

**DEMAND NO 48**  
**TRANSPORT DEPARTMENT**  
**POLICY NOTE 2007 – 2008**

**1. Introduction**

All over the world the authorities incharge of public transportation system are keenly engaged in the most significant task of encouraging the public to use public transport more and more and correspondingly discourage use of private vehicles. The target set for this task is to ensure that atleast 60% to 70% of the public avail the public transport facilities. This is even true of the United States of America where people mostly use cars. The primary reasons guiding such attempt are increasing rate of pollution, traffic jam and consequent time delay and accidents. The Transport Department in Tamilnadu is engaged in such a task. The bus transport system in Tamilnadu enjoys the maximum public patronage and contact, much more than any other Government system. The aim of the Transport Department is to see that the bus transport system is improved further thereby providing intelligent, efficient, secure and safe service to the public. Bus transport services improve the image of the Government.

The State of Tamil Nadu has taken great efforts in developing such a road based transport catering to the needs of lakhs of travelling public. The Transport Department has under its control 7 State Transport Undertakings. The Transport Department also has under its control the Tamil Nadu Transport Development Finance Corporation Ltd., whose role is to finance purchase of buses by the State Transport Undertakings, apart from extending working capital loans to these State Transport Undertakings whenever required. Besides, Pallavan Transport Consultancy Services Ltd., the Institute of Road Transport and the Motor Vehicle Maintenance Department work under the control and supervision of the Transport Department in the Government.

The Southern Railway undertakes from time to time many projects to either start new lines or upgrade the existing lines in the State. Similarly, the Departments of Post and Telecommunications and the Ministry of Civil Aviation of the Government of India undertake various projects in the State. To co-ordinate with these Central Organisations, the Transport Department has been chosen as the Nodal Agency of the State Government.

## **2. State Transport Undertakings**

**2.1** The transport operations were under the direct control of the Government till 1971, when they were brought under various Transport Corporations registered under the Companies Act, 1956.

Thereafter, the Government appointed two Committees of Experts called the Pattabiraman Committee in 1976 and the Thillainayagam Committee in 1990 to study, in depth, the existing operations of the State Transport Undertakings and suggest measures to improve them. The recommendations of these Expert Committees have been implemented wherever possible.

### **2.2 Amalgamation of State Transport Undertakings**

As a step towards streamlining the operations of State Transport Undertakings leading to reduction in the administrative overhead expenses and avoidance of wasteful competition in the operation of services among the Corporations, the Government amalgamated 21 Transport Corporations into 7 Transport Corporations. The present arrangement of Transport Corporations in the State is compact and efficient.

**2.3** As on 31.03.2007, the State Transport Undertakings are offering the following services:

Chennai Metro – City services	:	2600
Town Services (in Districts)	:	5825
Mofussil services	:	6398

#### Express services

Inside State	:	538
Outside State	:	290
Ghat services	:	530
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Total services	:	16181
Spare buses	:	1652

Total Fleet Strength	: 17833
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### Achievement in Operation

The State Transport Undertakings have operated 249.66 crores kilometers during 2006-07 with an increase of 8.94 crore kilometers over the previous year 2005-06. Single day highest collection by all State Transport Undertakings together made on 15.1.2007 is Rs 14.05 crores.

### 2.4 Performance

The State Transport Undertakings have been consistently bagging national awards in achieving the best physical parameters. Especially, the best performance is in fleet utilisation, Kilometres efficiency, Occupancy Ratio, Fuel efficiency. It must be added that these performances have been achieved under difficult circumstances.

