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PROCEEDINGS OF THE STATE TRANSPORT AUTHORITY OF KERALA,
TRANSPORT COMMISSIONERATE, THIRUVANANTHAPURAM

Present :

- | | |
|---------------------------|--------------|
| 1. Sri.T.P.Senkumar.I.P.S | Chairman |
| Transport Commissioner | |
| 2. Sri.S.Gopinath.I.P.S | Member |
| I.G.P Traffic & Road | |
| Safety management | |
| 3. Sri.M.T.Kurian | Non official |
| | member |

Agenda :

1. To Consider the matter of prescribing running time of Stage Carriages operating in different cities and towns taking into consideration of width of road, vehicle population etc as instructed by Hon'ble High Court of Kerala in O.P.No.12774/97.
2. Note circulated among the State Transport Authority members dated 03.10.2011.

D3/875/STA/2005 dated 08.11.2011

The Hon'ble High Court of Kerala in its Judgment in OP No.12774/97 dated 17.05.2005 had observed that Circular No.3/1997 of Transport Commissioner prescribing uniform running time to Stage Carriages do not serve the purpose as it covers only a few class of stage carriages. The court also gave the direction to conduct an in depth study about the issue and issue guidelines to the Regional Transport Authorities taking into consideration of the factors like type of road, traffic density etc. The matter was placed before the STA meeting held on 12.07.2005 with notice to all interested parties. The State Transport Authority after hearing the views of the interested parties took decision to constitute an expert committee to study the suggestions and the subject as a whole and to submit a report to State Transport Authority. Accordingly a

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committee was constituted on 30.09.2005 with Secretary, State Transport Authority as Chairman and two senior officers of the department as members.

The Committee has submitted its report on 02.08.2006 and the report came to the consideration of STA in its meeting held on 04.10.2006 and adjourned the matter for detailed study of the report. The matter was again placed before STA and all the interested parties including bus operators organization were heard on several occasions but a decision on the subject was not taken.

Now it is brought to the notice of the Authority by some Regional Transport Officers that bus operators are getting orders from Hon'ble High Court directing the Secretaries of RTAs to reduce the running time per km. It is learnt that such orders are sought due to the absence of a prescribed rate of running time for various classes of stage carriages. Reduction and disparity in running time without sufficient grounds will result in unhealthy competition and increase road accidents.

Considering the urgency of the matter notes were circulated among the members of State Transport Authority along with the study report. The Authority after due verification of the report took the decision to issue guide lines to all Regional Transport Authorities recommended by the Committee in the matter of running time to stages carriages.

Recommendations:

- 1 The committee has adopted the following principles for arriving at the final recommendations.
 - a. The maximum speed permitted for Heavy Passenger vehicles has been scrupulously followed for all stage carriages irrespective of the Gross vehicle weight.
 - b. Safety of the passengers is of paramount importance.
 - c. The traveling public has to travel at optimum speed

d. The unhealthy competition due to difference in running time has to be avoided.

e. Dislocation of existing timings shall be reduced to the minimum.

- 2 Considering all these factors the Committee recommend that the minimum running time for different classes of Stage carriage services for different types of roads may be fixed as follows:

Class of Stage carriage service	Single lane	Double lane	Four lane	City/Town route	Remarks
Ordinary	2 Min 30 Sec	2 min 15 sec	2 min	3 min	
Fast passenger	2 min	1min45 sec	1min 30 sec	2min 15 sec	
Super fast	1min45sec	1min30sec	1min15sec	2 min	
Super express	Do	Do	Do	Do	
Super Delux	Do	Do	Do	Do	
Hi.tech	Do	Do	Do	Do	

- 3 a. Single lane roads shall mean roads having not less than 3.5 meters of carriage way.
- b. Double lane road shall mean roads having not less 7 meters of carriage way and the lanes are marked with central lane.
- c. Four lane road shall mean roads having not less than 14 meters of carriage way and the lanes are separated with road markings.
- d. City/Town Roads shall mean the roads within the City/Municipal limits fixed by the Corporation/Municipality concerned.
- 4 The State/Regional Transport Authorities while granting permit/concurrence/countersignature shall specify the running time for each stretch of different type of roads as specified above in their jurisdiction. Thus a Stage carriage service shall have different rate of running time at different stretches of roads according to the

types classified in the table . (shown in Annexure I)

- 5 The officer conducting route enquiry shall identify the various types of roads in the route coming within his jurisdiction and clearly specify the length of each type of road as classified in the table.
- 6 If the route applied for is an intra-district route the enquiry officer in that region shall furnish the details of the whole route. In the case of inter-district route, the enquiry officer of the primary authority shall furnish the details of the type of roads relating to the whole route.
- 7 The stretches of roads having less than 2 kilometers shall be reckoned as continuation of the preceding stretch of road.

