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5. PERMITS

5.1 Permit (MVAS 2(31)) -“permit” means a permit issued by,

- i) a State or Regional Transport Authority or
- ii) an Officer who has been delegated power under MMVR 63 & 64 for authorizing the use of a vehicle as a transport vehicle.

5.2 Necessity for permits(MVAS 66) -The members of the public have right to use public streets and various roads. A person is also allowed to carry on the business of transporting passengers / goods, which is a fundamental right under article 19(1)(g) of constitution of India. The interests of members of common public and the transporter often conflict with each other. To avoid such situation, reasonable restrictions are required to be imposed on the business of transportation of passengers / goods. Such reasonable restrictions are also permissible under article 19(6) of the constitution of India.

5.3 Applicability of permits (MVAS 66) -(1) A vehicle should not be used or driven in any public place as a transport vehicle, whether or not such vehicle is actually carrying any passengers or goods without valid permit. Also it should not be used in contravention of any permit condition which is granted or countersigned by a Transport Authority.

5.4 Contract Carriage (MVAS 2(7)) - “contract carriage” means a vehicle used for carrying a passenger or passengers for hire or reward on a contract.

The contract may be expressed or implied, for the use of vehicle as a whole for the carriage of passengers. It should be entered into by a person with a holder of a permit on a fixed or an agreed rate or sum—

(a) on a time basis, whether or not with reference to any route or distance;

(b) from one point to another,

without stopping to pick up or set down passengers not included in the contract anywhere during the journey, and includes—

(i) a maxicab;

(ii) a motorcab for which separate fares are charged for its passengers;

5.5 Goods Carriage (MVAS 2(14)) - “goods carriage” means any vehicle constructed or adapted for use solely for the carriage of goods. It also means any vehicle not so constructed or adapted but used for the carriage of goods;

5.6 Stage Carriage (MVAS 2(40)) - “stage carriage” means a vehicle constructed or adapted to carry more than six passengers excluding the driver for hire or reward for which separate fares are required to be paid by individual passengers, either for the whole journey or for stages of the journey.

5.7 Private Service Vehicle (MVAS 2(33)) - “private service vehicle” means a vehicle constructed or adapted to carry more than six persons excluding the driver and used by the owner for the purpose of carrying persons for, or in connection with, his trade or business. The vehicle should not be used for hire or reward.

5.8 Tourist Vehicle (MVAS 2(43)) - “tourist vehicle” means a contract carriage constructed or adapted and equipped and maintained in accordance with CMVR 128.

5.9 Educational Institution Bus (MVAS 2(11)) - “educational institution bus” means an omnibus, which is owned by a college, school or other educational institution and which is used solely for the purpose of transporting its students and staff, in connection with its activities.

5.10 Transport Vehicle (MVAS 2(47)) - “transport vehicle” means a public service vehicle, a goods carriage, an educational institution bus or a private service vehicle.

5.11 Use of Stage Carriage as a Contract Carriage (MVAS 66)- A stage carriage permit allows use of the vehicle as a contract carriage subject to the permit conditions imposed by granting authority.

5.12 Stage carriage to ply on routes other than those specified in permit under certain circumstances (MVAS 66) -A stage carriage permit holder if so directed by the authority granting the permit, in the interest of public order, public safety or in any emergency is permitted to use a stage carriage on specified route / area in the region other than that specified in such permit on specified of timings and periods.

5.13 Use of Stage Carriage as Goods Carriage (MVAS 66) -A stage carriage permit holder is allowed to use the vehicle as a goods carriage subject to following conditions.

(a) luggage is allowed to be carried on the roof of a stage carriage or in boot, locker or compartment set aside for the purpose, but where it is so

carried on a roof, adequate protection in the form of a guard rail is required to be provided.

(b) Luggage should not be carried in any stage carriage so that its entrance or exit will be blocked.

(c) Goods should not be carried on the top deck of a double decked stage carriage.

5.14 Exemption from permit (MVAS 66(3)) -Following categories of transport vehicles are excluded from the purview of the necessity of permit

(a) Transport vehicle owned by the Central Government or a State Government and used for Government purposes unconnected with any commercial activity.

(b) Transport vehicle owned by a local authority or by a person acting under contract with a local authority and used solely for road cleansing, road watering or conservancy purposes;

(c) transport vehicle used solely for police, fire brigade or ambulance purposes;

(d) transport vehicle used solely for the conveyance of corpses and the mourners accompanying the corpses;

(e) transport vehicle used for towing a disabled vehicle or for removing goods from a disabled vehicle to a place of safety;

(f) transport vehicle used as relief vehicle for carrying passengers and their luggage from disabled stage carriage to the place of destination.
(MMVR 65)

(g) transport vehicle used by a person who manufactures or deals in any motor vehicles or builds bodies for attachment to chassis, solely for purposes of advertisement, demonstration, road tests, endurance test with following conditions;

(i) A letter from the manufacturer or dealer indicating the purpose for which the vehicle is being used and the place to which it is proceeding is required to be carried;

(ii) The trade certificate is required to be carried.

(iii) Goods of commercial nature other than the tools, test equipments and accessories or any passengers other than the driver, one mechanic, one engineer and two attendants is allowed to be carried. The driver, mechanic, engineer or attendant is required to carry their identity cards or letter of identity issued by the manufacturer or the dealer. (S.O.414(E), dt. 08/06/1989)

(h) goods vehicle, the gross vehicle weight of which does not exceed 3,000 kilograms;

(i) A transport vehicle used for the purpose of,

(I) Sending as a replacement for a disabled transport vehicle under intimation to the State Transport Authority in whose jurisdiction the vehicle is to be used;

(II) Sending to another place of business by the owner on transfer of his business to such place;

(III) Using a goods carriage vehicle owned by a Central Government undertaking or a State Government Undertaking as an exhibition van for demonstrating the goods manufactured by it at different places of the country for promotion of its business activities. (S.O.418(E), dt.08/06/1989)

(j) A transport vehicle purchased in one State and proceeding empty to same or another State and which has been temporary registered, is required to carry following documents;

(i) The temporary certificate of registration ;

(ii) A certificate of insurance or a cover note; and

(iii) Sale certificate; (S.O.419(E), dt.08/06/1989)

(k) A Transport vehicle which, owing to flood, earthquake or any other natural calamity, obstruction on road, or unforeseen circumstances, is required to be diverted through any other route, whether within or outside the State, with a view to enabling it to reach its destination;

(l) A transport vehicle used for carriage of foodgrains and other relief supplies for the persons affected by accident, flood, earthquake, natural calamities or unforeseen circumstances and carriage of persons and their luggage. (S.O.417(E), dt.08/06/1989)

(m) A Transport vehicle which is subject to a hire-purchase, lease or hypothecation agreement and which owing to the default of the owner has been taken possession of by or on behalf of, the person with whom the owner has entered into such agreement, to enable such motor vehicle to reach its destination; or

(n) A Transport vehicle while proceeding empty to any place for purpose of repair.

5.15 State Government powers to control Road Transport (MVAS 67)-

(1) A State Government is empowered to issue directions to State Transport Authority and Regional Transport Authority by notification in the Official Gazette after considering;

(a) the advantages offered to the public, trade and industry by the development of motor transport,

(b) the desirability of co-ordinating road and rail transport,

(c) the desirability of preventing the deterioration of the road system,
and

(d) the desirability of preventing uneconomic competition among holders of permits,

(e) Fixing of fares and freights (including the maximum and minimum in respect thereof) for stage carriages, contract carriages and goods carriages:

(f) Prohibition or restriction, subject to such conditions as be specified in the directions, of the conveying of long distance goods traffic generally, or of specified classes of goods by goods carriages;

(g) Giving effect to any agreement entered into with the Central Government or any other State Government or the Government of any other country relating to the regulation of motor transport generally, and in particular to its co-ordination with other means of transport and the conveying of long distance goods traffic:

5.16 Procedure for issuing directions to State Transport Authority and Regional Transport Authority by the Government (MVAS 67) -When the Government decides to issue directions to State Transport Authority and Regional Transport Authority, a draft containing the proposed directions is required to be published in the Official Gazette. Minimum one month period is required to be given for consideration. Any objection or suggestion which is received are required to be heard.



