



**REPORT ON THE ADMINISTRATION
OF THE MOTOR VEHICLES ACT
AND RULES FOR THE
CALENDAR YEAR
1961**

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GOVERNMENT OF MADRAS
1963

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1963

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From

SRI S. K. CHETTUR, I.C.S.,
TRANSPORT COMMISSIONER,
Chempak, Madras-5.

To

THE SECRETARY TO GOVERNMENT,
HOME DEPARTMENT,
Madras-9.

Sir,

[Subject.—Motor Vehicles—Administration Report on the Motor Vehicles Act and Rules for the calendar year 1961—Report submitted.]

The administration of Motor Vehicles Act in the State during the year 1961, continued to be carried on by the Transport Commissioner, the State Transport Authority, and the Regional Transport Authorities in Madras City and in the districts in the State as in the previous year. The Collector of Madras continued to be the Regional Transport Authority, Madras till 9th January 1961 and the Commissioner of Police was functioning as Regional Transport Authority, with effect from 10th January 1961 (vide G.O. Ms. No. 4353, Home, dated 25th December 1961) during the year under review. The full time State Transport Appellate Tribunal also continued to function as such during the year under review.

2. (i) A Member of the Board of Revenue continued to be the Transport Commissioner with the powers invested under clauses (a) and (c) of sub-section (3) of section 44 of the Motor Vehicles Act and sub-section (4) of the same section. The rest of the powers and functions under the section 44 (3) continued to be vested in the State Transport Authority who is the Deputy Transport Commissioner.

(ii) The Transport Commissioner is assisted by the Deputy Transport Commissioner in all administrative matters connected with the department. The Deputy Transport Commissioner is in turn assisted by the Secretary and two Assistant Secretaries.

(iii) The Deputy Commissioner of Police (Traffic and Licensing), Madras continued to function as the Secretary to the Regional Transport Authority, Madras (Collector of Madras) till 9th January 1961 and the Commissioner of Police, Madras from 10th January 1961, while the Regional Transport Officers in the districts continued as Secretaries to the Regional Transport Authorities (District Collectors).

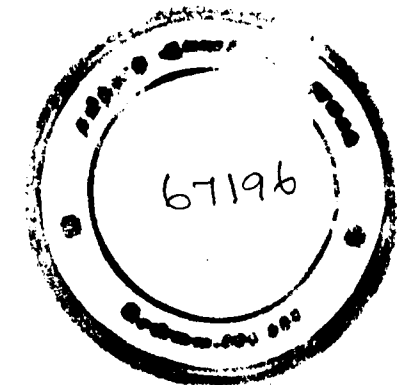
3. The Regional Transport Authorities held public hearings ordinarily once a month during the year, when applications for grant and renewal of permits, endorsements, variations and the cases relating to departmental action against defaulting operators for breach of provisions of the Motor Vehicles Act and Rules were considered and disposed of by them. The number of hearings held and the names of the officers who were exercising functions as State Transport Authority, State Transport Appellate Tribunal and Regional Transport Authorities during the year under review are given in Appendix 'A' to this report. Besides the Deputy Transport Commissioner, the Regional Transport Officers and their Assistants (Motor Vehicles Inspectors and Assistant Motor Vehicles Inspectors) carried out tours in the State by road and made surprise checks of Motor Vehicles, to detect irregularities in the operation of Motor Vehicles. The validity of permits, the mechanical conditions, the permit conditions, etc., of

the vehicles were examined and suitable disciplinary action taken, wherever necessary, against the permit holders, the drivers and the conductors, as the case may be, for breaches of provisions of the Motor Vehicles Act and Rules framed thereunder.

4. In G.O. Ms. No. 1118, Home, dated 12th April 1960, the Government directed that the District Transport Advisory Committees constituted to advise the Regional Transport Authorities on matters relating to Motor Transport need not function and that the work would be carried on by the District Development Councils thereafter with reference to the provision under the Madras District Development Councils Act, 1958. So the District Development Councils continued to do the work during the year under review.

5. *Grant of permits.*—The control of transport vehicles by grant of permits continued to be exercised keeping in view the provisions of the Motor Vehicles Act and Rules made thereunder and the directions issued by the Government from time to time. The maximum number of vehicles for which permits could be issued in a region continued to be decided by the Regional Transport Authorities taking into account the adequacy of the facilities offered and other considerations set out in the Motor Vehicles Act. On and from 1st December, 1957 three standardized routes for each district with permission to touch important places within 15 miles from the route concerned were granted to Goods Vehicles. This procedure was continued during the years under review. So far as public carriers were concerned, the Zonal permit system introduced from March 1959 was continued during the year under review. By this system the entire state is divided into four zones, one zone comprising four districts and the remaining three zones comprising three districts each. A permit granted by the Transport Authority of any district of a Zone will be valid throughout that zone without countersignature of the Transport Authorities of the other districts.