1. Total Kilometre operated per day (Km in lakh )	... 68.40
2. Total Passengers carried per day (in lakhs)	... 177.32
3. Fleet utilisation	... 92.14%
4. Kilometre efficiency (excluding specials)	... 97.31%
5. Kilometre efficiency (including specials)	... 103.24%
6. Occupancy ratio	
a) City & Town	74.06 %
b) Mofussil	94.79 %
c) Express	88.75 %
d) Ghat	102.81%
Overall	85.38%

7. Breakdown per 10,000 Km	...	0.10
8. Accidents per 1,00,000 Km	...	0.30
Total accidents		7527
Fatal accidents		1360
No. of persons dead		1558
9. Fuel performance (KMPL)		
a) City & Town		4.74
b) Mofussil		5.19
c) Express		5.14
d) Ghat		3.86
Average		4.97
10. Engine oil per 10,000 Km	...	5.78 litres
11. Km run per condemned tyre	...	1.56 lakh Km
12. Retreading Factor	...	3.87
13. Men per bus including workshop	...	6.22

During the year 2006-07, 679 new routes have been introduced in response to the public demand.

### **3. Financial Position of the State Transport Undertakings**

**3.1** Despite good performance in the physical parameters which have been appreciated by the Union Planning Commission, the financial conditions of the State Transport Undertakings have come under considerable pressure. Due to the increase in the establishment and operational costs especially the diesel cost and the fare per kilometer being maintained as the lowest in the country, the overall expenditure of the State Transport Undertakings has increased and the expected loss at the end of 2006-07 is Rs 303 crores. The expected loss for the year 2007-08 will be Rs. 497 crores.

### **3.2 Consumption of High Speed Diesel Oil and Lubricants**

There is considerable improvement in use of HSD and the KMPL of HSD oil consumed has improved from 4.83 in 2005-06 to 4.97 in 2006-07. The approximate savings on account of improvement in KMPL is around Rs.50.05 crores during 2006-07.

Similarly, engine oil consumption per 10000 kms has come down from 7.04 litres to 5.78 litres during 2006-07.

### 3.3 Increase in Diesel cost

The Government of India periodically revises the price of the Petroleum products depending upon global prices. The expenditure on consumption of diesel for the State Transport Undertakings was Rs 1566 crores in the year 2005-06. During the year 2006-07 this expenditure was Rs .1724 crores.

### 3.4 Outstanding Liabilities

Because of continuous loss the State Transport Undertakings are facing the following outstanding liabilities as on 31.03.2007.

Particulars	Rs in crores
HSD Oil and Lubricants	55.37
Suppliers of spare parts ,tyres	36.77
Accident Compensation to be remitted to courts	120.50
Statutory dues like PF, Gratuity Recoveries from employees	602.63
Staff credit society	45.38
Others	42.74
Total	903.39

## 4. Replacement and augmentation of Fleet

During the year 2006-07 the Government has provided Rs.100 crores to State Transport Undertakings for induction of 1000 new buses. Totally 2230 vehicles were proposed to be inducted during 2006-07. Further 3000 new vehicles will be introduced during 2007-08 with a financial assistance of Rs.150 crores from the Government. For the first time, Semi Low Floor (SLF) buses have been introduced in Chennai City on a large scale. Many such buses will be introduced in years to come. These buses provide many new passenger facilities. Similarly, Ultra Deluxe (UD) buses have been introduced in the State Transport Undertakings, especially State Express Transport Corporation (SETC) to cater to the increasing demand for such hi-tech buses.

## 5. Comparison with fare structure prevailing in other States

The fare per Kilometre in Tamilnadu is the lowest in the country. The existing fare structure for Mofussil services in Tamilnadu with comparative figures of neighbouring States is given below.

(In Paise per K.M.)

State	Fare Effective from	Mofussil (Ordinary)	Mofussil (Express)	Deluxe	Super Deluxe	Ultra Deluxe
Tamil Nadu	6.12.2001	28	-	32	38	52
Andhra Pradesh	8.2.2006	38	44	49	57	62
Kerala	25.11.2005	48	55	60	70	80
Karnataka	11.6.2006	37.50	48.50	60	67	75

The fare in Tamilnadu has not been revised since December 2001 in the interest of the travelling public.

