HOME, PROHIBITION AND EXCISE DEPARTMENT

POLICY NOTE - 2007 - 2008

MOTOR VEHICLES ACTS – ADMINISTRATION

DEMAND NO.25

1. Road Transport – An overview

The Transport sector is one of the core sectors of economy and provides the infrastructure for an all-round and holistic growth. Transport facilities, have greatly contributed to the rapid growth, even of remote areas, industrial development as well as to the urbanization. Transport Infrastructure, therefore, is of critical importance as sustained economic growth and overall development in almost all the fields largely depends on the country's transport system (including road Transport). Amongst the various modes of transport, particularly in our State, road transport has emerged as a premier mode because of its capacity to provide both backward and forward linkages in all the major sectors of the economy.

(2) The transport department as the regulator of the sector in the state, therefore, has an important role to make the sector more vibrant and dynamic, capable of meeting the various challenges posed by modern technology, pollution, traffic congestion etc.

2 . Growth of Vehicle Population

(3) With the present vehicle strength of Tamil Nadu being 91,03,620 the state ranks second in India, next only to Maharashtra in the total vehicle population. In respect of two wheelers, however Tamil Nadu tops the list. Average growth rate of vehicle population during the last few years has been nearly 10% per annum.

(4) The number and type of vehicles registered and the growth of vehicle population both in Transport and Non-Transport sectors from the Financial year 2000-2001 to 2006-2007 is furnished in Annexure I and II respectively. There are, in all, 6,08,325 transport vehicles and 84,95,295 non-transport vehicles in the State. Annexure III gives the vehicular position in Tamil Nadu as on 31.3.2007.

(5) On the whole, 91,03,620 vehicles of both transport and Non- Transport categories are available in Tamil Nadu.

3. Organisational set up

(6) The transport department functions under the administrative control of the Home, Prohibition and Excise department. The Transport Commissioner is the administrative head of the Transport Department. He also acts as the State Transport Authority and Commissioner for Road Safety. A Joint Transport Commissioner (Road Safety) in the cadre of Indian Administrative Service functions under the control of Transport Commissioner, to monitor various activities such

as those aiming at avoiding road accidents, monitoring the post-accident follow-up, like emergency treatment to those affected by accidents and also to create awareness among public regarding the importance of road safety measures and rules. There are other 4 Joint Transport Commissioners, 9 Deputy Transport Commissioners, 57 Regional Transport Officers working in this Department. There are also 299 Motor Vehicle Inspectors for checking the vehicles, issuance of fitness certificate and also for providing general assistance to Regional Transport Officers and Deputy Transport Commissioners.

(7) The field operations and other functions of Transport Department are looked after by a Joint Transport Commissioner, 6 Deputy Transport Commissioners and 47 Regional Transport Officers apart from 44 Unit Offices and 19 Check Posts in the State.

(8) The Joint Transport Commissioner, Chennai Zone also acts as the Regional Transport Authority in respect of Chennai city. There are 8 Regional Transport Offices and 1 Unit Office coming under the territorial jurisdiction of Chennai city.

(9) In 29 Districts except Chennai, there are 39 Regional Transport Offices and 43 Unit Offices. In the Districts, the respective District Collectors are the Regional Transport Authorities. Appeals and Revision petitions against the orders of the regional transport authorities and state transport authorities are heard and disposed by the State Transport Appellate Tribunal, Chennai.

4. Functions of Transport Department

(10) The transport department is responsible for administering the provisions of Motor Vehicles Act, 1988, Central Motor Vehicles Rules 1989, Tamil Nadu Motor Vehicles Rules, 1989 and Tamil Nadu Motor Vehicles Taxation Act and Rules, 1974.

The important functions of the Transport Department include:-

i. Issue of Learners' Licences,

ii Issue of Driving Licences, Conductor Licences, their Renewals and Endrosements,

iii. Issue of International Driving Permit,

iv. Issue of Driving School Licence and inspection of driving schools,

v. Registration of vehicles, Re-registration of vehicles, Renewal of Registration Certificates, Transfer of Ownership of vehicles, Endorsement of Hire Purchase Agreement/Termination in certificate of Registration,

vi. Issue of Fitness Certificate and renewal to motor vehicles,

vii. Issue / renewal of permit to all Transport vehicles,

viii. Transfer of Permit to transport vehicles,

ix. Replacement of permit to transport vehicles,

x. Change of routes to stage carriages and mini buses,

xi. Issue of Temporary permits to transport vehicles,

xii. Collection of tax and fees to the vehicles,

xiii. To ensure to ply vehicles in the borders of this State under Inter State Agreement,

xiv. Issue of temporary permits to other State vehicles at check posts while entering into this State,