6. In order to provide adequate transport facilities, the Government in G.O. Ms. No. 133, Home, dated 17th January 1957 directed the Regional Transport Authorities to increase the existing facilities by increasing the number of buses by 25 per cent particularly on coveted routes. The Regional Transport Authorities had taken steps in this regard to keep pace with the requirements of the public, keeping specially in view the Development programme now in progress in various parts of the State. The number of stage carriages, public carriers, vehicles and contract carriages is therefore steadily on the increase. Proposals regarding the opening of new routes and grant of variation of permits of existing routes in respect of Stage Carriages formulated by the Regional Transport Authorities continued to be confirmed or dealt with otherwise by the Transport Commissioner.



To ensure efficiency of service and equality of opportunity and to enable quick consideration in the matter of grant of permits for stage carriages the Transport Authorities continued to adopt the system of awarding marks to the applicants having regard to their qualifications.

The principles prescribed in regard to the grant of permits which were revised in G.O. Ms. No. 2265, Home, dated 9th August 1958 and amended in G.O. No. 3547, Home, dated 18th December 1958, classifying the routes covering less than 15 miles as short routes the route covering 15 to 75 miles as medium routes and the routes (including Express Service) covering more than 75 miles as long routes were continued to be followed during the year under review. In G.O. Ms. No. 2780, Home, dated 11th August 1961 the Government had issued a direction under section 43-A (1) of the Motor Vehicles Act laying down that the State Transport Authorities and the Regional Transport Authorities should ensure before formulating proposals for introduction of additional buses on existing routes that the buses plying on those routes are permitted to do a daily mileage up to the maximum limit of 200 miles prescribed in G.O. Ms. No. 3253 Home, dated 15th October 1950. These instructions were followed in regard to the proposal for opening of new routes also. In G.O. Ms. No. 3381, Home, dated 6th September 1961, the Government have also directed that the maximum daily mileage for Express Service buses run on permits issued by the Regional Transport Authorities may be fixed at 250 miles.

7. There was no change in the policy in the grant of permits except that in order to prevent indiscriminate issue of additional permits on existing routes and to exercise better control over the Regional Transport Authorities, the Government have considered that the procedure requiring the Regional Transport Authorities to obtain prior confirmation of the Transport Commissioner in respect of proposals for opening of new routes and grant of variation to existing routes should be extended also to proposals relating to introduction of additional buses on the existing routes. Accordingly in G.O. Ms. No. 1722, Home, dated 23rd May 1961, the Government have directed that all proposals formulated by the Regional Transport Authorities for putting additional buses on the existing routes for stage carriages should be submitted to the Transport Commissioner for confirmation. In G.O. Ms. No. 2295, Home, dated 1st July 1961, the Government have further directed that all proposals formulated by the Regional Transport Authorities regarding the transfer of permits in respect of stage carriages should be submitted to the Transport Commissioner, Madras, for confirmation except in cases of transfer of permits made with the object of forming an individual concern into a company or on the death of the permit holder to the heir of the deceased. This is done with a view to control the indiscriminate transfer of permits ordered by the Regional Transport Authorities and to prevent disintegration of bigger units into smaller units.

In G.O. Ms. No. 2418, Home, dated 17th July 1961, the Government have laid down the following principles for introduction of Express Service:—

(1) No Express Service shall ordinarily be opened when the distance between the two places is less than 75 miles. Where an extension is proposed, the prior approval of the Government shall be obtained.

(2) Express services shall cater mainly for this age traffic and shall not be considered.

(a) If they are likely to affect the traffic that is cleared by ordinary services on the route;

(b) If there is no saving of time and greater convenience to the public.

(c) If the supply position of chassis for ordinary service is difficult and

(d) If the amenities proposed in the Express Services are not commensurate with the Express fare leviable.

(3) Stages shall be so arranged that the average distance between one stage and another is not less than twenty five miles. Where stages have to be fixed at lesser intervals, prior approval of the Government shall be obtained and

(4) The Conversion of existing ordinary services into express services shall not ordinarily be considered unless such conversion is in the public interest.

8. In G.O. Ms. No. 513, Home, dated, 23rd February 1959, the Government enforced restriction of the Movement of lorries by prohibiting them from plying between 11 p.m. and 5 a.m. with a view to minimise the number of accidents during night time and the Transport Commissioner and the Inspector General of Police were requested to implement the orders. Subsequently the period of restriction was reduced to 12 midnight to 4 a.m. On a representation from various lorry operators and others interested in the Transport field, the Government ultimately took a decision to lift the ban on the plying of lorries from 12 midnight to 4 a.m. and instead to compel the employment of two drivers in each lorry where its journey exceeded 225 miles a day. Final orders of the Government in this regard are, however, still awaited.

9. The State Transport Authority granted permits to the Madras State Transport Department for running express services on the following routes during the year:—

(i) Madras—Tiruchirappalli (via) Tambaram, Chingleput, Madurantakam, Tindivanam, Villupuram, Ulundurpet, and Perambalur. 2 Buses.

(ii) Madras—Salem (via) Tambaram, Chingleput, Tindivanam, Villupuram, Ulundurpet, Kallakurichi, and Attur. 2 Buses.

(iii) Nagercoil—Coimbatore (via) Valliyur, Tirunelveli, Koilpatti, Sattur, Virudhunagar, Madurai, Kodai Road, Dindigul, Palani, Ulundurpet and Pollachi. 4 Buses.