## 6. Road safety and prevention of accidents

The accident compensation commitment has gone up drastically from Rs.16.03 crores in the year 1991-92 to Rs.104 crores in the year 2006-2007. Hence, the Government accorded importance to accident prevention measures to reduce road accidents involving State Transport Undertakings buses. This Government's focus is on road safety, reduction and avoidance of accidents. As the role of the drivers is very important in avoiding accidents, regular refresher trainings, Yoga classes, safety clinics, brain storming sessions in driver training schools, safety driving award schemes, special increment to the drivers who perform duty without any accident for 10 years etc. are being undertaken by the State Transport Undertakings to ensure safe driving by the drivers of State Transport Undertakings. The Institute of Road Transport selects young and energetic youths who have completed SSLC

for an intensive 12 week training on driving heavy transport vehicles. They are also trained in attending to repairs in heavy vehicles, first aid etc. They are given priority in appointment in State Transport Undertakings. The Government have also ordered that a pass in SSLC / 10<sup>th</sup> Std. instead of 8<sup>th</sup> Std. should be the Minimum Educational Qualification for appointment of drivers in State Transport Undertakings. In certain State Transport Undertakings, system of 2 drivers has been introduced for driving the long distance vehicles during night journeys to reduce driver's fatigue.

#### **7. Amenities to the travelling public**

In certain important bus stands and bus stops in Chennai City and other important cities, glow sign advertisement Boards have been provided for better security of passengers. To facilitate Inter-transfer service, provision for parking the two wheelers of the commuters at the bus stands has been made. As the operations of Metropolitan and long distance buses have been shifted to the new Chennai Mofussil Bus Terminus at Koyambedu, the Metropolitan Transport Corporation has introduced many buses in new routes to enable the commuters to reach the Koyambedu Bus Stand. Besides, the Operational jurisdiction of Metropolitan Transport Corporation (Chennai) Ltd has been extended by 10 more kilometres.i.e., upto 50 kms. and Metropolitan Transport Corporation (Chennai) Ltd., is operating services to places like Maraimalai Nagar, Padappai, Thiruporur, Sriperumbudur, Thiruvallur and Sunguvar chatram from January 2007 onwards. These extended services have been appreciated by the public. They have fulfilled a long-felt need. Similarly, Metropolitan Transport Corporation (Chennai) Ltd has introduced "Yellow Line" and "Blue Line" Deluxe services to fulfil the demands of the public for faster and more comfortable journey. The Metropolitan Transport Corporation (Chennai) Ltd., has proposed to implement Jawaharlal Nehru National Urban Renewal Mission (JNNURM) under which a sum of Rs. 1300 Crores will be spent for improvement of passenger transport in Chennai city in a span of 7 years. Construction of New depots / Terminals, improvement of infrastructure in existing depots/ Terminals, modernisation of passenger information system by installing Digital Board in Bus terminals to display the arrival and departure timings of bus service, monitoring bus movement by GPS are proposed under this project. Metropolitan Transport Corporation(Chennai) Ltd., has proposed to introduce electronic hand held Bus Ticketing machine. In the other cities, the bus services have been extended from 30 k.ms to 35 k.ms. in order to meet the growing demand for such services from the outlying areas.

## **8. Travel concessions**

The Government has given travel concessions for travel in State Transport Corporation buses to the following categories of persons:

1. Members of Parliament, Members of Legislature, Ex-Members of Parliament, Legislative Assembly and Council.
2. Students
3. Accredited Journalists
4. Freedom Fighters drawing Central/State Pension and those who participated in Border/Language stir, Widows and Legal-heirs of Freedom Fighters drawing Central Pension/State Pension or Wife/Husband and minor legal-heirs of those who participated in Language stir to protect Tamil Language and those who are recipients of financial assistance from Government.
5. Cancer Patients, Physically handicapped, Deaf, Blind, Mentally Retarded and epileptic patients.
6. Drama Artists

### **8.1 Concession to Students**

With a view to benefitting all students and to give a real meaning to the concept of "Education for All", all students studying from Standard I to Standard XII in all schools including private schools are provided with Free Travel Bus Passes to travel from residence to school and back. The free school bus passes will be valid on all days including holidays. Similarly, the students studying in all colleges including private colleges will be given 50% concessional travel bus passes to travel from residence to Colleges, Polytechnics, ITIs and Private Arts Colleges and back. These passes will be valid on all days including holidays. Exchange tokens upto 60 in number are issued to the College students travelling in MTC buses to travel to the Library and back to their residence.