महाराष्ट्र शासन राजपत्र

असाधारण
प्राधिकृत प्रकाशन

शनिवार, जुलै १, १९८९/आवाढ १०, शके १९११

स्वतंत्र संकलन म्हणून फाईल करण्यासाठी या भागाला वेपळे पृष्ठ क्रमांक दिले आहेत

भाग चार-अ

महाराष्ट्र शासनाने केंद्रीय अधिनियमांवर तयार केलेले (भाग एक, एक-अ आणि एक-ल यांमध्ये प्रसिद्ध केलेले नियम व आदेश यांवरितरिक्त) नियम व आदेश

HOME DEPARTMENT

Mantralaya, Bombay 400 032, dated the 1st July 1989

MOTOR VEHICLES ACT, 1988.

No. MVA 0688/1414-II-TRA-2.—In exercise of the powers conferred by sub-sections (1) and (2) of section 67 of the Motor Vehicles Act, 1988 (59 of 1988) and of all other powers enabling it in this behalf and in supersession of Government Notification, Home Department, No. MVA. 0680/5-TRA-2, dated the 5th January 1981, the Government of Maharashtra, having regard to the provisions of clauses (a) and (c) of that sub-section, hereby issues the following directions to the State Transport Authority regarding the fixing of fares for stage carriages plying in all areas other than those falling within the limits of Municipal Corporations, Municipal Councils and Cantonment Boards constituted or established under any law for the time being in force, including those adjacent areas where services

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(५२६)

५२७ महाराष्ट्र शासन राजपत्र, असा, जुलै १, १९८९/आस्थाड १०, शके १९११ [भाग चार-अ]

are extended by the specific permission of the Regional Transport Authority concerned as in extension of the city services not forming part of a longer route beyond the limits of such Municipal Corporations, Municipal Councils and Cantonment Boards and extended areas forming part of city services and on the routes which may overlap the route or portions of routes operated as city services lying within the limits of the Municipal Corporations, Municipal Councils and Cantonment Boards, including the areas to which the city services are extended with the specific permission of the Regional Transport Authority concerned not being the routes along which such city services are operated, namely :—

1. On and from the 1st July 1989—

(a) the fares chargeable (inclusive of the amount of tax on passengers carried by road in stage carriages) in respect of ordinary service shall be eighty paise per passenger for each stage of 6 kilometres or part thereof;

(b) the fares (inclusive of the amount of tax on passengers carried by road in stage carriages) shall—

(i) in respect of upper class and luxury class services which are approved by the State Transport Authority or by the Regional Transport Authority concerned, be the fares chargeable for ordinary service *plus* not more than 100 per cent thereof;

(ii) in respect of night service, other than an upper class or luxury service, which is scheduled to run for not less than six hours during the period from 7-00 p.m. from any day to 5-00 a.m. on the next day, be the fares chargeable for ordinary service *plus* not more than 10 per cent thereof; and

(iii) in respect of air-conditioned buses approved by the State Transport Authority or by the Regional Transport Authority concerned, be the fares chargeable for ordinary service *plus* not more than 150 per cent thereof.

2. In computing fares chargeable for upper class or luxury or air-conditioned service, if the fare calculated on the basis of distance travelled by passenger is not an exact multiple of 50 paise, the operator of the stage carriage shall be allowed to round it off to the next higher multiple of 50 paise. In computing fares chargeable for ordinary service and night service, if the fare calculated on the basis of distance travelled by a passenger is not an exact multiple of 10 paise, then the operator of the stage carriage shall be allowed to round it off to the next higher multiple of 10 paise.

3. Notwithstanding the directions contained in clause 1, any State Transport Undertaking as defined in clause (42) of section 2 of the Motor Vehicles Act, 1988 (59 of 1988), shall be allowed to charge concessional rates, if it so chooses to do, in respect of such classes of passengers as it may think fit.

भाग चार-अ] महाराष्ट्र शासन राजपत्र, असा., जुलै १, १९८९/आषाढ १०, शके १९११ १२८

4. Where the place of boarding the stage carriage or the place of alighting from the stage carriage is not a stage point approved by the State Transport Authority or by the Regional Transport Authority concerned, the distance travelled shall, for the purpose of charging the fares, be calculated from the immediately preceding stage point so approved or, as the case may be, the immediately succeeding stage point so approved.

By order and in the name of the Governor of Maharashtra,

C. K. MODI,
Secretary to Government.

शासकीय मन्त्रालय मंत्रालय, मुंबई



महाराष्ट्र शासन राजपत्र

असाधारण
प्रतिपक्षित प्रकाशन

शुक्रवार, मे ४, १९९०/वैशाख १४, शके १९१२

स्वतंत्र संकलन म्हणून फाईल करण्यासाठी या भागाला वेगळे पृष्ठ क्रमांक दिले आहेत

भाग चार-अ

महाराष्ट्र शासनाने केंद्रीय अधिनियमान्वये तयार केलेले (भाग एक, एक-अ आणि एक-ब यांमध्ये प्रसिद्ध केलेले नियम व आदेश यांब्यतिरिक्त) नियम व आदेश

HOME DEPARTMENT

Mantralaya, Bombay 400 032, dated the 4th May 1990.

MOTOR VEHICLES ACT, 1988.

No MVA. 0690/CR-61-TRA-2.—In exercise of the powers conferred by sub-sections (1) and (2) of section 67 of the Motor Vehicles Act, 1988 (59 of 1988) and of all other powers enabling it in this behalf and in supersession of Government Notification, Home Department No. MVA. 0688/1414-II-TRA-2, dated the 1st July 1989, the Government of Maharashtra having regard to the provisions of clauses (a) and (c) of that sub-section, hereby issues the following directions to the State Transport Authority regarding the fixing of fares for stage carriages plying in all areas other than those falling within the limits of Municipal Corporations, Municipal Councils and Cantonment Boards, constituted or established under any law for the time being in force, including those adjacent areas where services are extended by the specific permission of the Regional Transport Authority concerned as an extension of the city services nor forming part of a longer route beyond the limits of such Municipal Corporations, Municipal Councils and Cantonment Boards and extended areas forming part of city services and on the routes which may overlap the routes or portions of routes operated as city services lying within the limits of the Municipal Corporations, Municipal Councils and Cantonment Boards, including the areas to which the city services are extended with the specific permission of the Regional Transport Authority

भाग चार-अ—४४

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concerned not being the routes along which such city services are operated, namely :—

1. On and from the 9th May 1990,—

(a) the fares chargeable (inclusive of the amount of tax on passengers carried by road in stage carriages) in respect of ordinary service shall be one rupee per passenger for each stage of 6 kilometers or part thereof ;

(b) the fares (inclusive of the amount of tax on passengers carried by road in stage carriages) shall,—

(i) in respect of express services which are operated with limited stops or as non-stop services, or both, be one rupee ten paise per passenger for each stage of six kilometers or part thereof ;

(ii) in respect of semi-luxury services which are approved by the State Transport Authority or by the Regional Transport Authority concerned, be one rupee thirty paise per passenger for each stage of six kilometers or part thereof, or the fares chargeable for ordinary service *plus* not more than 50 per cent. thereof ;

(iii) in respect of night service other than semi-luxury or luxury service, which is scheduled to run for not less than six hours on any day during the period from 7-00 p.m. to 5-00 a.m. on the next day, be One rupee twenty paise per passenger, for each stage of six kilometers or part thereof ; and

(iv) in respect of luxury services approved by the State Transport Authority or by the Regional Transport Authority concerned, be one rupee seventy-five paise per passenger, for each stage of six kilometers or part thereof, or the fares chargeable for ordinary service *plus* not more than 100 per cent thereof ; and

(v) in respect of air-conditioned buses approved by State Transport Authority or Regional Transport Authority concerned be the fares chargeable for ordinary service *plus* not more than 300 per cent thereof.