xv. Inspection of vehicles involved in accidents,

xvi. Inspection of vehicles and enforcement of provisions of Motor Vehicles Act,

xvii. Impounding of vehicles which are plying without Fitness Certificate and without payment of tax,

xviii. Implementing the various provisions of Motor Vehicles Act and Rules, Tamil Nadu Motor Vehicles Rules, Tamil Nadu Motor Vehicles Taxation Act and Rules,

xix. Assisting the District Administration and Police Department during Law and Order problems, Natural calamities like flood,election time etc., in providing vehicles,

xx. Inspection of Government vehicles to be condemned with Motor Vehilces Maintenance department officials,

xxi. Checking of vehicles Air Pollution due to smoke from vehicles,

xxii. Issue of licences and monitoring Pollution Control Checking Centres.

xxiii. Making recommendations to Government regarding State Level Road Safety measures,

xxiv. Monitoring the activities of District Road Safety Committees,

xxv. Creating awareness among public regarding Road Safety Rules,

xxvi. Identifying the accident-prone zone areas in National and State Highways and propose changes in road alignments and other measures to reduce accidents,

xxvii. Monitoring Emergency Accident Relief Centres and granting financial assistance to partially sponsored centres, and

xxviii. Co-ordinating with the Department of Police, Highways, Health and other Non-Government Organisations and the Public to make Road Safety a mass movement.

5. Revenue Collection

(11) The revenue collection by the Transport Department has been growing year by year at an average rate of about 10 to 11%. The revenue collected by this Department in the year 2005-2006 was Rs.1130.14 crore. For the financial year 2006-2007, against a target of Rs.1254.16 crore fixed for the Transport Department, this Department collected Rs.1272.69 crore upto 31.3.2007. For the financial year 2007-2008, the target fixed for Transport Department is approximately Rs.1400 crore.

(12) The enforcement wing of the Transport Department collects revenue through the levy of compounding fee and other penalties. The department is taking all steps to ensure efficient collection of all Government dues through constant monitoring and review.

(13) A statement showing the collection of Motor Vehicles tax and fees against the target fixed for the past 5 years is furnished in Annexure IV and graphical presentation of the same is in Annexure V.

6. Office Buildings and other Infrastructure

(i) Zonal Office Buildings

(14) For administrative convenience, the State has been divided into 7 Zones i.e Chennai, Villupuram, Salem, Coimbatore, Tiruchirapalli, Madurai and Tirunelveli. Out of these 7 Zonal Offices, Coimbatore and Tirunelveli Zonal offices are functioning in own buildings. For the remaining 5 Zonal offices, buildings are yet to be constructed.

(ii) Regional Transport Offices

(15) Out of 47 Regional Transport Offices in Tamil Nadu, 29 offices are functioning in own buildings. In respect of the remaining 18 offices, buildings have to be constructed.

(iii) Unit Offices

(16) Similarly, out of 44 Unit Offices in Tamil Nadu, only one office viz., Kovillpatti Unit Office is functioning in own building. For the remaining 43 Unit Offices, buildings have to be constructed.

(iv) Testing Track

(17) Provision of scientifically organized testing track is a must for ensuring quality drivers by checking the driving skills of the applicants before issue of licences. Out of 47 Regional Transport Offices and 44 Unit Offices, 25 offices at present are equipped with full-fledged testing tracks. Attempts are being made to provide testing tracks in all the offices in a phased manner.

(v) Check posts

(18) There are 19 Check posts functioning in the Transport Department. Of which, 18 are functioning on the borders of the States of Andhra Pradesh, Karnataka, Kerala and Puducherry. The remaining 1 Checkpost at Poonamallee is functioning within the town limit and this Checkpost is functioning to monitor the incoming vehicles from Bangalore (Karnataka) and Chittoor (Andhrapradesh).

(vi) Closed Circuit Camera Monitoring System

(19) In order to prevent presence of mediators or touts in the Transport Offices, Government have sanctioned Rs.10.00 Lakhs for provision of Closed Circuit Camera Monitoring System to 4 offices viz., (1) Chennai (North) at Vyasarpadi, (North West) at Anna Nagar, (South West) at Valasarawakkam and Meenambakkam with link up facility to the Transport Commissioner,

Joint Transport Commissioner (Road Safety) and Joint Transport Commissioner, Chennai Zone. In respect of the remaining offices, this system will be implemented in a phased manner.

7. Computerisation

(20) Computerisation of Transport Department enables the provision of fast and efficient services to the public. Computerisation has also enabled creation of a database which prevents the use of bogus licenses, besides enabling immediate availability of the details regarding the registration of vehicles, permits, driving licenses etc. Greater transparency is also ensured by this system. Computerisation of Transport Department has taken place in three phases viz., Phase-I, Phase-II and Phase-III as detailed below.