(iv) Tiruchirappalli—Nagercoil (via) Manapalai, Vaiyampatti, Dindigul, Kodai Road, Madurai, Aruppukottai, Ettayapuram, Tuticorin, Vaigaikulam, Tirunelveli, Nanguneri and Valliyur. 2 Buses.

(v) Madras—Tiruchirappalli (via) Tambaram, Chingleput, Tindivanam, Villupuram, Ulundurpet, Perambalur and Pudalur. 2 Buses.

(vi) Madras—Salem (via) Tambaram, Chingleput, Madurantakam, Tindivanam, Villupuram, Madapat, Tirukoilur, Kallakurichi and Attur. 2 Buses.

(vii) Tiruchirappalli—Nagercoil (via) Viralimalai, Thuvankurichi, Kottampattai, Melur, Madurai, Virudhunagar, Sattur, Koilpatti, Tirunelveli and Valliyur. 2 Buses.

(viii) Madras—Thanjavur (via) Chingleput, Tindivanam, Pondy, Cuddalore, Neyveli, Virudhachalam, Sethiathope, Lower Anicut, Kumbakonam and Papanasam. 4 Buses.

(ix) Tiruchirappalli—Coimbatore (via) Kulithalai, Kurnur, Vellakoil, Kanyayam and Palladam. 2 Buses.

(x) Nagercoil—Tiruchirappalli (via) Valliyur, Nanguneri, Tirunelveli, Koilpatti, Sattur, Virudhunagar, Madurai, Melur, Kottampatti, Thuvankurichi and Viralimalai. 2 Buses.

(xi) Madras—Salem (via) Tambaram, Chingleput, Tindivanam, Gingee, Tiruvannamalai, Chengam, Uttangarai and Harur. 2 Buses.

10. There was no change in the set up of the registering and licensing authorities under the Motor Vehicles Act. There was also no change in fare structure.

11. In the implementation of the Community Development Schemes, the Regional Transport Officers kept themselves in close touch with the Block Development Officers and other officers concerned in their respective districts and provided additional transport facilities wherever possible in those districts.

12. The number of stage carriage operators and the number of stage stage carriages owned by them are given below with comparative figures for the last three years. Appendix 'B' gives district-wise statistics of stage carriage permits at the end of 1961.

Number of vehicles owned by each operator.			1961.	1960.	1959.
(1)			(2)	(3)	(4)
1	..	..	243	200	172
2	..	..	105	96	70
3	..	..	47	51	58
4	..	..	60	65	60
5-9	..	..	134	149	143
10-14	..	..	33	39	33
15-19	..	..	11	17	15
20-24	..	..	7	12	12
25-49	..	..	16	15	17
50-74	..	..	6	9	8
75-99	..	..	1	1	..
100-149	..	..	1	1	1
150 and above	..	..	1	1	1
Total ..			665	656	590

13. There were 5,348 stage carriages including spare buses and the stage carriages owned by the Madras State Transport Department which stage carriage primary permits issued by the State Transport Authority and the Regional Transport Authorities in the State at the end of 1961 as against 4,852 at the end of the previous year. The increase due to the grant of permits by opening of new routes and introduction of additional buses on the existing routes. Of those, there were 14 stage carriages covered by temporary permits.

Public Carriers.—The total number of vehicles covered by public carrier permits in force at the end of the year was 8,538 as against 7,245 at the end of the previous year, the increase being due to the grant of additional permits for public carriers to meet the increased demand from the public.

Private Carriers.—The total number of vehicles covered by the private carrier permits in force at the end of 1961 was 2,812 as against 2,384 at the end of 1960. In the matter of grant of private carrier permits, there was no restriction.

Contract Carriages.—The number of contract carriages having valid permits in the State at the end of the year 1961 was 2,867 as against 2,501 at the end of 1960, the increase is due to the grant of additional permits to meet the increased demand from the public. The Regional Transport Authorities were also instructed to be liberal in the matter of grant of contract carriage permits in order to put down illicit taxes.

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14. **Fares for stage carriages and contract carriages.**—There was no change in the rates of fare fixed for stage carriages and contract carriages during the year.

15. **Freights for public carriers.**—No ceiling in the rate of freight for public carriers was fixed during the year. The rate of freight varied from place to place depending on the local conditions, nature of goods carried and the availability of alternative modes of transport, etc.

16. **Appeals.**—Appeals against the orders passed by the Regional Transport Authorities and their Secretaries under delegated powers and appeals against the orders passed by the State Transport Authority and by its Secretary and Assistant Secretaries under the delegated powers were continued to be heard and disposed of by the State Transport Appellate Tribunal.

The following are the appeals received and disposed of during the year:—

(i) Appeals pending at the end of 1960 ..	395
(ii) Appeals received during the year 1961 ..	880
(iii) Total of items (i) and (ii)	1,275
(iv) Number of appeals disposed of in 1961 ..	1,064
(v) Number of appeals pending at the end of December 1961.	211

17. **Registration of Motor Vehicles.**—The Regional Transport Officers in the districts and the Deputy Commissioner of Police (Traffic and Licensing), Madras City continued to do the work relating to the registration of motor vehicles in addition to their work as Secretaries to the respective Regional Transport Authorities. The seniormost of the Motor Vehicles Inspectors in the districts continued to exercise the powers of Additional Registering Authorities to the extent the Regional Transport Authorities specified the powers Appendix 'C' shows the number of vehicles other than those for which permits have been issued at the end of 1961. There were 44,297 such vehicles in the State at the end of the year, as against 43,642 at the end of the previous year. The increase is due to the new vehicles put on the road. The number of vehicles registered and re-registered during the year is shown in Appendix 'D' (1) and 'D' (2) respectively. Eleven thousand, four hundred and forty-two vehicles were newly registered during the year as against 9,116 vehicles at the end of the previous year.