2. In computing the fares chargeable for semi-luxury or luxury or air-conditioned services, if the fare calculated on the basis of distance travelled by passenger is not an exact multiple of 50 paise, the operator of the stage carriage shall be allowed to round it up to the next higher multiple of 50 paise.

3. In computing fares chargeable for ordinary service, express service and night service, if the fare calculated on the basis of distance travelled by a passenger is not an exact multiple of 25 paise, then the operator of the stage carriage shall be allowed to round it up to the next higher multiple of 25 paise.

4. Notwithstanding the directions contained in paragraph 1, the State Transport Undertaking as defined in clause (42) of section 2 of the Motor Vehicles Act, 1988 (59 of 1988), shall be allowed to charge concessional rates, if it so chooses to do, in respect of such classes of passengers as it may think fit.

भाग चार-अ] महाराष्ट्र शासन राजपत्र, असा., सं ४, १९९०/वैशाख १४, शके १९१२ १०३

5. Where the place of boarding the stage carriage or the place of alighting from the stage carriage is not a stage point approved by the State Transport Authority or by the Regional Transport Authority concerned, the distance travelled shall, for the purpose of charging the fares, be calculated from the stage point immediately preceding the stage point so approved or as the case may be from the stage point immediately succeeding the point so approved.

By order and in the name of the Governor of Maharashtra,

C. K. MODI,
Secretary to Government.

HOME DEPARTMENT

Mantralaya, Bombay 400 032, dated the 5th December 1992

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MOTOR VEHICLES ACT, 1988.

No. MVA. 0690/CR-61(II)/TRA-2.—In exercise of the powers conferred by sub-section (1) and (2) of section 67 of the Motor Vehicles Act, 1988 (59 of 1988); and of all other powers enabling it in this behalf, the Government of Maharashtra hereby issues further directions to the State Transport Authority regarding fixing of fares for stage carriages in all areas other than those falling within the limits of Municipal Corporations, Municipal Councils and Cantonment Boards, constituted or established under any law for the time being in force, including those adjacent areas where services are extended by the specific permission of the Regional Transport Authority concerned as an extension of the city services not forming part of a longer route beyond the limits of such Municipal Corporations, Municipal Councils and Cantonment Boards, and extended areas forming part of city services and on the routes — which may overlap the routes or portions of routes operated as city services lying within the limits of the Municipal Corporations, Municipal Boards and Cantonment Boards, including the areas to which the city services are extended with the specific permission of the Regional Transport Authority concerned not being the routes along which such city services are operated; and for that purpose amends the Government Notification, Home Department, No. MVA. 0690/CR-61-TRA-2, dated the 4th May 1990 (hereinafter referred to as "the said notification") as follows, namely:—

In the said notification,—

(a) after paragraph 4, the following paragraph shall be inserted, namely:—

"4-A. Notwithstanding the direction contained in paragraph 1, the State Transport Undertaking shall be allowed to charge fares on the basis of sub-stage of 3 kilometres or part thereof only for a distance upto 21 kilometres from any place of boarding the stage carriage";

(b) in paragraph 5,—

(i) after the words "stage point" wherever they occur, the words "or sub-stage point" shall be inserted;

१०४१ महाराष्ट्र शासन राजपत्र, डिसेंबर ३१, १९९२/पृष्ठ १०, मके १९१४ [भाग चार-अ]

(ii) the following proviso shall be added, namely :

"Provided that if the distance travelled is not more than 0.7 Kilometres then, such a stage point or sub-stage point shall stand extended on either side upto 0.7 kilometres and if the distance of the route is beyond the last stage point or sub-stage point not exceeding 1.3 kilometres then, such a last stage point or sub-stage point shall stand extended upto 1.3 kilometres."

By order and in the name of the Governor of Maharashtra,

M. V. KULKARNI,
Deputy Secretary to Government.



महाराष्ट्र शासन राजपत्र

असाधारण

अपिठित प्रकाशन

गुरुवार, ऑक्टोबर २५, १९९०/कार्तिक ३, शके १९१२

स्वतंत्र संकलन म्हणून फाईल करण्यासाठी या भागाला वेगळ पृष्ठ क्रमांक दिले आहेत

भाग चार-अ

महाराष्ट्र शासनाने केंद्रीय अधिनियमान्वये तयार केलेले (भाग एक, एक-अ आणि एक-ल
द्वारे प्रसिद्ध केलेले नियम व आदेश यांमधून) नियम व आदेश

HOME DEPARTMENT

Mantralaya, Bombay 400 032, dated the 25th October 1990

MOTOR VEHICLES ACT, 1988.

No. MVA. 0690/CR-102 (I) /TRA-2.—In exercise of the powers conferred by section 67 of the Motor Vehicles Act, 1988 (59 of 1988); and of all other powers enabling it in this behalf and in partial modification of Government Notification, Home Department No. MVA 0690/CR-61/TRA-2, dated the 4th May 1990, the Government of Maharashtra hereby issues the following directions to the State Transport Authority regarding the fixing of fares for stage carriages plying in all areas other than those falling within the limits of Municipal Corporations, Municipal Councils and Cantonment Boards, constituted or established under any law for the time being in force, including those adjacent areas where services are extended by the specific permission of the Regional Transport Authority concerned as an extension of the city services not forming part of a longer route beyond the limits of such Municipal Corporations, Municipal Councils and Cantonment Boards, and extended areas forming part of city services and on the routes which may overlap the routes or portions of routes operated as city services lying within the limits of the Municipal Corporations, Municipal Councils and Cantonment Boards, including the areas to which the city services are extended with the specific permission of the Regional Transport Authority concerned not being the routes along which such city services are operated, namely :—

Notwithstanding the directions contained in paragraph 1 of Government Notification, Home Department No. MVA 0690/CR-61/TRA-2, dated the 4th May 1990, the State Transport Undertaking as defined in clause (42) of

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भाग चार-अ] महाराष्ट्र शासन राजपत्र, असा., अंशदो. २५, १९९०, कार्तिक ३, शके १९९२ २१६

SCHEDULE

Serial No. (1)	Distance in kilometres (2)	Minimum (3)	Maximum (4)
		Rs.	Rs.
1	Fare to be charged for journeys upto 2 kilometres	9.50	2.00
2	For journeys exceeding 2 kilometres but not exceeding 4 kilometres	0.70	2.50
3	For journeys exceeding 4 kilometres but not exceeding 7 kilometres	0.95	2.75
4	For journeys exceeding 7 kilometres but not exceeding 10 kilometres.	1.20	3.00
5	For journeys exceeding 10 kilometres but not exceeding 13 kilometres.	1.45	3.25
6	For journeys exceeding 13 kilometres but not exceeding 16 kilometres.	1.70	3.50
7	For journeys exceeding 16 kilometres but not exceeding 19 kilometres.	1.95	4.00
8	For journeys exceeding 19 kilometres but not exceeding 24 kilometres.	2.45	4.50
9	For journeys exceeding 24 kilometres but not exceeding 29 kilometres.	2.95	5.00
10	For journeys exceeding 29 kilometres but not exceeding 34 kilometres.	3.45	5.50
11	For journeys exceeding 34 kilometres but not exceeding 39 kilometres.	3.95	6.00
12	For journeys exceeding 39 kilometres but not exceeding 44 kilometres.	4.45	7.00

By order and in the name of the Governor of Maharashtra.

M. V. KULKARNI,
Deputy Secretary to Government.

शासकीय मध्यवर्ती मुद्रणालय, मुंबई



महाराष्ट्र शासन राजपत्र

असाधारण

प्राधिकृत प्रकाशन

सोमवार, जानेवारी ४, १९९३/पौष १४, शके १९१४

स्वतंत्र संकलन म्हणून फाईल करण्यासाठी या भागाला वेगळे पृष्ठ क्रमांक दिले आहेत

भाग चार-अ

महाराष्ट्र शासनाने केंद्रीय अधिनियमांमध्ये तयार केलेले (भाग एक, एक-अ आणि एक-ल) यांमध्ये प्रसिद्ध केलेले नियम व आदेश यांमधिरिक्त) नियम व आदेश

HOME DEPARTMENT

Mantralaya, Bombay 400 032, dated the 4th January 1993

MOTOR VEHICLES ACT, 1988.