A.....10km.....	B....1.5km.....	C.....13.5km.....D
Double lane	single lane	Double lane

Let a road ABCD having total length of 25 km and the stretch AB having length of 10 km is two lane stretch BC is having a length of 1.5 km in single lane and the stretch CD having a length of 13.5 km and again double lane, the running time on the stretch BC shall be the running time applicable to the stretch AB.
- 8 Once the running time for a particular stretch of a road for a particular class of service is fixed by the Regional Transport Authority, running time for all the services of the same class on that stretch of road shall be the same.
- 9 The interested parties can raise objection at the time of settling the timings. If there is any anomaly in fixing the type of road or applying the rate of running time to any stretch of road.
- 10 In this way an Ordinary Bus which is plying on different types of roads will not have uniform rate of running time as is the present system. This will help to drive the vehicle according to the road condition which in turn will reduce accidents.
- 11 The time schedules in respect of each of the existing services should be modified allotting running time at the above rate and placed before the Regional Transport Authority after publishing the

same on the notice board of the Regional Transport Authority and communicating a copy to the permit holder on or before a date to be fixed by the State Transport Authority and the same should be given effect with effect from a date applicable to the whole of the state to be fixed by the STA.

- 12 Running time for any type of road not coming within the specification given in the table shall be fixed by the Regional Transport Authority.

All Regional Transport Authorities are hereby instructed to follow the guidelines strictly while issuing fresh permits. In the case of existing permits the time schedule shall be reviewed as per the guidelines within a time span of one year from the date of this order. The revised timing will come to effect on 01.01.2013.

Sd/-

Chairman and members
State Transport Authority,
Kerala.

Endt.No.D3/875/STA/2005 dtd 31.10.2011

Copy communicated to All DTCs, All Regional Transport Officers (with CL) and Joint Regional Transport Officers for information and necessary action.

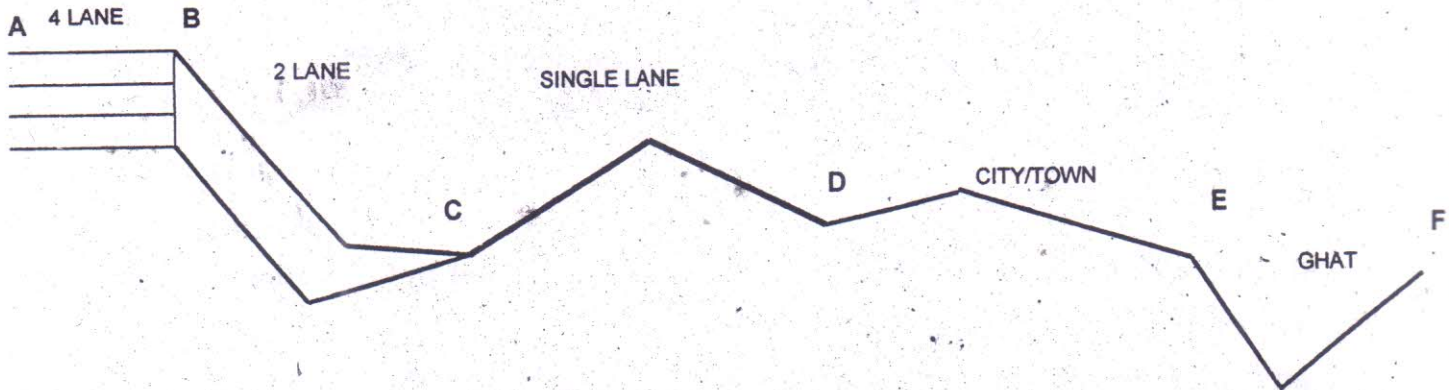
Sd/-

Secretary, STA, Kerala

Approved for issue

Senior Superintendent

ANNEXTURE - 1



AB (4LANE ROAD)	= 12 KM	RUNNING TIME @ 2	MINUTE/KM	= 24 MINUTES
BC (2LANE ROAD)	=16 KM	" @ 2 1/4	MINUTE/KM	= 36 MINUTES
CD (SINGLE LANE ROAD)	=10 KM	" @ 2 1/2	MINUTE/KM	= 25 MINUTES
DE (CITY/TOWN ROAD)	=5 KM	" @ 3	MINUTE/KM	= 15 MINUTES
EF (GHAT ROAD)	=15 KM	" @ 2 1/2	MINUTE/KM	= 37.5 MINUTES
TOTAL	=58 KM			= 2 HOURS 17.5 MINUTES



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