18. **Licensing of drivers and conductors.**—The work relating to the licensing of drivers and conductors was continued to be carried on by the Regional Transport Officers in the districts and the Deputy Commissioner of Police (Traffic and Licensing), Madras in Madras City. The number of driving licences issued and renewed in the State was 46,491 as against 73,447 during the previous year. There was a fall in the number of applications for renewals made during the year due to the effect of Motor vehicles (Amendment) Act, 1956 which fixed the period of renewals as 3 years instead of 1 year and hence the variation between the figures for last year and this year.

Eighty-four licences were disqualified under section 15 of the Act and 837 under section 16 of the Act during the year, as against 166 disqualified under section 15 and 584 disqualified under section 16 of the Act during the previous year.

Six thousand, one hundred and forty-eight conductors' licences were issued and renewed in the State upto the end of the year.

19. *Enforcement of Motor Vehicles Act and Rules.*—The Officers of the Transport Department and the Police Department continued to detect breaches and infringements of provisions of the Motor Vehicles Act and Rules and to deal with the offenders suitably.

20. *Meetings.*—(i) Five meetings of the State Transport Advisory Committee were convened during the year on 16th February 1961, 14th April 1961, 3rd July 1961, 2nd August 1961 and 23rd October 1961. The salient features of the meetings are follows:

(ii) the period of 10 days for the grant of temporary permits under section 62 (a) or (c) read with section 63 (4) was increased to 15 days.

(iii) The limit of 40 per cent provided in G.O. Ms. No. 3463, Home, dated 11th December 1958 for allowing replacement without following any procedure is increased to 60 per cent and only replacements involving an increase by more than 60 per cent over the original seating capacity is to be regarded as substantial variation attracting rule 203 (b) of the Madras Motor Vehicles Rules.

(iv) Formulating proposals for providing transport facilities on unserved areas (i.e.), on fair whether roads connecting villages to main routes where there are already transport facilities by introducing the 14 seater jeep station wagons or short wheel base buses.

A sub-committee of the State Transport Advisory Committee constituted for the development of tourism in Madras State was convened on 1st June 1961 by the Deputy Transport Commissioner, Madras. Liberal issue of permits to tourists' luxury cars and coaches and arrangements for "Package Excursion Tours", were the main subjects that were discussed at the meeting. Permits were issued for thirteen luxury cars by the State Transport Authority during the year. These cars are stationed at Madras for the use of both foreign and Home Tourists. Besides luxury coaches are plying exclusively for Tourists. During the year under review permits for contract carriages in respect of four luxury coaches were issued.

A special Committee (consisting of the Deputy Transport Commissioner, Director, Government of India Tourist Office, Director of Information and Publicity and the Deputy Director), Madras State Transport Department was convened on 1st November 1961 in order to explore the possibility of providing facilities to important tourist centres. On account of the practical difficulties, the question of "Package Excursion" was dropped and arrangements for starting regular week end and tourist bus services from important cities and towns in the State were considered. To start with, regular tourist services have been suggested as detailed below in addition to the existing tourist services.

(a) *Existing Services:*

(1) Madras-Chingleput-Tirukalikundram-Mahabalipuram and return via Tiruppurur and Adyar (week end services operated by the Madras State Transport Department).

(2) Madras City sight seeing coach operated by the Madras State Transport Department.

(b) *New Services Proposed:*

(1) Madras-Vellore, Tiruvannamalai, Sathanur Dam and return via Gingee.

(2) Madras-Kanchipuram, Chingleput-Tirukalikundram, Mahabalipuram, and return via Tiruppurur, Adyar and Elliotts Beach.

(3) Madurai-Vaigai-Pottadi-Surali and return with night halt at lower Camp.

Detailed proposals regarding type of vehicles, fares to be charged, nature of permits to be issued, facilities at important stations enroute, reservation and advance bookings and arrangements for boarding and lodging during night halts of these buses have been worked out and sent to the Government. The matter is under the consideration of the Government.

(4) The State Transport Advisory Committee at its meeting held on 3rd July 1961 recommended that Express services run on permits granted by the Regional Transport Authorities may be allowed a daily mileage up to a maximum of 250 miles.

(5) The State Transport Advisory Committee at its meeting held on 2nd August 1962 recommended speeding up of the stage carriages with average running time (exclusive of time taken for schedule halts) was recommended as follows:—

(a) Ordinary stage carriages 25 M.P.H. average.

(b) Express stage carriages 30 M.P.H. average.

(c) Town stage carriages 15 M.P.H. average.