During the year 2006-2007, 24.60 lakhs students were benefited. The subsidy paid by the Government to the Transport Corporations comes to Rs.350.00 crores during the year 2006-07. The entire face value of the ticket is reimbursed by the Government in respect of passes issued by the Metropolitan Transport Corporation (Chennai) Ltd., in

Chennai city, and in respect of Mofussil Transport Corporations the ticket cost is shared between the Government and the Corporation in the ratio of 56:44.

## **8.2 Concessions to commuters**

For the benefit of general passengers, Monthly Season Tickets are issued collecting the LSS fare equivalent to 40 trips from the origin to destination for travel up and down on all days in a month in the Metro and Town services.

## **8.3 Travel As You Please Tickets**

Passengers can travel anywhere in Chennai, Madurai, Coimbatore, Salem, Tiruchy and Tirunelveli Corporation areas by purchasing tickets at the following rates subject to the conditions printed in the ticket. Recently Metropolitan Transport Corporation (Chennai) Ltd has introduced sale of "Travel As You Please" daily tickets valued at Rs.30/- in the buses itself through conductors.

- |    |                |   |          |
|----|----------------|---|----------|
| 1) | One day ticket | : | Rs. 30/- |
| 2) | Weekly ticket  | : | Rs.160/- |
| 3) | Monthly ticket | : | Rs.600/- |

## **8.4 Concession for group reservation**

10% discount on fare is given in the buses of State Express Transport Corporation when reservation is done for 8 or more members as a group.

## **8.5 Concession for Senior Citizens**

10% discount on fare is given in the buses of State Express Transport Corporation when reservation is done by Senior Citizen who has completed 60 years of age.

## **9. Labour Welfare Measures**

The State Transport Undertakings are implementing the following welfare measures for the welfare of the workers and their families.

1. Service weightage
2. Free Travel bus passes to the children of the employee
3. Subsidised canteen facilities
4. Education allowances
5. Allowances with wages
6. Reimbursement of legal fees
7. Uniform
8. Family Benefit Fund
9. Marriage Loan
10. Steering Allowance
11. Voluntary Retirement Scheme
12. Leave benefits
13. Holiday Home
14. Special Health Fund Scheme
15. Admission to Medical College, Engineering College and Polytechnics run by the Institute of Road Transport (IRT) for the children of employees
16. The Pension Scheme for Transport employees
17. Employees' Post-Retirement Benefit Fund Scheme
18. Funeral expenses.

## **10. Lok Adalat**

In order to reduce the expenditure on account of accident claim compensation and to settle the claim early, the State Transport Undertakings have been instructed to settle the claims through Lok Adalat and reach mutual settlement of accident claims and thus save huge amount to the State Transport Undertakings. During the year 2006-2007 the Transport Corporations have settled 416 cases through Lok Adalat and saved a sum of Rs. 328 lakhs.

## 11. Tamil Nadu Transport Development Finance Corporation Limited

Tamilnadu Transport Development Finance Corporation Limited commenced its business in March 1975 to cater to the long term financial requirements of State Transport Undertakings towards the purchase of chassis, body building, setting up of workshops and also to meet the working capital requirements by mobilizing adequate funds from general public through public deposits. Tamilnadu Transport Development Finance Corporation Ltd., has been registered as a Non-banking Finance Company with the Reserve Bank of India and classified as a Hire Purchase Finance Company.

### Financial Performance

Tamilnadu Transport Development Finance Corporation Ltd., has a track record of earning profit every year since its inception from 1975. The profit earned for the last 4 years is given below.