(i) Phase - I

(21) Under the Phase-I programme, the computerisation work started from July 1999 in the office of Regional Transport Office, Chennai(South) on a pilot basis. Thereafter, 13 Regional Transport Offices including pilot office and 3 Unit Offices have been computerised. All the Offices in the Phase-I are using “Driving Licence Registration of Vehicles Application Software (DLRVAS)”.

(ii) Phase - II

(22) Under the Phase-II, another software “Vahan” and “Sarathi” developed by National Informatics Centre is being used as per the guidelines given by the Ministry of Road Transport and Highways, Government of India. This software is a specialised application software particularly for transport transactions uniformally applicable across the country.

(23) The “Vahan” and “Sarathi” application software first introduced in the office of Regional Transport Office, Chennai (North) on a pilot basis has been subsequently used in all the Phase-II offices i.e., 32 Regional Transport Offices and 8 Unit Offices. So, the entire Phase-II offices have been computerised and all operations in these locations have been stabilized now.

(iii) Phase-III

(24) Under the Phase-III programme, all offices left over in Phase-I and Phase-II have been fully covered ie., 29 Unit Offices and 1 Regional Transport Office, Tiruppur, 7 Zonal Joint Transport Commissioner/Deputy Transport Commissioner Offices and State Transport Appellate Tribunal.

(25) As per the guidelines in this phase also, the “Vahan” and “Sarathi” software developed by National Informatics Centre have been implemented. All the offices covered under Phase-III are being computerised. Hence, all the Regional Transport Offices, Unit Offices, Zonal offices and State Transport Appellate Tribunal of Transport Department will be computerised.

(26) The newly created unit offices at Tambaram and Poonamallee have also been computerised and from 12-2-2007, the online operations have commenced. It has been planned to implement the online operations in remaining offices also shortly using NIC application software.

(iv) Conversion of Phase-I Offices Software to NIC Application Software

(27) As explained in the preceding paragraphs, the computerisation of all the offices of the Transport Department will be completed in the current financial year. However since the Phase-I offices are running under "'Driving Licence Registration of Vehicles Application Software (DLRVAS)" software, those should also be converted into "Vahan" and "Sarathi" software, so that all the offices in Transport Department use the "Vahan" and "Sarathi" only. At present, the Regional Transport Office, Chennai (South) has been selected for the pilot office for conversion of database into "Vahan" and "Sarathi". All preliminary works relating to data conversion have been completed and final trial run has been undertaken on 15-02-2007. After successful trial run, all the Phase-I offices software will also be converted into "Vahan" and "Sarathi" software.

(v) Interlinking of all Offices

(28) Steps would be taken to interlink all the Regional Transport Offices/Unit Offices with that of the State Transport Authority database through Zonal Joint Transport Commissioner/Deputy Transport Commissioner's offices. This will be done with the help of the Tamil Nadu State Wide Area Net work connectivity TNSWAN to be put up by Tvl. Elcot.

(vi) Website

(29) The Transport Department has a website "http://tn.gov.in/sta" which gives complete details of the activities of the Transport Department. Public can have access to all the procedures for getting learner's licence, driving licence and registration certificate, etc., of motor vehicle through this website. Besides, Citizen's Charter, statistical data, tax particulars, office locations etc., can also be accessed through this site.

(30) Public can also register their grievances/complaints online in the Helpline system through the website address "http://stahelpline.tn.nic.in" and necessary follow-up action is being taken by the concerned offices of the Transport Department for redressal of grievances within 48 hours.

8. Road Safety

(31) It would be the endeavour of the Government to prevent accidents and save precious lives and ensure maximum safety duly creating awareness and educating the public on the road safety measures duly involving all the stakeholders.

(32) Road Safety Fund created by the Government is used to carryout road improvements, erecting traffic signals, signboards, etc., Training to the drivers is also implemented as a part of road safety measures, besides health campaigns, such as eye camps, general health checkup etc., The enforcement officials have been strictly instructed to bring the traffic violators to book. Coordinated efforts have been initiated both by Police and Transport Departments for inflicting more deterrent punishment against reckless and drunken driving and accident committing drivers. The Government have allocated Rs.6 crore under the Road Safety Fund for the year 2007-2008.

(i) Road Safety activities

(33) Some of the important activities of the Road Safety Commissionerate include:-

- Advising the Government on Road Safety Policies to be implemented in the State;
- Overseeing the functioning of District Road Safety Councils;
- Reviewing the data relating to road accidents, taking up the case studies and identifying causes and remedial measures to avert accidents;
- Installing traffic signals, signs, barricades, reflectors providing road medians wherever necessary;
- Imparting training and testing of drivers, educating safety and creating awareness among the people;
- Coordinating and monitoring the Highway Police Patrols set up for the purpose;
- Suggesting and recommending specific schemes for financial assistance under Road Safety Fund to Collectors and various agencies engaging the participation of Non Government Organizations;
- Expediting relief operations and post-accident remedial measures so that the victims could be timely and justifiably assisted; and
- Controlling the vehicular pollution with due participation of Tamilnadu Pollution Control Board and Police Department.