No. STC. 3492/3059/199/TRA-1.—In exercise of the powers conferred by sub-sections (1) and (2) of section 67 of the Motor Vehicles Act, 1988 (59 of 1988) and of all other powers enabling it in this behalf and in supersession of Government Notification, Home Department, No. MVA 0690/CR-61/TRA-2, dated the 4th May 1990 and Government Notification, Home Department, No. MVA. 0690/CR-102(I)/TRA-2, dated the 25th October 1990, the Government of Maharashtra, having regard to the provisions of clauses (a) and (c) of the said sub-section (1) hereby issues the following directions to the State Transport Authority regarding the fixing of fares for stage carriages plying in all areas other than those falling within the limits of Municipal Corporations, Municipal Councils and Cantonment Boards, constituted or established under any law for the time being in force, including those adjacent areas where services are extended by the specific permission of the Regional Transport Authority

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(१०७)

१०८ महाराष्ट्र शासन राजपत्र, असा., जानेवारी ४, १९९३/पौष १४, शके १९१४ [भाग चार-अ]

concerned as an extension of the city services not forming part of a longer route beyond the limits of such Municipal Corporations, Municipal Councils and Cantonment Boards, and extended areas forming part of city services and on the routes which may overlap the routes or portions of routes operated as city services lying within the limits of the Municipal Corporations, Municipal Councils and Cantonment Boards including the areas to which the city services are extended with the specific permission of the Regional Transport Authority concerned not being the routes along which such city services are operated, namely :—

1. On and from the 10th January 1993.—

(a) the fares chargeable (inclusive of the amount of tax on passengers carried by road in stage carriages) in respect of ordinary service shall be one rupee twenty-five paise per passenger for each stage of six kilometres or part thereof ;

(b) the fares (inclusive of the amount of tax on passengers carried by road in stage carriages) shall,—

(i) in respect of express services which are operated with limited stops or as non-stops services, or both, be one rupee forty paise per passenger for each stage of six kilometres or part thereof ;

(ii) in respect of night service, other than semi-luxury or luxury service, which is scheduled to run for not less than six hours or any day during the period from 7-00 p.m. to 5-00 a.m. on the next day, be rupee one and paise fifty per passenger, for each stage of six kilometres or part thereof ;

(iii) in respect of semi-luxury services which are approved by the State Transport Authority or by the Regional Transport Authority concerned, be up to two rupees per passenger for each stage of six kilometres or part thereof ;

(iv) in respect of luxury services approved by the State Transport Authority or by the Regional Transport Authority concerned, be up to rupees two and paise seventy-five per passenger, for each stage of six kilometres or part thereof ; and

(v) in respect of air conditioned buses approved by State Transport Authority or Regional Transport Authority concerned, be up to rupees four and paise seventy-five only.

2. Notwithstanding the directions contained in paragraph 1, the State Transport Undertaking as defined in clause (42) of section 2 of the Motor Vehicles Act, 1988 (59 of 1988), shall be allowed to continue the increase as was provided by Government Notification, Home Department, No. MVA. 0690/CR-102(I)/TRA-2, dated the 25th October 1990 in the fares fixed by it as per the directions issued in the paragraph 1, if it so chooses on and from the date of publication of this notification in the *Maharashtra Government Gazette* by an amount not exceeding two rupees per passenger in order to meet the increased cost of fuel, tyres and spares on account of price increase

भाग चार-अ] महाराष्ट्र शासन राजपत्र, असा., जानेवारी ४, १९९३/वोप १४, शेके १९९४ १०९

by Government of India in diesel and other petroleum products with effect from the midnight of 14th October 1990.

3. In computing fares chargeable for ordinary service, express service and night service, if the fare calculated on the basis of distance travelled by a passenger is not an exact multiple of 25 paise, then the operator of the stage carriage shall be allowed to round it up to the next higher multiple of 25 paise.

4. In computing the fares chargeable for semi-luxury or luxury or air conditioned services, if the fare calculated on the basis of distance travelled by passenger is not an exact multiple of 50 paise, the operator of the stage carriage shall be allowed to round it up to the next higher multiple of 50 paise.

5. Notwithstanding the directions contained in paragraph 1, the State Transport Undertaking as defined in clause (42) of section 2 of the Motor Vehicles Act, 1988 (59 of 1988), shall be allowed to charge concessional rates, if it so chooses to do, in respect of such classes of passengers as it may think fit.

6. Notwithstanding the direction contained in paragraph 1, the State Transport Undertaking shall be allowed to charge fares on the basis of sub-stage of 3 kilometres or part thereof only for a distance upto 21 kilometres from any place of boarding the stage carriage.

7. Where the place of boarding the stage carriage or the place of alighting from the stage carriage is not a stage point or sub-stage point approved by the State Transport Authority or by the Regional Transport Authority concerned, the distance travelled shall, for the purpose of charging the fares, be calculated from the stage point or sub-stage point immediately preceding the stage-point or substage point so approved or as the case may be from the stage point or sub-stage point immediately succeeding the point so approved :

Provided that if the distance travelled is not more than 0.7 kilometres than, such a stage point or sub-stage point shall stand extended on either side upto 0.7 kilometres and if the distance of the route is beyond the last stage point or sub-stage point not exceeding 1.3 kilometres than, such a last stage point or sub-stage point shall stand extended upto 1.3 kilometres.

By order and in the name of the Governor of Maharashtra,

B. K. AGARWAL,
Secretary to Government.



महाराष्ट्र शासन राजपत्र

असाधारण

प्राधिकृत प्रकाशन

बोमवार, जुलै ४, १९९४/आषाढ १३, शके १९१६

स्वतंत्र संकलन म्हणून काढिले करण्यासाठी या मागाला वेपळे पुढे करायला दिले जातले.

भाग चार-अ

महाराष्ट्र शासनाने राष्ट्रीय अधिनियमान्वये तयार केलेले (भाग एक, एक-अ आणि एक-ब) यांमध्ये प्रसिद्ध केलेले नियम व शाबेश यांमध्ये त्रिस्त व अंदेश.

HOME DEPARTMENT

Mantralaya, Bombay 400 032, dated the 4th July 1994

MOTOR VEHICLES ACT, 1988.

No. MVA. 0692/1831/CR-57/TRA-2.—In exercise of the powers conferred by sub-section (1) of section 67 of the Motor Vehicles Act, 1988 (59 of 1988), and of all other powers enabling it in this behalf, the Government of Maharashtra hereby revises the minimum and maximum limits of fares for stage carriages plying in all the areas within the limits of Municipal Corporations, Municipal Councils and Cantonment Orders constituted or established under any law for the time being in force and on all routes, including those extended for the benefit of the public to the nearby places by specific permission of the Regional Transport Authority concerned and for that purpose amends the Government Notification, Home Department, No. MVA. 0690/CR-102 (II)/TRA-2, dated the 25th October 1990, as follows, namely :—

In the said notification, for the Schedule, the following Schedule shall be substituted, namely :—

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११७ महाराष्ट्र शासन राजपत्र, असा., जुलै ४, १९९४/आवाढ १३, मके १९९६ [भाग चार-अ

"SCHEDULE

Serial No. (1)	Distance in kilometres (2)	Minimum (3)	Maximum (4)
		Rs.	Rs.
1	Fare to be charged for journeys upto 3 kilometres.	0.90	4.00
2	For journeys exceeding 3 kilometres but not exceeding 6 kilometres.	1.40	5.00
3	For journeys exceeding 6 kilometres but not exceeding 10 kilometres.	1.90	7.00
4	For journeys exceeding 10 kilometres but not exceeding 15 kilometres.	2.35	9.00
5	For journeys exceeding 15 kilometres but not exceeding 20 kilometres.	2.85	11.00
6	For journeys exceeding 20 kilometres but not exceeding 25 kilometres.	3.85	13.00
7	For journeys exceeding 25 kilometres but not exceeding 30 kilometres.	4.85	15.00
8	For journeys exceeding 30 kilometres but not exceeding 35 kilometres.	5.85	17.00
9	For journeys exceeding 35 kilometres but not exceeding 40 kilometres.	6.85	19.00
10	For journeys exceeding 40 kilometres but not exceeding 45 kilometres.	7.85	21.00
11	For journeys exceeding 45 kilometres but not exceeding 50 kilometres.	8.85	23.00
12	For journeys exceeding 50 kilometres but not exceeding 55 kilometres.	9.85	25.00
13	For journeys exceeding 55 kilometres but not exceeding 60 kilometres.	10.85	27.00 "