It has been recognised that for accommodating the above average running time it is necessary to amend the VIII Schedule suitably so that the maximum speed limit may be revised as follows in respect of the following categories:—

(a) Ordinary stage carriages 35 M.P.H. maximum.

(b) Express stage carriages 40 M.P.H. maximum.

The Government of India was addressed by the Government of Madras for concurrence to amend the Eighth Schedule accordingly.

(6) Proposal for amending sections 95 and 96 of the Motor Vehicles Act to enable third parties to get compensation irrespective of whether or not negligence on the part of the drivers concerned is proved.

(7) Proposal for amending section 115-A of the Motor Vehicles Act in order to prevent careless driving. According to this, whoever drives a motor vehicle on a road without due care and attention shall be punishable with fine which may extend to one hundred rupees.

(c) Four meetings of the sub-committee of the Board of Transport constituted for the improvement of Madras City and suburban roads were convened by the Transport Commissioner (as Chairman) during this year. The salient features of the meetings are as follows:—

(i) suggestion for express way from Madras Beach road to Ennore with a road-width of 60' and 4 lane surface and the strengthening of the overbridge in Suryanarayana Road.

(ii) Suggestion of a new Road from Red Hills to Ambattur.

(iii) Suggestion for widening the Mount Road (i.e.), 100' width to be maintained in the area between Reynampet Corner to Guindy.

(iv) Suggestion of a by-pass road from near Basin Bridge to near Erukkancheri in order to avoid traffic congestion on the Great Northern Trunk Road.

(v) Suggestion for widening the road from Kellys Corner towards Perambur Barracks.

(vi) Suggestion for reconstruction of Marmalough Bridge near Saidapet on the Great Southern Trunk Road.

21. *The Motor Cars (Distribution and Sale) Control Order, 1959.*—(a) The Control Order came into force with effect from 1st May 1959. Persons requiring new cars such as Fiat, Standard or Ambassador have to register with the dealer concerned furnishing a bank guarantee of Rs. 2,000 for the supply of the car and the dealer will supply, in the order of registration. No car of the above makes

can be sold or offered for sale within a period of 2 years of its first purchase except under and in accordance with a permit in writing from the Deputy Transport Commissioner. The Deputy Transport Commissioner is also authorised to check the registers mentioned by the dealers under the Control Order.

(b) *Scooter (Distribution and Sale) Control Order, 1960.* The control order came into force with effect from 2nd September 1960. Persons requiring Scooters such as Vespa and Lambretta have to register with the dealer concerned with a bank guarantee of Rs. 250 and wait for their turn for supply by the dealer.

No Scooter of the above make can be sold or offered for sale within a period of 1 year of its first purchase except under and in accordance with a permit in writing from the Deputy Transport Commissioner.

22. *Madras Motor Vehicles Taxation Act, 1931.*—The Motor Vehicles tax under this Act continued to be levied at the same rate as before.

The reciprocal arrangements between the Government of Madras and the Government of Mysore were completed during the second half of 1960 by the issue of notification, dated 28th September 1960 by the Government of Mysore appointing the Regional Transport Officers and the Secretary and Assistant Secretary, State Transport Authority, Madras as Licensing Officers for the issue of short-term licences to transport vehicles plying from Madras to Mysore. Consequent on this Government Order, short-term licences to Madras vehicles to go to Mysore are being issued by the Assistant Secretary, State Transport Authority. The Regional Transport Officers have however started issuing the short-term licences from April 1961. According to the reciprocal arrangements 100 vehicles of Madras State can be issued short-term licences and temporary permits to go to Mysore in one month and vice versa.

Till the end of September 1961 no surcharge had to be paid in respect of vehicles going to Mysore State. The Government of Mysore have since passed the Taxation of Passengers and Goods Act which has come into effect from 1st October 1961. So tax under the Mysore Taxation of Passengers and Goods Act is paid to Mysore State on all transport vehicles of Madras going to Mysore State both on permanent and temporary permits. In respect of vehicles going to Mysore on short-term licences, surcharge at Rs. 22.50 is collected in advance in the same manner as short-term licence fees are collected.

As regards, Andhra Pradesh, the State Transport Authority alone had been appointed in G.O. Ms. No. 1312, Public Works and Transport Department, dated 25th June 1955 as Licensing Officer for the issue of short-term licences to vehicles of Madras State to go to Andhra Pradesh. So owners of vehicles in the districts also had to apply to the Secretary, State Transport Authority, Madras, to get short-term licences. But during the period under review, the Government of Andhra Pradesh issued orders in G.O. Ms No. 634, Home, dated 28th March 1961 appointing all Regional Transport Officers in the districts as well as the Assistant Secretary, State Transport Authority, Madras, as Licensing Officers in addition to the Secretary, State Transport Authority, Madras. This has enabled the owners of the Transport vehicles in the mufassil to get short-term licences quickly from the Regional Transport Officers of their districts instead of applying to the State Transport Authority, Madras.

The Madras Motor Vehicles Taxation Act, 1931 and the Madras Motor Vehicles (Taxation of Passengers and Goods) Act, 1952 have been extended to Kanyakumari district with effect from 1st April 1961.

23. *Check-posts.*—The control of the check-posts was transferred from the Transport Department to the Commercial Taxes Department with effect from 1st May 1961.