(ii) Road Safety Week

(34) Every year, in the first week of January, Road Safety week is celebrated throughout the State so as to create awareness among School/College students, drivers and all other road users.

(35) Required funds are provided for this purpose and for the display of Road Safety slogans, creating of road discipline etc. Apart from this, workshops for drivers involved in road accidents are also conducted as a measure for creating awareness in road safety.

(iii) Road Safety Council

(36) Road Safety Council at the State and Districts monitor and implement various measures for enhancing the safety aspects of road transport.

9. Emergency Accident Relief Centres (EARCS)

(37) Considering the phenomenal increase in vehicular population and road accidents, emergency accident relief centres have been established on all the National Highways / State Highways, roughly at an interval of about 50 Kms with an intention of giving timely, first aid to accident victims within the “golden hour” and also to arrange for further treatment through the nearby Government hospitals or the hospitals which are preferred by the accident victims or their relatives. To access this centre, a toll free Phone number 1073 has been provided by Tvl. BSNL.

(38) 91 centres are presently functioning. Among the Centres now functioning, 54 centres are fully sponsored by private hospitals, institutions and non-government organisations and 37 are partially funded with the financial assistance by Government upto a maximum of Rs.40,000/- per month per centre, or actual expenditure incurred whichever is less. So far, 16,796 lives have been saved from fatality during the year 2006-2007 by the timely assistance rendered by these accident

relief centres. A statement showing the details of number of accidents is furnished in Annexure-VI.

10. Compensation to Road Accident Victims

(39) The Motor Vehicles Act, 1988 provides for payment of compensation to the victims of road accidents with reference to their age, earning capacity, cause of the accident etc. The Act also provides for a minimum amount of compensation irrespective of the fact as to who is at fault. These claims are settled by the Motor Vehicles Accidents Claims Tribunals established throughout the State. Under Chief Minister's Accident Relief Fund, ex-gratia payment is also allowed for the road accident victims and their legal heirs. This relief is paid by the Revenue Divisional Officers of the Districts on the following scale:-

Sl. No	Nature of Loss	Compensation in Rupees
1	Death	10,000
2	Total disability	6,000
3	Loss of one eye or one limb	4,000
4	Other cases	500

(40) Besides, Hon'ble Chief Minister has sanctioned ex-gratia payments for victims and bereaved persons involved in the road accidents from the Chief Minister's Public Relief Fund. Families of those killed in the accidents involving State Transport Corporation Buses and those involved in serious accidents cases involving other vehicles get Rs.50,000/-, those seriously injured Rs.15,000/- and those sustaining minor injuries are sanctioned an ex-gratia payment of Rs.6,000/-.

11. Compulsory wearing of helmet

(41) Keeping in view the impact of head injuries sustained by two wheeler drivers and pillion riders involved in road accidents, Government have decided to enforce the provisions contained in section 129 of Motor Vehicles Act, 1988 relating to compulsory wearing of helmets by all two wheeler drivers and pillion riders in the State, as also the penal provisions under section 177 of Motor Vehicles Act, 1988. It has been decided to enforce the wearing of helmet in a phased manner, namely, from 1.6.2007 in Chennai City and 5 other Municipal Corporation areas and from 1.7.2007 in the remaining areas in the State.

12. Painting of "Bull's Eye" on Head Lamps of Motor Vehicles

(42) Major accidents are found to occur during night hours when the drivers fail to operate the 'dim-dip device' to deflect the beam of light downwards so that it does not beam dazzling headlight to the oncoming vehicles. In order to avert such accidents, Government have made it mandatory to paint the centre portion of the headlamps of all motor vehicles in black so as not to cause inconvenience to drivers of vehicles coming in the opposite direction.

(43) Accordingly, Government have issued a notification amending rule 405 of Tamil Nadu Motor Vehicles Rules, 1989 and action is being taken to enforce the law at the time of registration

of motor vehicles, issue/renewal of fitness certificate and during checking. Action will also be taken to bring it to the attention of the drivers.

13. Conversion of Auto-Rickshaws into LPG mode

(44) Emission of smoke from motor vehicles is a major source of air pollution. Standards for the permissible limit for such emission are prescribed in the Motor Vehicles Act, 1988 and rules made thereunder. With the rapid increase in the number of vehicles, the problem of automobile pollution has assumed significant proportions.