By order and in the name of the Governor of Maharashtra,

M. V. KULKARNI,
Joint Secretary to Government.



महाराष्ट्र शासन राजपत्र

वसायत
प्रतिष्ठित सरकार

मंगळवार, सप्टेंबर ५, १९८९/भा. १४, शके १९११

स्वतंत्र संकलन म्हणून फाईल करण्यासाठी या भागाला वेगळे पृष्ठ क्रमांक दिले आहेत

भाग चार-अ

महाराष्ट्र शासनाने केंद्रीय अधिनियमान्वये तयार केलेले (भाग एक, एक-अ आणि एक-ब) यांमध्ये प्रसिद्ध केलेले नियम व आदेश यांव्यतिरिक्त) नियम व आदेश

HOME DEPARTMENT

Mantralaya, Bombay 400 032, dated the 1st September, 1989.

Motor Vehicles Act, 1988.

No. MVA. 0689/CR-988/TRA-2.—In exercise of the powers conferred by sub-section (1) of section 67 of the Motor Vehicles Act, 1988 (59 of 1988), and of all other powers enabling it in this behalf and in supersession of Government Notification, Home Department, No. MVA. 0681/999/TRA-2, dated the 14th August 1984, the Government of Maharashtra, having regard to the provisions of sub-clause (i) of clause (d) of that sub-section hereby issues the following directions to the State Transport Authority and Regional Transport Authority both regarding the fixing of fares for stage carriages plying in all areas within the limits of Municipal Corporations, Municipal Councils and Cantonment Boards constituted or established under any law for the time being in force and on all routes, including

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(६२३)

those extended for the benefit of the public to the nearby places by specific permission of the Regional Transport Authority concerned, namely:—

1. On and from the date of publication of this Notification in the *Maharashtra Government Gazette*,—

(a) the fares (inclusive of the amount of tax payable by the passengers carried by road in stage carriages), to be fixed in respect of ordinary services approved as such by the Regional Transport Authority concerned shall be subject to the minimum and maximum in respect thereof specified in columns (3) and (4) respectively, of the Schedule hereto;

(b) the fares (inclusive of the amount of tax payable by the passengers carried by road in stage carriages) shall,—

(i) in respect of "Limited Stop" and "Express Stop" services which are approved by The Regional Transport Authority, be the fares chargeable for ordinary service plus not more than 25 per cent thereof.

(ii) in respect of upper class and luxury class services which are approved by the State Transport Authority, or by the Regional Transport Authority concerned, be the fares chargeable for ordinary service plus not more than 100 per cent thereof, and

(iii) in respect of air-conditioned buses approved by the State Transport Authority or by the Regional Transport Authority concerned, be the fares chargeable for ordinary services plus not more than 150 per cent thereof.

2. Where the place of boarding the stage carriage or the place of alighting from the stage carriage is not a stage point approved by the Regional Transport Authority concerned, the distance travelled shall, for the purpose of charging the fares, be calculated from the immediately preceding stage point so approved or, as the case may be, the immediately succeeding stage point so approved.

3. Notwithstanding the directions contained in clause 1, any State transport undertaking as defined in clause (42) of section 2 of the Motor Vehicles Act, 1988 (59 of 1988), shall be allowed to charge concessional rates, if it so chooses to do, in respect of such classes of passengers as it may think fit.

4. If the fare calculated on the basis of distance travelled by a passenger is not an exact multiple of 25 paise but consists of a part of 25 paise, then if such part is 12.5 paise or more the operator of the stage carriage shall be allowed to reckon it as 25 paise and if it is less than 12.5 paise the operator of the stage carriage shall be required to ignore it.

5. Where bus routes are operated jointly by more than one State transport undertaking, the fare charged in respect of the common services shall be at the minimum of the rates adopted by the respective undertakings.

Schedule

Serial No.	Distance in Kilometres	Minimum	Maximum
(1)	(2)	(3)	(4)
		Rs. P.	Rs. P.
1	Fare to be charged for journeys upto 2 kilometres.	0-50	1-00
2	For journeys exceeding 2 kilometres but not exceeding 4 kilometres.	0-70	1-50
3	For journeys exceeding 4 kilometres but not exceeding 7 kilometres.	0-95	1-75
4	For journeys exceeding 7 kilometres but not exceeding 10 kilometres.	1-20	2-00
5	For journeys exceeding 10 kilometres but not exceeding 13 kilometres.	1-45	2-25
6	For journeys exceeding 13 kilometres but not exceeding 16 kilometres.	1-70	2-50
7	For journeys exceeding 16 kilometres but not exceeding 19 kilometres.	1-95	3-00
8	For journeys exceeding 19 kilometres but not exceeding 24 kilometres.	2-45	3-50
9	For journeys exceeding 24 kilometres but not exceeding 29 kilometres.	2-95	4-00
10	For journeys exceeding 29 kilometres but not exceeding 34 kilometres.	3-45	4-50
11	For journeys exceeding 34 kilometres but not exceeding 39 kilometres.	3-95	5-00
12	For journeys exceeding 39 kilometres but not exceeding 44 kilometres.	4-45	6-00

By order and in the name of the Governor of Maharashtra.

M. V. KULKARNI,

Deputy Secretary to Government.

शासकीय मध्यवर्ती मुद्रणालय, मुंबई

३३ महाराष्ट्र शासन राजपत्र, असा., फेब्रुवारी २६, १९९०/फाल्गुन ७, शके १९२० [भाग चार-अ]

HOME DEPARTMENT

Mantralaya, Mumbai 400 032, dated the 26th February 1990

MOTOR VEHICLES ACT, 1988.

No. MVA. 0198/S49/CR-65/TRA-2.—In exercise of the powers conferred by sub-section (1) of section 67 of the Motor Vehicles Act, 1988 (59 of 1988), the Government of Maharashtra hereby amends the Government Notification, Home Department No. MVA. 0689/CR-988/TRA-2, dated the 1st September 1989 as follows :—

In the said Notification for sub-clause (iii) of Clause (b) in paragraph (1) the following sub-clause shall be substituted, namely :—

“ in respect of air-conditioned buses approved by the State Transport Authority or by the Regional Transport Authority concerned, be the fares chargeable for ordinary services *plus not more than 300 per cent thereof.*”

By order and in the name of the Governor of Maharashtra,

MEENA KARANDE,
Joint Secretary to Government.

शासकीय मध्यवर्ती मुद्रणालय, मुंबई

5.17 Constitution of Transport Authorities (MVAS 68)-(1) The State Government is empowered to constitute a State Transport Authority as well as Regional Transport Authority by notification in the official gazette to exercise and discharge following powers and functions.

(a) to co-ordinate and regulate the activities and policies of the Regional Transport Authorities, if any, of the State;

(b) to perform the duties of a Regional Transport Authority where there is no such Authority and, if it thinks fit or if so required by a Regional Transport Authority, to perform those duties in respect of any route common to two or more regions;

(c) to settle all disputes and decide all matters on which differences of opinion arise between Regional Transport Authorities;

(d) Government to formulate routes for plying stage carriages; and

(e) to direct any applicant for grant of permit to produce documentary evidence as deemed necessary to ascertain the eligibility for a permit from amongst the reserved vacancies. (MMVR 69)

(f) A State Transport Authority is empowered to issue directions to any Regional Transport Authority, and the Regional Transport Authority should, in the discharge of its functions under this Act, is required to give effect to such directions.