(Rs. in lakhs)

Year	Profit before waiver of interest	Waiver of interest	Profit after waiver of interest but before tax	Income tax	Profit after tax
2003-2004	2897.42	2400.00	497.42	200.72	296.70
2004-2005	1796.16	1200.00	596.16	136.33	459.83
2005-2006	2439.58	1904.00	535.58	181.61	353.97
2006-2007 Revised Estimate	2832.79	*2300.00	532.79	205.13	327.66

\*Subject to approval of Board

The total deposits with Transport Development Finance Corporation Ltd., as on 31.03.2007 is Rs.674.39 crores. Financial assistance extended by Transport Development Finance Corporation to State Transport Undertakings since its inception upto 31.03.2007 is Rs.6523.98 crores. In order to encourage prompt repayment of loans by the State Transport

Undertakings, Tamilnadu Transport Development Finance Corporation Ltd., has instituted "Best Customer" Award which is given away every year.

## **12. Pallavan Transport Consultancy Services Limited**

Pallavan Transport Consultancy Services Ltd., was incorporated in April 1984 as a wholly owned company of Government of Tamilnadu with an authorized capital of Rs.5.00 lakhs and paid up capital of Rs.2.00 lakhs. Subsequently in May 2000 the paid up share capital was increased to Rs.10.00 lakhs with an authorized share capital of Rs.50.00 lakhs. The activities of the company are supervised by a Board of Directors appointed by the Government of Tamilnadu. The day-to-day affairs of the company are looked after by a full time professional Managing Director.

Pallavan Transport Consultancy Services Ltd., offers Consultancy services in the areas of Software Development, Management, Information Technology and Traffic and Transportation by a core team of qualified and experienced consultants in the respective fields. The core team is supported by the experts. Further, it engages personnel from Institute of Road Transport, Highways and retired Government executives with experience and utilizes the services of the Professor / Faculty of Anna University in the relevant areas on job to job basis as and when required. Pallavan Transport Consultancy Services Ltd., is participating in tenders as consortium by associating with reputed Consultancy organizations with rich experience in the relevant fields. At the moment, it is engaged in implementing On Line Ticket Reservation System (OTRS) in collaboration with Electronic Corporation of Tamilnadu Ltd., (ELCOT) for all State Transport Undertakings.

Pallavan Transport Consultancy Services Ltd., has grown since its inception despite the competitive nature of Consultancy business. Good potential exists in the fields of Information Technology, Infrastructural Development in Road Transport Sector and Management Services. Efforts are being taken to expand business in these areas despite resource constraints.

There is an imperative need to expand the capital base of the company for augmenting the capital resources to enable participation in tenders for securing high value projects.

### **13. Institute of Road Transport**

The Institute of Road Transport is a society registered under the Societies Registration Act, 1860. This institute has entered its Thirty First year in 2006-2007 and continues to expand its services. The Institute undertakes applied research on issues pertaining to Road Transport, performs quality monitoring by conducting tests on random sample of spare parts procured by the State Transport Undertakings in Tamil Nadu, besides imparting training activities on a large scale to the employees of State Transport Undertakings and the general public.

The Automobile Research Oriented Engineering College known as Institute of Road and Transport Technology was started in 1984 at Erode under the aegis of Institute of Road Transport. So far 4511 B.E. Graduates, 33 M.E. (Structural), 11 M.E. (Thermal) and 330 M.C.A. Post Graduates have completed the course from this Institute. The College has been accredited by AICTE for the degree courses in Civil, Mechanical and Automobile Engineering. The Perundurai Medical College and Hospital as per the scheme formulated in 1986 is functioning at its own premises at Perundurai, from the academic year 1992-93. This College has produced 830 Doctors from inception. Further, the Institute of Road Transport also started three Polytechnics one each at Chromepet (Chennai), Bargur and Tirunelveli in 1992-93.