24. *Planning and Development Wing.*—The Planning and Development Wing created in G.O. Ms. No. 1493, Home dated 25th May 1959 continued to conduct traffic survey in districts to assess the need for provision of additional transport facilities in several areas. The Government have in G.O. No. 2467, Home, dated 20th July 1961 prescribed a new procedure by which the various proposals formulated by the Planning and Development Wing and the representations made in this behalf are also being heard by the Regional Transport Officer (Planning and Development) before finalising the proposals.

During the year under review, the question of providing transport facilities on the unserved rural roads by a special type of vehicle (i.e.) Jeep Stage Carriages was examined by the Planning and Development Wing and the proposals in this behalf received from the various Regional Transport Authorities were also scrutinised. In Government Memo. No. 183018/Transport III/61-1, Home, dated 23rd November 1961, it was ordered that all the routes proposed for Jeep Stage Carriages should be inspected by the Deputy Transport Commissioner and the Regional Transport Officer (Planning and Development) and accordingly all the routes were inspected by them jointly with the local Regional Transport Officers.

The routes were classified as—

- (i) Fit for jeep buses only;
- (ii) fit for short wheel base buses (2 wheel driven vehicle); and
- (iii) fit for regular buses.

A number of proposals for opening of new routes were under contemplation and examination in detail.

The Government have issued directions under section 43-A (2) of the Motor Vehicles Act, 1939 to open the following new routes with Jeep Stage Carriages.

Name of routes	Number of buses.
<i>Rayachoti district</i>	
1 Paramakudi to Veerasolan via Abhimam.	1
2 Sivakasi to Sattur via Thailpatti and Subramanipuram.	2
3 Kanniripadi to Sivakasi via Sankaralingapuram.	1
4 Krishnapuram to Vrudhunagar via Jolapatti, Kilarich and Mallanur.	1
<i>Kannur district</i>	
1 Madurai to Melavancherry, Sthanman and Konthagai.	2

As regards the other districts, the proposals are being finalised and they will be implemented as and when directions are issued by the Government under section 43A (2) of the Motor Vehicles Act. The Government have also issued instructions that the Planning and Development Wing should take up the re-alignment of routes in Thanjavur district, so that important towns in that district can be well connected. This work will be taken up during the traffic survey in Thanjavur District after studying the required aspects.

As per the instructions in Government Memo. No. 183018 Transport III/61/1, Home, dated 23rd November 1961, both the Deputy Transport Commissioner and the Regional Transport Officer (Planning and Development) inspected the routes proposed for Jeep buses in all the districts. Many of the roads suggested for Jeep services were found by them to be fit for regular buses and hence arrangements were made for the issue of temporary permits to the regular buses to cover the unserved areas, pending grant of regular variations to those routes.

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The following statement would show the extent of facilities thus provided in the districts by way of issue of temporary permits:—

Name of the district.	Length of unserved areas (in miles). Provided with transport facilities.	Number of villages covered.
(1)	(2)	(3)
Chingleput	38.0	12
North Arcot	111.7	52
South Arcot	232.0	162
Thanjavur	52.4	40
Tiruchirappalli	332.0	160
Coimbatore	15.0	6
The Nilgiris	..	..
Madurai	184.6	77
Ramanathapuram	115.5	40
Tirunelveli	195.6	96
Kanyakumari	..	..
Salem	111.4	46
Total	1,388.2	691

The target dates for the introduction of Jeep Stage Carriages in Ramanathapuram and Madurai districts were fixed as 1st and 23rd January 1962, respectively.

25. *General.*—During the past year under review steps for providing transport facilities to cope with the development of tourism in this State, introduction of Jeep Stage Carriages on unserved areas and provision of transport facilities on village roads hitherto unserved by buses are noteworthy features. There was no appreciable progress in the development of transport in this State during the year.

26. *Conclusion.*—The year under review witnessed further progress in the transport field.

APPENDIX A.

Constitution of Transport Authorities and State Transport Tribunal from 1st January to 31st December 1961.

Name.	Number of meetings.
(1)	(2)
<i>State Transport Authority.</i>	
Sri C. Raghunathay Row Vaidya, B.A. (from 1st January to 21st June 1961)	18
Sri C. Sankaranarayanan, B.Sc. (from 22nd June to 31st December 1961)	

State Transport Appellate Tribunal.

Sri M. Balakrishna Menon, M.A., B.L. (from 1st January to 31st December 1961)	On all working days.
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Regional Transport Authorities.