5.18 Structure of State Transport Authority (MVAS 68) -(1) A

State Transport Authority consists of a Chairman having judicial experience or experience as an appellate or a revisional authority or as an adjudicating authority and not more than four other members (whether officials or not).

(2) A person having any financial interest as proprietor, employee or otherwise in any transport undertaking should not be appointed, or continue to be, a member of a State Transport Authority. If any member acquires a financial interest in any transport undertaking, he is required to give notice within four weeks in writing to the State Government and should vacate office:

- (3) Any member of the State Transport Authority not possessing judicial experience or experience as an appellate or a revisional authority or as an adjudicating authority is allowed to preside over a meeting during the absence of the Chairman.
- (4) State Government if it considers necessary or expedient so to do, constitute the State Transport Authority consisting of only one member who should be an official with judicial experience or experience as an appellate or a revisional authority or as an adjudicating authority.
- (5) A non-official member of the State Transport Authority is appointed for a period of three years and thereafter until a successor is appointed.
- (6) When any member dies or is removed or vacates office his successor should hold office for the remainder of the period of office of the member whose place he takes and thereafter until a successor is appointed.
- (7) The Joint Transport Commissioner or any other officer appointed by the Government by notification in the *Official Gazette* is the Secretary of the State Transport Authority

5.19 Structure of Regional Transport Authority(MVAS 68) - (1) A Regional Transport Authority consists of a Chairman having judicial experience or experience as an appellate or a revisional authority or as an adjudicating authority and not more than two other members (whether officials or not).

- (2) A person having any financial interest as proprietor, employee or otherwise in any transport undertaking should not be appointed, or continue to be, a member of a Regional Transport Authority. If any member acquires a financial interest in any transport undertaking, he is required to give notice within four weeks in writing to the State Government and should vacate office:

(3) Any member of the Regional Transport Authority not possessing judicial experience or experience as an appellate or a revisional authority or as an adjudicating authority is allowed to preside over a meeting during the absence of the Chairman.

(4) State Government if considers necessary or expedient so to do, constitute the Regional Transport Authority consist of only one member who should be an official with judicial experience or experience as an appellate or a revisional authority or as an adjudicating authority.

(5) The officer appointed by the State Government by notification in the official gazette is the Secretary of the Regional Transport Authority.

(6) A non-official member of the Regional Transport Authority is appointed for a period of three years and thereafter until a successor is appointed. When any member dies or is removed or vacates office, his successor is allowed to hold office for the remainder of the period or until a successor is appointed.

— — जीव रू. नै जोडपन

RNI No. MAHEIL/2009/31733



महाराष्ट्र शासन राजपत्र असाधारण भाग चार-अ

वर्ष २, अंक ३९ | शुक्रवार, ऑगस्ट १३, २०१०/श्रावण २२, शके १९३२ | पृष्ठे १९
किंमत : रुपये १९.००

असाधारण क्रमांक १०३

प्राधिकृत प्रकाशन

महाराष्ट्र शासनाने केंद्रीय अधिनियमान्वये तयार केलेले (भाग एक, एक-अ आणि एक-ल
यांमध्ये प्रसिद्ध केलेले नियम व आदेश यांव्यतिरिक्त) नियम व आदेश.

गृह विभाग

मंत्रालय, मुंबई ४०० ०३२, दिनांक ११ ऑगस्ट २०१०

अधिसूचना

मोटर वाहन अधिनियम, १९८८.

क्रमांक एमव्हीआर. ०८०७/सीआर-४३२/परि-२.—मोटर वाहन अधिनियम, १९८८ (१९८८ चा
५९) महाराष्ट्र राज्याला लागू असताना, त्याच्या कलम ६८, पोट-कलम ५(१) आणि (२) द्वारे प्रदान
करण्यात आलेल्या अधिकारांचा वापर करून आणि त्यासंदर्भात काढण्यात आलेल्या इतर सर्व अधिसूचनांचे
जोषवर त्या, राज्यातील प्रादेशिक परिवहन प्राधिकरणाशी संबंधित असतील तेथवर अधिक्रमण करून

(१)

भाग चार-अ-१०३-१

२ महाराष्ट्र शासन राजपत्र असाधारण भाग चार-अ, ऑगस्ट १३, २०१०/श्रावण २२, शके १९३२

महाराष्ट्र शासन याद्वारे, यासोबत जोडलेल्या अनुसूचीतील स्तंभ (२) मध्ये नमूद केलेल्या व्यक्तींच्या नावांसमोर, उक्त अनुसूचीच्या स्तंभ (३) आणि (४) मध्ये दर्शविलेल्या क्षेत्राकरिता, उक्त अधिनियमाच्या प्रकरण पाचद्वारे किंवा त्यान्वये प्रदान करण्यात आलेल्या अधिकारांचा उक्त संपूर्ण क्षेत्राकरिता वापर करण्यासाठी आणि कर्तव्ये पार पाडण्यासाठी, प्रादेशिक परिवहन प्राधिकरणे गठित करीत आहे :—

अनुसूची

अनुक्रमांक	प्रादेशिक परिवहन प्राधिकरण	शासकीय/अशासकीय सदस्यांचे नाव	प्रदेशामध्ये अंतर्भूत असलेले क्षेत्र
(१)	(२)	(३)	(४)

(१) मुंबई महानगर प्रदेश परिवहन प्राधिकरण, मुंबई

१	प्राधिन सचिव / सचिव, गृह विभाग (परिवहन), महाराष्ट्र शासन.	अध्यक्ष, मुंबई महानगर प्रदेश, मुंबई.	मुंबई महानगर प्रदेश
२	पोलीस सह आयुक्त (वाहतूक), मुंबई.	शासकीय सदस्य	— " —
३	परिवहन आयुक्त, महाराष्ट्र राज्य.	शासकीय सदस्य	— " —
४	प्रादेशिक परिवहन अधिकारी, मुंबई (मध्य, पूर्व, पश्चिम), ठाणे.	सदस्य-सचिव.	— " —

(२) प्रादेशिक परिवहन प्राधिकरण, ठाणे

१	जिल्हाधिकारी, ठाणे	अध्यक्ष, ठाणे विभाग, ठाणे.	ठाणे जिल्हा (मुंबई महानगर प्रदेश क्षेत्र वगळून).
२	पोलीस उपायुक्त (वाहतूक), ठाणे.	शासकीय सदस्य	— " —
३	.....	अशासकीय सदस्य	— " —
४	प्रादेशिक परिवहन अधिकारी, ठाणे.	सदस्य-सचिव	— " —

अनुसूची-चालू

अनुक्रमांक	प्रादेशिक परिवहन प्राधिकरण	शासकीय/अशासकीय सदस्यांचे नाव	प्रदेशामध्ये अंतर्भूत असलेले क्षेत्र
(१)	(२)	(३)	(४)
(७) प्रादेशिक परिवहन प्राधिकरण, अहमदनगर			
१	जिल्हाधिकारी, अहमदनगर	अध्यक्ष	अहमदनगर जिल्हा
२	पोलीस अधीक्षक, अहमदनगर	शासकीय सदस्य	— " —
३		अशासकीय सदस्य	— " —
४	उप प्रादेशिक परिवहन अधिकारी, अहमदनगर.	सदस्य-सचिव	— " —
(८) प्रादेशिक परिवहन प्राधिकरण, धुळे			
१	जिल्हाधिकारी, धुळे	अध्यक्ष	धुळे जिल्हा
२	पोलीस अधीक्षक, धुळे	शासकीय सदस्य	— " —
३	.....	अशासकीय सदस्य	— " —
४	प्रादेशिक परिवहन अधिकारी, धुळे.	सदस्य-सचिव	— " —
(९) प्रादेशिक परिवहन प्राधिकरण, जळगाव			
१	जिल्हाधिकारी, जळगाव	अध्यक्ष	जळगाव जिल्हा
२	पोलीस अधीक्षक, जळगाव	शासकीय सदस्य	— " —
३	.....	अशासकीय सदस्य	— " —
४	उप प्रादेशिक परिवहन अधिकारी, जळगाव.	सदस्य-सचिव	— " —
(१०) प्रादेशिक परिवहन प्राधिकरण, नंदुरबार			
१	जिल्हाधिकारी, नंदुरबार	अध्यक्ष	नंदुरबार जिल्हा
२	पोलीस अधीक्षक, नंदुरबार	शासकीय सदस्य	— " —
३	.....	अशासकीय सदस्य	— " —
४	उप प्रादेशिक परिवहन अधिकारी, नंदुरबार.	सदस्य-सचिव	— " —

