

PROPOSAL FOR REORGANISING MOTOR VEHICLES DEPARTMENT

(I) BRIEF HISTORY AND EVOLUTION OF THE DEPARTMENT

- Motor Vehicles Laws were administered and enforced by traffic branch of Police Department till 31.5.1958. Motor Vehicle Department was formed on 1-6-1958.
- Vehicle population in 1957-58 was only 11184 Nos.
- Total number of accidents was 913.
- Revenue collection was Rs1.19 Crores.
- First member of Board of Revenue held the post of Transport Commissioner.
- Deputy Sale Tax Commissioners were the Zonal Commissioners.
- Regional Transport Offices were opened only in selected districts in the beginning.
- There were a few unit Offices headed by Motor Vehicle Inspectors at Taluk level.
- Regional Transport Offices were opened in all District Head quarters
- Later all the Unit offices were upgraded as Sub Regional Transport Offices.

Statements showing the growth of key factors of Motor Vehicles Department are given below.

Vehicle population

Year	1980-81	1990-91	2000-01	2007-08	2008-09	2009-10	2010-11	Remarks
No. of Registered vehicles.	195000	647742	2111885	4450000	5437992	5985227	6662993	

Revenue collection

A Statement showing the progressive increase of revenue collection is given below:

Year	1980-81	1990-91	2000-01	2007-08	2008-09	2009-10	2010-11	Remarks
Amount	21.26 crores	74.14 crores	381.8 crores	851.07 crores	916.67 crores	1094.49 crores	1265.4 crores	

Accidents

Year	1980	1990	2000	2007	2008	2009	2011	Remarks
No.of Accidents	7064	20447	37072	39873	37263	35434	35046	
Deaths	1184	1793	2710	3676	3897	3742	3922	

Staff strength

Year	80-81	90-91	2000-01	2007-08	2008-09	2009-10	2010-11	Remarks
Staff strength (Executive and Ministerial)	1176	1337	1661	1753	1753	1753	1753	

Licencing

Year	1980	1990	2000	2007	2008	2009	2010
Fresh	50470	88932	181368	319010	346969	513517	523647
Renewal	98817	286058	491285	889831	792116	753809	817689

Registration

Year	1980	1990	2000	2007	2008	2009	2010
Fresh	17623	57992	208536	400773	429371	465108	523563
Renewal	72	227	519	1633	1893	2256	2935

Fitness Certificate

Year	1980	1990	2000	2007	2008	2009	2010
				441493	462050	488832	539224

From the above Statements it can be seen that the vehicle population, and revenue collection and consequent workload have been increasing in multiple proportions. However there has not been proportionate increase in the staff strength. The dearth of staff, especially executive has led to the following deficiencies in the functioning of the Department.

- a. Delay in conducting driving tests.

- b. Diminishing quality of driving tests.
- c. Diminishing quality of vehicles test for issue of fitness certificate.
- d. Delay in inspection of vehicles involved in accidents.
- e. Delay in rendering services to the public.
- f. Increased accident rate due to inconsistent and ineffective enforcement.
- g. Loss of revenue due to insufficient enforcement.
- h. Loss of revenue due to inability to check unauthorized operation of vehicles.
- i. Loss of revenue due to inability to pursue effectively taxation work like service verification, vehicle checking, inquiries etc.
- j. Overburdened and stressed officers leading to unsatisfactory interface with the public.
- k. Increased possibilities for corruption.

Enforcement of Motor vehicles Laws and ensuring road safety are the primary responsibilities of the Department.

It is to be pointed out that even though all offices of the department have been computerized, workload on executive officers has not been reduced. This has resulted in inefficiency in all the responsibilities, ineffective enforcement, increasing accidents, loss of revenue, congestion on roads, poor fuel efficiency, air pollution etc

It is heartening to state that the above problems are not taken seriously and given due importance by the Government in spite of the repeated requests from this department. However to avoid the blame of inefficiency and ineffectiveness of the department, to save thousands of lives and to reduce miseries of victims of traffic accidents department submit the following proposal for urgent consideration.

Work profile of executive Officers are discussed below.

OFFICE WORK

It may be noted that the department has computerized all its offices and all the services to the citizens are being rendered through computers. Majority of these services can be rendered across the counter within very short time . If this is to be made possible, Officers empowered to grant and authenticate documents like Licenses; Registration certificate of Vehicles and permits have to be present in the offices through out the working hours on all working days. Motor vehicle Inspectors as Asst: Licensing Authorities and Asst: Registering Authorities are authorized to exercise the above powers. Presently the granting and authentication work are being done after office hours after the officers have completed their normal field work related to license testing , vehicle testing , vehicle inspection and so on. **Therefore it is necessary to create one post of Motor Vehicle Inspector who is the Assistant Licensing Authority and Assistant Registering Authority in each of the field offices additionally.**

(I) FIELD WORK

Services rendered to the public by the executive officers of the department are the following

- Testing for and Issue of Learners Licenses.
- Test of competence in driving.
- Test for grant of badge
- Test for grant of Conductor's license
- Inspection of vehicles for registration
- Inspection of vehicles for renewal of registration
- Inspection of vehicles for Fitness certificate
- Inspection of vehicles involved in accidents
- Service verification of vehicles under G-Form
- Enquiry into complaints

The quality of these services can be improved only if sufficient number of officers is provided to this work.