(45) In India, 9 cities including Chennai are identified as high pollution cities, and various steps are taken to reduce the vehicle pollution level. There are 238 computerised pollution-testing centres, owned and operated in the private sector. A proposal to convert the Auto-Rickshaws in Chennai City to the LPG mode is under consideration of Government. As on date 23 LPG retail outlets (ALDS) are available in Chennai.

(46) Action is being taken to procure Pollution Control Equipments for 7 Zonal Offices and 47 Regional Transport Offices for mandatory periodical testing and for surprise checking of vehicles with the assistance from Government of India.

14. Fixation of Auto-Rickshaw Fares/Prepaid Auto System

(47) The Government have recently revised the Auto-Rickshaw fares after due consultation with all the stakeholders including the various consumer action groups as also taking into consideration the fare structure prevailing in the neighbouring states of Andhra Pradesh, Karnataka and Kerala. The fares have been re-fixed as Rs. 14/- for the first 2 Kms and Rs. 6/- for every succeeding 1 Km.

(48) The order fixing fare for Auto-Rickshaw was given effect to from 26-01-2007. The order fixing the revised fare for Auto-Rickshaw, as also the launching of prepaid Auto-Rickshaw system in Chennai, have been widely welcomed by all the stakeholders.

15. Introduction of Smart Card

(49) The Government of India, by notification in GSR 400 (E) dated 31.5.02, have amended rule 2 and sub-rule(2) of rule 16 and 48 of Central Motor Vehicles Rules 1989 and introduced Smart Card Driving Licence and Registration Certificate in form 7 and Form 23A respectively. The Smart Card type driving licence (Form 7) contains two parts, the first part being Visual Inspection Zone and the second part being Machine Readable Zone. As far as Smart Card type certificate of registration is concerned, it also contain the very same two parts as specified in the driving licence.

Some of the major benefits of the system include

- Quicker, easier and more convenient process for obtaining driving licence and registration certificate for the public.
- A tamper proof identification card could be supplied to the applicants

- Queries and checks will take only minimum time since the information could be retrieved from the computerised database.
- More effective method of control, checking etc., for the Government/Department.
- Checks fraud, duplicate licences etc., which is another major advantage of this system.

(50) As the implementation of the Smart Card system will ensure a more streamlined system of customer service apart from security of data, the Government will endeavour to introduce the system in the State in a phased manner.

16. High Security Registration Plates

(51) The Government of India amended rule 50 of Central Motor Vehicles Rules, 1989, which enabled all the new vehicles to be affixed with High Security Registration Plates with effect from 28-9-2001 and in respect of old vehicles this should be implemented within 2 years from that date. They further instructed that the scheme should be implemented after observing the tender formalities. As per the guidelines of Government of India and in pursuance of the judgment of Supreme Court of India, the scheme would be implemented in the State.

17. Nationalisation of Passenger Transport

(52) During 2002, the Government decided to privatise some of the permits of State Transport Undertakings on transfer and to this effect a Draft Modification of Approved Scheme was published on 12.11.2002. Some of the trade unions and private operators challenged this scheme before the High Court of Madras and obtained stay. On 12.12.2006, the Government informed the High Court that Government have decided not to pursue the said draft notification dated 12.11.2002. Recording the statement, the High Court, Madras dismissed all the Writ Petitions.

18. Mini Bus Scheme

(53) Considering the need to provide transport facilities to the people living in villages where no bus facilities exist presently, the Government, in the year 1997, decided to permit private operators to operate Mini buses in these areas. But grant of fresh stage carriage permits to private operators was not permissible by virtue of district-wise Area Schemes of Nationalisation notified in the year 1995 and the Tamil Nadu Motor Vehicles (Special Provisions) Act, 1992. Hence, Government have decided to modify the said Schemes under section 102 of Motor Vehicles Act, 1988 to enable the Regional Transport Authorities to grant Mini bus permits.

(54) Accordingly, Government notified the approved modified area scheme in September 1997, which was followed by Government orders relating to route length, permissible distance on notified area, rate of tax, rate of fare, seating capacity, wheel base and colour specification etc. Initially, the route length of a Mini bus was fixed as 16 k.m out of which 1 km was allowed to ply in notified route. Subsequently, the permissible distance in notified area was enhanced to 4 k.m out of 16 k.m. However these objectives could not be fully achieved due to a series of litigations. Consequent to the measures taken by the Government in this regard, the cases pending in the Court have been disposed of. Therefore, the Mini bus scheme will be implemented.

19. Part II – Schemes 2007-2008

(55) The following new schemes are proposed to be implemented in the current year:-

(i) Provision of Cash Counting Machines

87 Cash Counting Machines will be provided to the State Transport Authority / Regional Transport Offices / Unit Offices in Transport Department at a cost of Rs.43.50 lakhs in the BE. 2007-2008.