अनुसूची—चातु

अनुक्रमांक	प्रादेशिक परिवहन प्राधिकरण	शासकीय/अशासकीय सदस्यांचे नाव	प्रदेशामध्ये अंतर्भूत असलेले क्षेत्र
(१)	(२)	(३)	(४)

(११) प्रादेशिक परिवहन प्राधिकरण, पुणे

१	जिल्हाधिकारी, पुणे	अध्यक्ष	पुणे जिल्हा
२	पोलीस उपायुक्त (वाहतूक), पुणे	शासकीय सदस्य	— " —
३	....	अशासकीय सदस्य	— " —
४	प्रादेशिक परिवहन अधिकारी, पुणे.	सदस्य-सचिव (प्रादेशिक उप परिवहन अधिकारी, पिंपरी-चिंचवड आणि बारामती यांच्या कार्यालयाच्या अधिकारितेत येणारे क्षेत्र वगळून पुणे जिल्ह्याकरिता).	— " —
५	उप प्रादेशिक परिवहन अधिकारी, पिंपरी-चिंचवड.	सदस्य-सचिव (प्रादेशिक उप परिवहन अधिकारी, पिंपरी-चिंचवड यांच्या कार्यालयाच्या अधिकारितेत येणाऱ्या क्षेत्रांकरिता).	— " —
६	उप प्रादेशिक परिवहन अधिकारी, बारामती.	सदस्य-सचिव (प्रादेशिक उप परिवहन अधिकारी, बारामती यांच्या कार्यालयाच्या अधिकारितेत येणाऱ्या क्षेत्रांकरिता).	— " —

(१२) प्रादेशिक परिवहन प्राधिकरण, सोलापूर

१	जिल्हाधिकारी, सोलापूर	अध्यक्ष	सोलापूर जिल्हा
२	पोलीस उपायुक्त (वाहतूक), सोलापूर.	शासकीय सदस्य	— " —
३	....	अशासकीय सदस्य	— " —
४	उप प्रादेशिक परिवहन अधिकारी, सोलापूर.	सदस्य-सचिव	— " —

६. महाराष्ट्र शासन राजपत्र असाधारण भाग चार-अ, ऑगस्ट १३, २०१०/श्रावण २२, शके १९३२

अनुसूची-चालू

अनुक्रमांक	प्रादेशिक परिवहन प्राधिकरण	शासकीय/अशासकीय सदस्यांचे नाव	प्रदेशामध्ये अंतर्भूत असलेले क्षेत्र
(१)	(२)	(३)	(४)
(१३) प्रादेशिक परिवहन प्राधिकरण, कोल्हापूर			
१	जिल्हाधिकारी, कोल्हापूर	अध्यक्ष	कोल्हापूर जिल्हा
२	पोलीस अधीक्षक, कोल्हापूर	शासकीय सदस्य	— " —
३	.....	अशासकीय सदस्य	— " —
४	प्रादेशिक परिवहन अधिकारी, कोल्हापूर.	सदस्य-सचिव	— " —
(१४) प्रादेशिक परिवहन प्राधिकरण, सांगली			
१	जिल्हाधिकारी, सांगली	अध्यक्ष	सांगली जिल्हा
२	पोलीस अधीक्षक, सांगली	शासकीय सदस्य	— " —
३	.....	अशासकीय सदस्य	— " —
४	उप प्रादेशिक परिवहन अधिकारी, सांगली.	सदस्य-सचिव	— " —
(१५) प्रादेशिक परिवहन प्राधिकरण, सातारा			
१	जिल्हाधिकारी, सातारा	अध्यक्ष	सातारा जिल्हा
२	पोलीस अधीक्षक, सातारा	शासकीय सदस्य	— " —
३	.....	अशासकीय सदस्य	— " —
४	उप प्रादेशिक परिवहन अधिकारी, सातारा.	सदस्य-सचिव	— " —
(१६) प्रादेशिक परिवहन प्राधिकरण, औरंगाबाद			
१	जिल्हाधिकारी, औरंगाबाद	अध्यक्ष	औरंगाबाद जिल्हा
२	पोलीस उपायुक्त (वाहतूक), औरंगाबाद.	शासकीय सदस्य	— " —
३	.....	अशासकीय सदस्य	— " —
४	प्रादेशिक परिवहन अधिकारी, औरंगाबाद.	सदस्य-सचिव	— " —

अनुसूची—चालू

अनुक्रमांक	प्रादेशिक परिवहन प्राधिकरण	शासकीय/अशासकीय सदस्यांचे नाव	प्रदेशामध्ये अंतर्भूत असलेले क्षेत्र
(१)	(२)	(३)	(४)
(१७) प्रादेशिक परिवहन प्राधिकरण, जालना			
१	जिल्हाधिकारी, जालना	अध्यक्ष	जालना जिल्हा
२	पोलीस अधीक्षक, जालना	शासकीय सदस्य	— " —
३	.....	अशासकीय सदस्य	— " —
४	उप प्रादेशिक परिवहन अधिकारी, जालना.	सदस्य-सचिव	— " —
(१८) प्रादेशिक परिवहन प्राधिकरण, बीड			
१	जिल्हाधिकारी, बीड	अध्यक्ष	बीड जिल्हा
२	पोलीस अधीक्षक, बीड	शासकीय सदस्य	— " —
३	.....	अशासकीय सदस्य	— " —
४	उप प्रादेशिक परिवहन अधिकारी, बीड.	सदस्य-सचिव	— " —
(१९) प्रादेशिक परिवहन प्राधिकरण, उस्मानाबाद			
१	जिल्हाधिकारी, उस्मानाबाद	अध्यक्ष	उस्मानाबाद जिल्हा
२	पोलीस अधीक्षक, उस्मानाबाद	शासकीय सदस्य	— " —
३	.....	अशासकीय सदस्य	— " —
४	उप प्रादेशिक परिवहन अधिकारी, उस्मानाबाद.	सदस्य-सचिव	— " —
(२०) प्रादेशिक परिवहन प्राधिकरण, नांदेड			
१	जिल्हाधिकारी, नांदेड	अध्यक्ष	नांदेड जिल्हा
२	पोलीस अधीक्षक, नांदेड	शासकीय सदस्य	— " —
३	.....	अशासकीय सदस्य	— " —
४	प्रादेशिक परिवहन अधिकारी, नांदेड.	सदस्य-सचिव	— " —

अनुसूची—चालू

अनुक्रमांक	प्रादेशिक परिवहन प्राधिकरण	शासकीय/अशासकीय सदस्यांचे नाव	प्रदेशामध्ये अंतर्भूत असलेले क्षेत्र
(१)	(२)	(३)	(४)
(२१) प्रादेशिक परिवहन प्राधिकरण, परभणी			
१	जिल्हाधिकारी, परभणी	अध्यक्ष	परभणी जिल्हा
२	पोलीस अधीक्षक, परभणी	शासकीय सदस्य	— " —
३	.....	अशासकीय सदस्य	— " —
४	उप प्रादेशिक परिवहन अधिकारी, परभणी.	सदस्य-सचिव	— " —
(२२) प्रादेशिक परिवहन प्राधिकरण, लातूर			
१	जिल्हाधिकारी, लातूर	अध्यक्ष	लातूर जिल्हा
२	पोलीस अधीक्षक, लातूर	शासकीय सदस्य	— " —
३	.....	अशासकीय सदस्य	— " —
४	प्रादेशिक परिवहन अधिकारी, लातूर.	सदस्य-सचिव	— " —
(२३) प्रादेशिक परिवहन प्राधिकरण, हिंगोली			
१	जिल्हाधिकारी, हिंगोली	अध्यक्ष	हिंगोली जिल्हा
२	पोलीस अधीक्षक, हिंगोली	शासकीय सदस्य	— " —
३	.....	अशासकीय सदस्य	— " —
४	उप प्रादेशिक परिवहन अधिकारी, हिंगोली.	सदस्य-सचिव	— " —
(२४) प्रादेशिक परिवहन प्राधिकरण, अमरावती			
१	जिल्हाधिकारी, अमरावती	अध्यक्ष	अमरावती जिल्हा
२	पोलीस उपायुक्त (वाहतूक), अमरावती.	शासकीय सदस्य	— " —
३	.....	अशासकीय सदस्य	— " —
४	प्रादेशिक परिवहन अधिकारी, अमरावती.	सदस्य-सचिव	— " —

