>
<tr>
<td>8</td>
<td>Monthly Turnover</td>
<td>37cr</td>
</tr>
<tr>
<td>9</td>
<td>Total Trips Daily</td>
<td>21998</td>
</tr>
</tbody>
</table>

Table No. 3

4.5 Conclusion

PMPML came into existence by merging PMT and PCMT in October 2007. It is making all kinds of efforts to provide better commuting solutions to the commuters of Pune. It has around 1777 buses, ten depots, 66 stand and more than 10,000 employees to cater to the transport needs of nearly thirteen lakh commuters. As a public transport it shoulders major responsibility of providing a strong transport system to citizens of Pune.