(ii) Construction of Testing Tracks

Testing Tracks for testing the drivers skills of applicants for Driving Licences will be constructed in the Regional Transport Offices at Thiruvarur and Nagapattinam at a cost of Rs.54.00 lakhs in the B.E. 2007-2008.

(iii) Provision of Fax Machines

43 Fax Machines will be provided to the Regional Transport Offices / Unit offices / Transport Checkposts at a cost of Rs.8.60 lakhs in the B.E. 2007-2008.

(iv) Provision of Xerox Machines

20 Xerox Machines will be provided to State TransportAuthority / State Transport Appellate Tribunal / Regional Transport Offices and Unit Offices of Transport Department at a cost of Rs.20.00 lakhs in the B.E. 2007-2008.

(v) Purchase of new vehicles

12 new Bolero jeeps for the use of officers in State Transport Authority and Regional Transport Offices will be purchased at a cost of Rs.54.00 lakhs in the B.E. 2007-2008.

20. Conclusion

(56) As duty is cast upon the Transport Department to give the general public an efficient, effective and transparent service delivery with full and complete safety and to inculcate a sense of safe use of roads by all categories of road users, especially in the context of enormous growth of vehicular population, the Department shall endeavour to carry out all the responsibilities with utmost commitment and sincerity.

K.N. NEHRU,
MINISTER FOR TRANSPORT

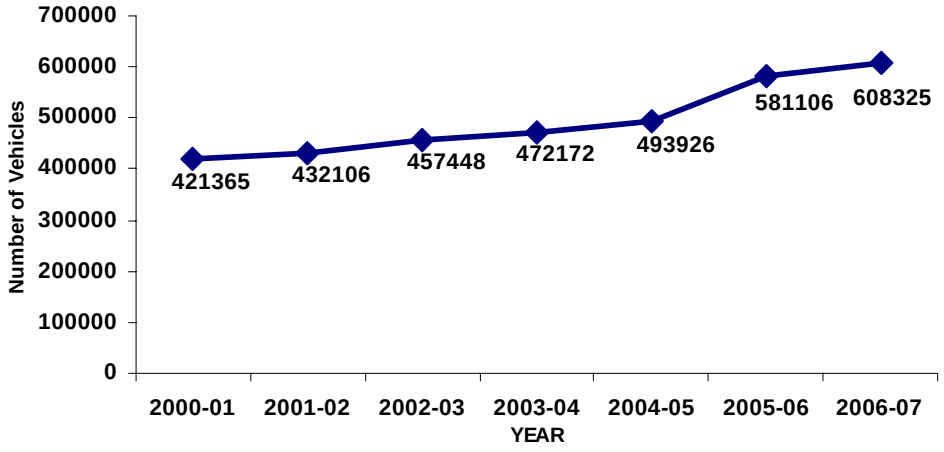
Annexure – I

Number and type of vehicles registered during the Financial Year 2000-2001 To 2006-2007

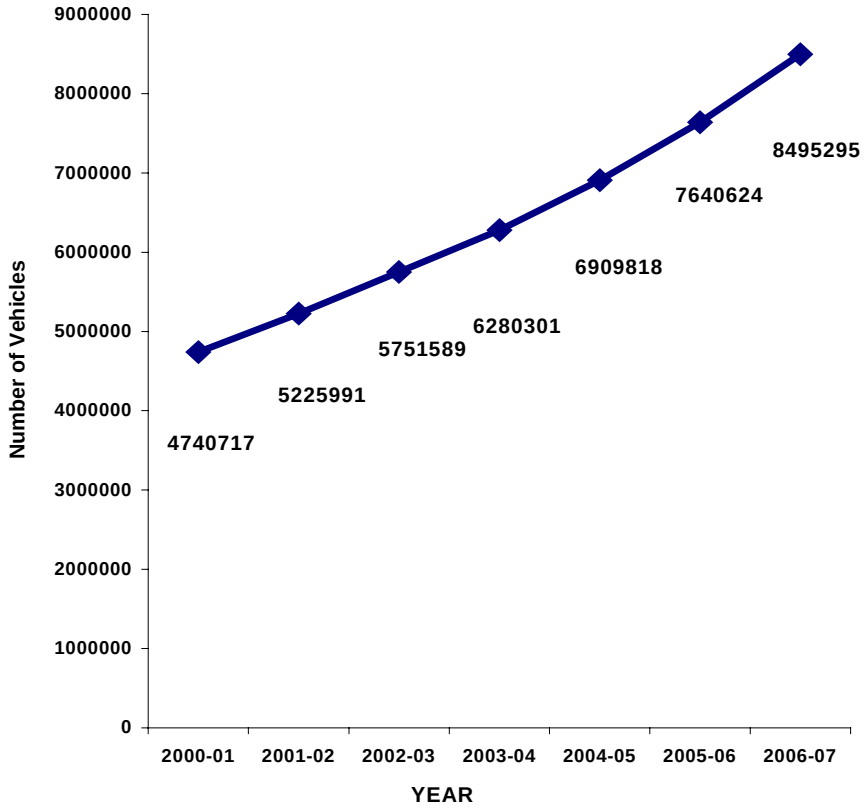
Year	Transport Vehicles	Non-Transport Vehicles		Total Vehicles	Growth in terms of %
		Two Wheelers	Others		
1	**2**	**3**	**4**	**5**	**6**
2000-2001	4,21,365	41,63,002	5,77,715	51,62,082	12.04
2001-2002	4,32,106	46,00,565	6,25,426	56,58,097	9.61
2002-2003	4,57,448	50,73,643	6,77,946	62,09,037	9.74
2003-2004	4,72,172	55,47,755	7,32,546	67,52,473	8.75
2004-2005	4,93,926	61,06,057	8,03,761	74,03,744	9.64
2005-2006	5,81,106	67,50,328	8,90,296	82,21,730	11.05
2006-2007	6,08,325	75,03,426	9,91,869	91,03,620	10.73