(II) ENFORCEMENT

Following are the Enforcement activities done by the executive officers:

- Checking of vehicles for compliance o with M.V.Laws
- Checking vehicles for ensuring tax payment
- Detection of traffic laws violations by drivers

At present this area of work is attended to only sporadically due to shortage of officer strength which leads to inadequate coverage of the vehicle population and also scope for worsening of the road safety scenario.

(III) REVENUE COLLECTION BY EXECUTIVE OFFICERS

Presently the Department has one Mobile Enforcement Squad, in each district. But the Officers are being utilized for other works also due to dearth of staff. Officers on office duty also do enforcement work when they are free from their routine work. **The Department has collected Rs.40 crores as compounding fee during the year 2010-11. This amount can exponentially increase if more officers can be exclusively detailed for enforcement work.**

(IV) Savings by estimated reduction in accidents by 25%

There were 35046 accidents occurred in the State during the year 2010. When an accident occur the Officers from Police Department has to reach in this spot, prepare Mahazar, record statements, launch prosecution etc. One officer from Motor Vehicles Department has to visit this spot or the concerned police station inspect the vehicle involved in the accident prepared certificate appear before the Court as witness etc. Doctor has to treat the victims and appear before the Court as witness. Besides the Courts and the Public Prosecutor have to spent time for hearing and adjudication of each case. Considering that a minimum of 5 man days are spent on an average for each accident, the total man days spent per year have come to 1.75 lakh man

days and considering the average emolument to each officer per day at Rs.1000, Government are incurring expenditure on the accounts of accidents Rs.17.5 crores.

As per the study conducted by NATPAC total cost due to accidents estimated for the year 2007 is Rs. 544.5 crores. Therefore the department proposes to create a "ENFORCEMENT WING" headed by a Joint Transport Commissioner at State level, RTOs in the Zonal level, Joint RTOs in Regional level with one MVI and three AMVIs in each Sub RT office. All the Regional Transport Offices have one Mobile Enforcement Squad at present. Hence Mobile Enforcement Squad is to be set up in 47 Sub offices.

A comparative statement of strength of Executive Officers in the neighbouring States is given below:

State	Joint TC	DTC	RTO	Jt. RTO	MVI	AMVI	Remarks
Tamil Nadu	5	11	78	190 (MVI Grade I)		148	Check posts are manned by non-technical MVIs
Karnataka	5	18	47		257	357	
Andhra Pradesh	4	14	45		206	218	
Kerala	1	4	19	68	131	296	

ANNUAL FINANCIAL COMMITMENT TO THE GOVERNMENT (RECURRING)

Staff

Additional staff required and financial commitment per annum based on the current rate of gross salary.

Name of Posts	Additional strength proposed	Financial Commitment per head per annum (in lakhs of rupees)	Total per year (in lakhs of rupees)
Joint Transport Commissioner	1 no. (Transport Commissionerate)	Rs. 68,000 x 12 = Rs. 8.16	Rs. 8.16
Regional Transport Officers	4 nos. (One for each Zone)	Rs. 38,000 x 12 = Rs. 4.56	Rs.18.24
Joint Regional Transport Officers	17 nos. (One for each RT Office)	Rs. 29,140 x 12 = Rs. 3.49	Rs. 59.33
Motor Vehicles Inspectors	47 nos. (One for each office)	Rs. 27,000 x 12 = Rs. 3.24	Rs. 152.28
Assistant Motor Vehicles Inspectors	141 nos. (Three for each office)	Rs. 20,000 x 12 = Rs. 2.4	Rs. 338.40

Peons	47 (One for each office)	Rs. 14,000 x 12 = Rs. 1.68	Rs.78.96
Drivers	47 (One for each office on daily wages)	Rs. 350 x 365 = Rs. 1.28	Rs. 60.16
Fuel and maintenance of 47 vehicles			Rs. 61.00
TOTAL =			Rs.776.53

ONE TIME FINANCIAL COMMITMENT

Vehicles = 47 Nos. = Rs. 282 lakhs

Equipments = 47 sets = Rs. 470 lakhs

Total = Rs. 752 lakhs

FINANCIAL BENEFITS TO THE GOVERNMENT : (Approximate)

Increased Revenue Collection expected by way of

(i) Checking Tax Evasion	Rs. 250 Crores
(ii) Arrear Tax Collection	Rs. 20 Crores
(iii) Compounding offences	Rs. 60 Crores
Total	Rs. 330 Crores. =====

It can be seen that the cost to the Government will be about Rs. 15 crores while it will be benefitted by Rs. 330 crores. The net financial gain to the Government will be around Rs.315 crores per annum. The real benefit will be in the form of reduction in accidents. If the above Enforcement Wing can be created, it can reduce accidents by 30 to 40% in a year and in 3 years time, accidents can be reduced by 70%. The lives saved and the miseries saved will be much more than expressed in financial terms.

In view of the huge advantages in terms of financial gains and social gains , Government is requested to approve and sanction the proposal.


TRANSPORT COMMISSIONER