District.	Name of the Regional Transport Authority.	Name of the Secretary, Regional Transport Authority.	Number of meetings.
(1)	(2)	(3)	(4)
1 Chingleput	Sri K. S. Sivasubramaniam, I.A.S. (from 1st January to 30th April 1961). Kumari S. Satyabhama, I.A.S. (from 1st May to 15th July 1961). Sri K. S. Sivasubramaniam, I.A.S. (from 16th July to 31st December 1961).	Sri K. Subramaniam	15
2 Coimbatore	Sri G. Ramachandran, I.A.S. (from 1st January to 31st December 1961).	Sri J. S. Packiamathan, B.A.	13
3 Kanyakumari	Sri J. A. Ambasankar, I.A.S. (from 1st January to 31st December 1961).	Sri O. L. Mukthanandam	12
4 Madras City	Sri N. Krishnaswamy, I.A.S. (from 1st January to 9th January 1961). Sri R. M. Mahadavan (from 10th January to 31st December 1961).	Sri K. Radhakrishnan, B.Sc. (Hons.), I.P.S.	11
5 Madurai	Sri S. Viswanathan, I.A.S. (from 1st January to 31st December 1961).	Sri P. Madhava Menon, B.Sc. (from 1st January to 31st December 1961).	8
6 The Nilgiris	Sri O. H. Dias, I.A.S. (from 1st January to 31st December 1961).	Sri C. A. Joseph, B.A. (from 1st January to 31st December 1961).	7
7 North Arcot	Sri C. P. Kulu Erady, I.A.S. (from 1st January to 31st December 1961).	Sri T. M. Raghavan (from 1st January to 9th June 1961). Sri T. V. Ramanujam, B.Sc., B.L. (from 10th June to 31st December 1961).	12
8 Ramanathapuram	Sri E. C. P. Prabhakar, I.A.S. (from 1st January to 31st December 1961).	Sri V. Muthuvarmy (from 1st January to 31st December 1961).	11

Regional Transport Authorities—cont.

District.	Name of the Regional Transport Authority.	Name of the Secretary, Regional Transport Authority.	Number of meetings.
(1)	(2)	(3)	(4)
9 Salem	Sri K. V. Ramanathan, I.A.S. (from 1st January to 31st December 1961).	Sri U. C. Surendranath (from 1st January to 28th February 1961). Sri N. Dakshinamurthy, B.Sc. (from 1st March to 25th May 1961). Sri U. C. Surendranath (from 25th May to 8th June 1961). Sri A. Marimuthu (from 9th June to 31st December 1961).	13
10 South Arcot	Sri S. A. Sundararajan, I.A.S. (from 1st January to 19th April 1961). Sri K. J. Somasundaram, I.A.S. (from 20th April to 31st December 1961).	Sri A. Marimuthu (from 1st January to 17th May 1961). Sri V. V. Radhakrishnan (from 18th May to 8th August 1961). Sri S. N. A. Dorai (from 9th August to 27th October 1961). Sri T. M. Raghavan (from 28th October to 31st December 1961).	7
11 Thanjavur	Sri M. Chandrasekaran, I.A.S. (from 1st January to 31st December 1961).	Sri V. V. Radhakrishnan (from 1st January to 25th September 1961). Sri U. C. Surendranath (from 26th September to 3rd November 1961). Sri S. N. A. Dorai (from 4th November to 31st December 1961).	11
12 Tiruchirappalli	Sri M. Gulam Mohamood Badsha, I.A.S. (from 1st January to 31st December 1961).	Sri U. C. Surendranath (from 1st January to 31st December 1961).	13
13 Tirunelveli	Sri R. Pasupathi, I.A.S. (from 1st January to 1st February 1961). Sri M. A. Sheriff, I.A.S. (from 2nd February to 31st December 1961).	Sri H. J. Ramachandran (from 1st January to 9th August 1961). Sri M. Kunhambu Nair (from 10th August to 31st December 1961).	11

APPENDIX B.

Number of permits of different kinds of vehicles as on 31st December 1961.

District.	Stage carriages.		Public carriers.		Private carriers.		Contract carriages.	
	Pucca.	Temporary.	Pucca.	Temporary.	Pucca.	Temporary.	Pucca.	Temporary.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Chingleput	510	..	281	..	98	..	43	..
Coimbatore	639	..	1,046	..	418	..	478	..
Kanyakumari	151	3	278	..	17	..	169	..
Madras City	503	2	1,119	..	1,119	..	1,603	..
Madurai	523	..	635	..	159	..	150	..
The Nilgiris	121	1	558	..	189	..	119	..
North Arcot	427	..	528	..	125	..	48	..
Ramanathapuram	329	..	572	..	48	..	27	..
Salem	471	..	635	..	96	..	83	..
South Arcot	300	..	508	..	225	..	..	..
Thanjavur	384	..	324	..	90	..	11	..
Tiruchirappalli	443	..	879	..	147	..	65	..
Tirunelveli	438	4	495	..	120	..	54	..
State Transport Authority	95	4	..	..	..	..	17	..
Total	5,334	14	8,538	..	2,842	..	2,867	..

APPENDIX C.

Number of non-transport vehicles for the period 1st January to 31st December 1961.

District.	Motor cycle.	Motor cars including station wagons and jeeps.	Ambulance.	School buses.	Tractors.	Trailers.	Road rollers.	Other special vehicles.	Total.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
Chingleput	126	512	8	2	12	19	..	29	708
Coimbatore	1,786	4,023	24	..	130	194	..	2,319	8,476
Kanyakumari	113	437	2	..	3	24	..	16	595
Madras	4,809	13,813	[included in Col. (3)]	..	99	..	..	35	18,756
Madurai	595	1,842	15	14	105	180	8	12	2,771
The Nilgiris	272	1,199	15	2	38	37	3	15	1,581
North Arcot	320	756	8	12	17	46	..	9	1,168
Ramanathapuram	134	703	..	..	27	45	..	..	909
Salem	547	1,258	1	2	16	28	..	4	1,856
South Arcot	240	649	4	..	59	81	..	8	1,041
Thanjavur	414	590	1	..	153	107	4	136	1,405
Tiruchirappalli	426	1,560	7	3	48	57	28	77	2,206
Tirunelveli	506	2,201	4	4	15	67	..	28	2,825
Total	10,288	29,543	89	39	722	885	43	2,688	44,297

ADMINISTRATION REPORT OF THE
MOTOR VEHICLES ACT AND RULES, 1961.