Annexure – II

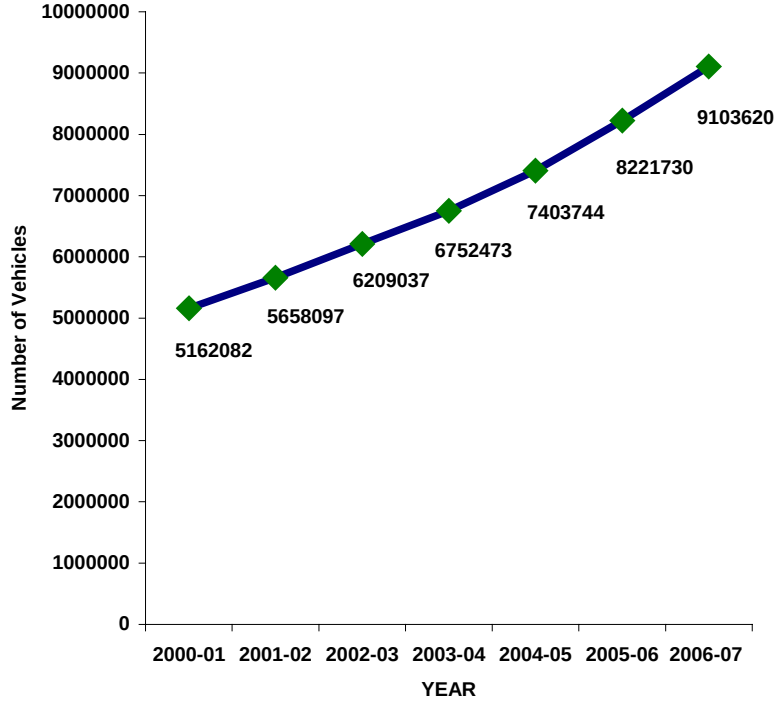
GROWTH OF TRANSPORT VEHICLES



GROWTH OF NON-TRANSPORT VEHICLES



GROWTH OF TOTAL VEHICLES



Annexure - III

Vehicular Position in Tamil Nadu as on 31/03/2007 is given below:-

TRANSPORT		NON -TRANSPORT	
STAGE CARRIAGES		Motor Cycle	**32,69,611**
PUBLIC (STU)	16,240		
Spare buses	1,280	Scooter	**11,48,698**
Total	**17,520**		
		Mopeds	**30,85,117**
PRIVATE Route	5,212		
Spare buses	1,629	**TWO WHEELERS**	**75,03,426**
Total	**6,841**		
GRAND TOTAL	***24,361***	Motor Car	**7,45,321**
		Jeep	**41,764**
Mini bus Route	3,985	Tricycle	**4,171**
Spare buses	50	Station Wagon	**2,759**
Total	**4,035**	Tractor	**1,08,088**
		Three Wheeler	**54,207**
Contract Carriages		Four Wheeler	**12,617**
Auto-rickshaw	**1,36,986**	Road Roller	**1,385**
Ordinary Taxi	**1,676**	Others	**21,557**
Motor Cab(SP)	**47,804**		
Motor Cab(AIP)	**7,922**		
Maxi Cab(SP)	**26,158**		
Maxi Cab(AIP)	**1,108**		
Omni Bus (SP)	**466**		
Omni Bus (AIP)	**144**		
TOTAL	***2,22,264***		