Both in Engineering and Medical Colleges, 65% of the seats are being filled up by the Government and the balance 35% seats are being allotted to the wards of employees of State Transport Undertakings on merit and communal rotation basis from the academic year 2006-2007. For Post Graduate Courses (M.E.,) in Engineering College and in Polytechnic Colleges, 50% of seats are being filled up by Government and the balance 50% is being allotted to the wards of the employees of State Transport Undertakings on merit basis. The total number of seats, seats filled under Government quota and under Management quota are as detailed below: -

S. No.	Description	Total No. of Seats	Government quota	Management quota
1.	Perundurai Medical College	60	39	21
2.	Engineering College a) Bachelor Degree	360	234	126
	b) Master Degree M.E. (Structural) and M.E. (Thermal)	36	18	18
	MCA	60	39	21
3.	Polytechnic Colleges	520	260	260

The recurring expenditure of the above educational institutions is being met out of the interest earned on interest free loan contributed by the employees of the State Transport Undertakings and the capital expenditure of the above colleges is met out of special contributions received from the State Transport Undertakings.

Action is being taken to recruit the required staff for starting the B.Sc., (Nursing) and Diploma Courses in Perundurai Medical College Campus.

The Institute of Road Transport is also running Heavy Vehicle Driver Training Schools at Gummidipundi, Trichy and also at 3 Regional Centres at Madurai, Salem and Pollachi in association with the State Transport Undertakings. Totally 40,309 candidates have undergone Heavy Vehicle Driver Training Course upto 2005-2006. During the year 2006-07, 1010 persons have undergone Heavy Vehicle Driver Training Course. The Institute of Road Transport is also running a Light Vehicle Driver Training Centre at Taramani, Chennai and Trichy for giving driver training in light motor vehicle and in two-wheeler.

The Institute of Road Transport is also acting as a nodal agency for purchase of major items like Chassis, printing of tickets, Tyres, R.T materials, Lubricants etc., to cater to the needs of State Transport Undertakings.

#### **14. Motor Vehicles Maintenance Department**

Tamil Nadu Motor Vehicles Maintenance Department is a Service Department and undertakes maintenance and repair of all Government Department vehicles. The number of such vehicles for which this Department is responsible for the maintenance and upkeep is about 10,000. There are 20 Government Automobile Workshops in the District Headquarters throughout the State and a Service Station at Chennai inside the Secretariat compound for this purpose. Efforts have been taken to link all these 20 workshops through Computers for which Pallavan Transport Consultancy Services Ltd., has been engaged. There are three Regional Deputy Directorates one each at Chennai, Salem and Madurai for the effective supervision and functioning of the works at these Workshops.

This Department is operating two Consumer Bunks at Chennai, one at Nandanam and the other in the Secretariat compound and one each at Thanjavur, Madurai, Salem, Coimbatore, Trichy, Dharmapuri, Cuddalore and Nagercoil for the supply of fuel and other lubricants to the State Government Departmental vehicles in and around those places.

#### **15. Modernisation and Expansion of Chennai Airport**

In the recent past Chennai has grown as a Hub for foreign direct investment in sectors like Manufacturing, Automobiles, Electronic Hardware, Information Technology, Services, etc. Such investment is still growing. Apart from this, a large number of foreign investors like Ford, Hyundai, Saint Gobain, Motorola, Nokia, Dell, Flextronics, Mahindra Renault etc., have made Chennai their production base. Tamil Nadu is also an important destination for foreign tourists. In recent years, the Chennai Airport has recorded significant growth in both passenger traffic and cargo movement. Keeping all these in mind, the Government has decided to go for Modernisation and Expansion of Chennai Airport in co-ordination with the Government of India. The State Government is also examining the option of establishing a greenfield Airport. Through this, we can meet our future requirements without difficulty. As regards the non-metro airports like Coimbatore, Madurai, Trichy

and Tuticorin airports, the State Government is taking action to provide lands for their expansion and modernisation in order to meet the growing needs of the passengers and the cargo.