APPENDIX D-1.

Number of motor vehicles newly registered during 1961.

District.	Motor cycles.	Motor cars.	Buses.	Lorries.	Motor cabs.	Ambulances.	School buses.	Tractors.	Trailers.	Road rollers.	Other special vehicles.	Total.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Chingleput	10	29	51	45	..	..	..	22	22	..	..	129
Coimbatore	423	552	135	336	77	2	..	31	42	..	..	1,598
Kanyakumari	43	43	33	59	..	..	..	..	..	..	6	184
Madras	1,599	2,668	111	411	188	..	..	34	57	..	51	5,119
Madurai	194	286	80	187	..	2	1	7	32	..	19	808
The Nilgiris	38	158	13	64	..	..	..	Nil	5	..	2	280
North Arcot	69	58	58	83	..	..	..	5	12	..	5	291
Ramanathapuram ..	30	107	50	182	..	..	..	1	9	..	..	379
Salem	115	146	58	99	9	..	..	2	6	..	9	444
South Arcot	40	114	50	169	..	..	..	14	21	..	22	430
Thanjavur	124	61	41	81	..	1	..	29	19	..	56	408
Tiruchirappalli ..	82	253	73	138	3	..	..	6	9	..	63	627
Tirunelveli	90	437	49	94	..	..	..	4	13	..	1	688
Total	2,857	4,922	802	1,948	277	5	1	149	247	..	234	11,442

APPENDIX D-2.

Number of motor vehicles re-registered during 1961.

District.	Motor cycles.	Motor cars.	Buses.	Lorries.	Motor cabs.	Ambulances.	School buses.	Tractors.	Trailers.	Road rollers.	Other special vehicles.	Total
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Chingleput	3	18	5	5	1	..	..	..	..	..	..	33
Coimbatore	32	68	2	20	9	..	..	6	..	..	..	137
Kanyakumari	8	18	2	3	12	..	..	..	..	..	..	43
Madras	87	428	..	42	4	..	..	2	..	..	..	563
Madurai	10	38	..	7	1	..	..	..	1	..	2	59
The Nilgiris	8	46	..	17	14	..	..	..	..	..	..	85
North Arcot	4	16	5	46	2	..	..	..	..	..	..	73
Ramanathapuram ..	6	23	1	1	..	..	..	..	..	..	..	35
Salem	8	40	2	24	9	..	..	..	..	..	..	87
South Arcot	2	4	..	6	..	..	..	..	..	..	4	12
Thanjavur	13	38	..	6	..	..	..	..	..	..	2	59
Tiruchirappalli ..	9	45	1	21	..	..	..	..	..	..	1	77
Tirunelveli	3	27	..	3	..	..	..	..	..	..	..	33
Total	193	809	18	201	52	..	..	8	1	..	9	1,291



HOME DEPARTMENT.

G.O. No. 2501, 7th August 1963

Motor Vehicles—Administration Report for the year 1961—Recorded.

Read—the following paper :—

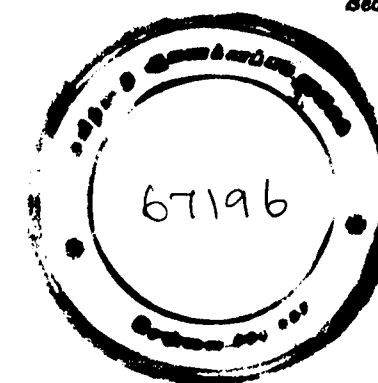
Letter from the Transport Commissioner, Madras, dated 3rd October 1962, No. 10310/G1/62.

Order.—No. 2501, Home, dated 7th August 1963.

Recorded.

(By order of the Governor)

J. SIVANANDAM,
Secretary to Government.



To the Chief Secretary to Government of Madras.

„ the Director of Information and Publicity, Madras.

„ the Public Department.

„ the Controller of Stationery and Printing, Madras.

„ the Transport Commissioner, Madras.

„ the Inspector-General of Police, Madras.

„ the Commissioner of Police, Madras.

„ all Collectors (one each).

To the Chief Presidency Magistrate, Madras.

„ the Director of Statistics, Madras.

„ the Government of India, Ministry of Transport and Communications, Department of Transport (Transport Wing), New Delhi.

„ the Secretary, Automobile Association of Southern India, Madras.

„ the Secretary, Motor Vehicles and Allied Industries Association, No. 22, Edward Elliotts Roads, Madras.

„ the Secretary, Indian Roads and Transport Development Association, Madras.

„ the President, Madras State Bus Owners' Association.

„ all the State Governments and Administrations.