Private Service Vehicles	**5,807**		
School Bus	**8,796**		
Ambulance	**3,728**		
Fire Fighter	**1,542**		
TOTAL	***19,873***		
Goods Carriages			
Lorries (SP)	**1,34,495**		
Lorries (NP)	**33,898**		
Tractor & Trailor	**57,808**		
Light Commercial Vehicles	**1,03,911**		
Articulated Vehicles	**7,680**		
TOTAL	***3,37,792***		
Grand Total	**6,08,325**	**Total**	**84,95,295**
Private Service Vehicles	**5,807**		
School Bus	**8,796**		
Ambulance	**3,728**		
Fire Fighter	**1,542**		
TOTAL	***19,873***		
Goods Carriages			
Lorries (SP)	**1,34,495**		
Lorries (NP)	**33,898**		
Tractor & Trailor	**57,808**		
Light Commercial Vehicles	**1,03,911**		
Articulated Vehicles	**7,680**		
TOTAL	***3,37,792***		
Grand Total	**6,08,325**	**Total**	**84,95,295**

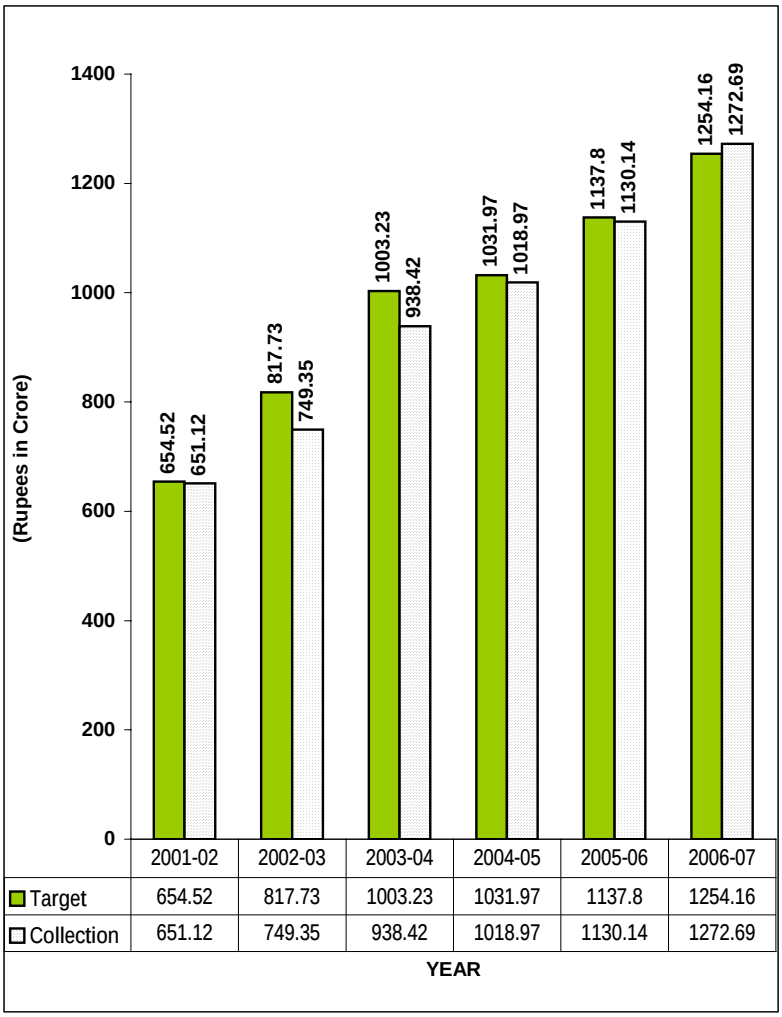
Annexure IV

Revenue Growth
(Rs, in Crores)

Financial year	Target for the year	Collection of Motor vehicles tax and fees	% of Achievement	% of growth based on previous years
2001-02	654.52	651.12	99.48%	9.92%
2002-03	817.73	749.35	91.18%	14.51%
2003-04	1003.23	938.42	93.54%	25.86%
2004-05	1031.97	1018.97	98.74%	8.58%
2005-06	1137.80	1130.14	99.33%	10.91%
2006-07	1254.16	1272.69	101.47%	12.61%

Annexure – V

GROWTH OF REVENUE IN TRANSPORT DEPARTMENT



	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07
Target	654.52	817.73	1003.23	1031.97	1137.8	1254.16
Collection	651.12	749.35	938.42	1018.97	1130.14	1272.69

Annexure VI

No. of deaths by Road Accidents in Tamil Nadu

Year	Total Accidents	Fatal Accidents	No. of persons dead
2001	51978	8579	9571
2002	53503	9012	9939
2003	51025	8393	9275
2004	52508	8733	9507
2005	51152	8358	9215
2006	55145	10055	11009