**16. Setting up of Rajiv Gandhi Institute of Aeronautical Science and Training of Pilots Academy.**

Indian Aviation Sector is at present facing a severe shortage of trained Pilots to fly commercial Aircrafts. There are very few Pilot Training Institutes in the country to cater to the training needs of Pilots. At the same time, because of the Open Sky Policy of the Government of India, quite a number of Private Airlines have started operations in the country in order to meet the growing demands of flying passengers. This has in turn led to an increasing demand for employment of skilled Pilots. The skill level of Pilots can be enhanced significantly by providing training in courses based on Aeronautical Science. Keeping this in mind this Government has decided to set up an Institute in honour of the Late Prime Minister Thiru Rajiv Gandhi in the name and style of Rajiv Gandhi Institute of Aeronautical Science and Training of Pilots Academy at Sriperumpudur near Chennai. In this connection the Executive Director (ATM), Airport Authority of India, New Delhi was requested to undertake a Techno Feasibility Study of the proposed project. Accordingly a Team of Officials has made a preliminary site inspection at Sriperumpudur on 21.2.2007 along with the Airports, Metrological and Revenue Department officials and sent a report to Government in this regard. The report is under examination.

**17. Madras Flying Club**

The Madras Flying Club was started in the year 1930 and over the years the Club has become a Centre of education for training boys and girls in flying and Aircraft Maintenance Engineering and a large number of Pilots and Engineers trained by this Club has been employed in Aviation Industry.

The Tamil Nadu Government is sanctioning Rs. 3.80 lakhs per year for the Madras Flying Club as Fixed Subsidy and a sum of Rs. 3.72 lakhs as Fuel Subsidy to meet the Establishment charges and other running expenditure of the Club.

**K.N. NEHRU  
MINISTER FOR TRANSPORT**

**DEMAND NO.48**  
**TRANSPORT DEPARTMENT**  
**BUDGET ESTIMATE 2007-2008**

(Rupees in thousands)

SI No.	Head of Department	Revenue	Capital	Loan	Total
1	Secretariat	302,37,62	75,00,04	75,00,03	452,37,69
2	Motor Vehicles Maintenance Department	34,07,28	22,53	-	34,29,81
	Total	336,44,90	75,22,57	75,00,03	486,67,50

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SI No.	Head of Department	Revenue	Capital	Loan	Total
1	Secretariat Non-Plan	302,37,62	-	3	302,37,65
	State Plan	-	75,00,04	75,00,00	150,00,04
2	Motor Vehicles Maintenance Department Non-Plan	30,42,37	-	-	30,42,37
	State Plan	3,64,91	22,53	-	3,87,44
	Total	336,44,90	75,22,57	75,00,03	486,67,50

**New Schemes Under Part II for the year 2007-2008**

**Motor Vehicles Maintenance Department  
(Rupees in lakhs)**

<b>Sl. No.</b>	<b>Name of the Scheme</b>	<b>Cost of the Scheme</b>
1.	Provision of Hand Tools and Equipments to all 20 unit workshops of Motor Vehicles Maintenance Department	7.00
2.	Provision of Photocopier in the Directorate of Motor Vehicles Maintenance Department	1.10
3.	Provision of Computer in the Directorate of Motor Vehicles Maintenance Department	0.45
4.	Provision of Fax Machine in the Directorate of Motor Vehicles Maintenance Department	0.25
5.	Replacement of Old furniture and provision of computer tables and chairs in all 20 unit workshops of Motor Vehicles Maintenance Department	5.00
6.	Providing Concrete Hump to avoid entry of Storm-water and construction of tinkering shed in Government Central Automobile Workshop, Chennai	10.00
7.	<b>Providing Borewell to Materials Management Unit at Velachery</b>	1.50
8.	Providing Service road inside the Government Automobile Workshop at Virudhunagar	4.00
9.	Construction of Service ramp and compressor room and providing Rolling Shutter in Government Automobile Workshop, Ramanathapuram	7.00
10.	Development of Prototypes of automatic engine stopper, engine oil monitoring device, alternate fuel etc.	15.00
11.	Scheme for connectivity of all the units under the control of Motor Vehicles Maintenance Department	2.00
	TOTAL	53.30