अनुसूची-चालू

अनुक्रमांक	प्रादेशिक परिवहन प्राधिकरण	शासकीय/अशासकीय सदस्यांचे नाव	प्रदेशामध्ये अंतर्भूत असलेले क्षेत्र
(१)	(२)	(३)	(४)
(२५) प्रादेशिक परिवहन प्राधिकरण, बुलढाणा			
१	जिल्हाधिकारी, बुलढाणा	अध्यक्ष	बुलढाणा जिल्हा
२	पोलीस अधीक्षक, बुलढाणा	शासकीय सदस्य	— " —
३	.....	अशासकीय सदस्य	— " —
४	उप प्रादेशिक परिवहन अधिकारी, बुलढाणा.	सदस्य-सचिव	— " —
(२६) प्रादेशिक परिवहन प्राधिकरण, अकोला			
१	जिल्हाधिकारी, अकोला	अध्यक्ष	अकोला जिल्हा
२	पोलीस अधीक्षक, अकोला	शासकीय सदस्य	— " —
३	.....	अशासकीय सदस्य	— " —
४	उप प्रादेशिक परिवहन अधिकारी, अकोला.	सदस्य-सचिव	— " —
(२७) प्रादेशिक परिवहन प्राधिकरण, वाशिम			
१	जिल्हाधिकारी, वाशिम	अध्यक्ष	वाशिम जिल्हा
२	पोलीस अधीक्षक, वाशिम	शासकीय सदस्य	— " —
३	.....	अशासकीय सदस्य	— " —
४	उप प्रादेशिक परिवहन अधिकारी, वाशिम.	सदस्य-सचिव	— " —
(२८) प्रादेशिक परिवहन प्राधिकरण, यवतमाळ			
१	जिल्हाधिकारी, यवतमाळ	अध्यक्ष	यवतमाळ जिल्हा
२	पोलीस अधीक्षक, यवतमाळ	शासकीय सदस्य	— " —
३	.....	अशासकीय सदस्य	— " —
४	उप प्रादेशिक परिवहन अधिकारी, यवतमाळ.	सदस्य-सचिव	— " —

अनुसूची—चालू

अनुक्रमांक (१)	प्रादेशिक परिवहन प्राधिकरण (२)	शासकीय/अशासकीय सदस्यांचे नाव (३)	प्रदेशामध्ये अंतर्भूत असलेले क्षेत्र (४)
(२९) प्रादेशिक परिवहन प्राधिकरण, नागपूर			
१	जिल्हाधिकारी, नागपूर	अध्यक्ष	नागपूर जिल्हा
२	पोलीस उपायुक्त (वाहतूक), नागपूर.	शासकीय सदस्य	— " —
३	.....	अशासकीय सदस्य	— " —
४	प्रादेशिक परिवहन अधिकारी, नागपूर (शहर, ग्रामीण).	सदस्य-सचिव	— " —
(३०) प्रादेशिक परिवहन प्राधिकरण, वर्धा			
१	जिल्हाधिकारी, वर्धा	अध्यक्ष	वर्धा जिल्हा
२	पोलीस अधीक्षक, वर्धा	शासकीय सदस्य	— " —
३	.....	अशासकीय सदस्य	— " —
४	उप प्रादेशिक परिवहन अधिकारी, वर्धा.	सदस्य-सचिव	— " —
(३१) प्रादेशिक परिवहन प्राधिकरण, गडचिरोली			
१	जिल्हाधिकारी, गडचिरोली	अध्यक्ष	गडचिरोली जिल्हा
२	पोलीस अधीक्षक, गडचिरोली	शासकीय सदस्य	— " —
३	.....	अशासकीय सदस्य	— " —
४	उप प्रादेशिक परिवहन अधिकारी, गडचिरोली.	सदस्य-सचिव	— " —
(३२) प्रादेशिक परिवहन प्राधिकरण, चंद्रपूर			
१	जिल्हाधिकारी, चंद्रपूर	अध्यक्ष	चंद्रपूर जिल्हा
२	पोलीस अधीक्षक, चंद्रपूर	शासकीय सदस्य	— " —
३	.....	अशासकीय सदस्य	— " —
४	उप प्रादेशिक परिवहन अधिकारी, चंद्रपूर.	सदस्य-सचिव	— " —

अनुसूची—समाप्त

अनुक्रमांक (१)	प्रादेशिक परिवहन प्राधिकरण (२)	शासकीय/अशासकीय सदस्यांचे नाव (३)	प्रदेशामध्ये अंतर्भूत असलेले क्षेत्र (४)
(३३) प्रादेशिक परिवहन प्राधिकरण, गोंदिया			
१	जिल्हाधिकारी, गोंदिया	अध्यक्ष	गोंदिया जिल्हा
२	पोलीस अधीक्षक, गोंदिया	शासकीय सदस्य	— " —
३	.....	अशासकीय सदस्य	— " —
४	उप प्रादेशिक परिवहन अधिकारी, गोंदिया.	सदस्य-सचिव	— " —
(३४) प्रादेशिक परिवहन प्राधिकरण, भंडारा			
१	जिल्हाधिकारी, भंडारा	अध्यक्ष	भंडारा जिल्हा
२	पोलीस अधीक्षक, भंडारा	शासकीय सदस्य	— " —
३	.....	अशासकीय सदस्य	— " —
४	उप प्रादेशिक परिवहन अधिकारी, भंडारा.	सदस्य-सचिव	— " —

महाराष्ट्राचे राज्यपाल यांच्या आदेशानुसार व नावाने,

जे. एम. चव्हाण,
शासनाचे उप सचिव.

5.20 Meeting and transaction of business of State Transport

Authority(MMVR 60,62) –(1) The State Transport Authority is required to meet at least twice in each year at times and at places as its Chairman decides.

(2) Minimum seven days notice is required to be given to every member of the State Transport Authority.

- (3) The quorum for a meeting of the State Transport Authority is, the Chairman of the State Transport Authority and two other members either official or non-official.
- (4) The Chairman has a second or casting vote.
- (5) A State Transport Authority has power to regulate the conduct of its business and it is required to be conducted according to such by-laws under the direction of the Chairman.
- (6) When a decision is required to be taken by circulation method, the Secretary is required to send to each member the particulars of the matter to enable the member to arrive at a decision. The secretary is required to specify the date by which the votes of members are to be received. After receiving the votes of members, the Secretary is required to send the papers before the Chairman for taking decision. The record of the votes cast is required to be kept by the Secretary and should not be made available for inspection by any person other than the member of the Transport Authority.
- (7) If one third of the members by notice in writing to the secretary demanded for the matter to be referred to the meeting, no decision should be taken by circulation method.
- (8) The number of votes, excluding the Chairman's second or casting vote, necessary for a decision to be taken upon procedure by circulation should not be less than the number necessary to constitute a quorum.
- (9) The Transport Authority, is empowered to withhold the consideration of the application for the permit until the applicant has appeared in person or by a duly authorised representative, until the applicant has furnished information as required by the Transport Authority in connection with the application.
- (10) When a matter is decided by the votes of members present at a meeting of a Transport Authority, no person other than a member of the Transport Authority is allowed to present. Record of the voting should not be kept except the number of votes cast on either side. When any matter decided by

the exercise of the second or casting vote of the Chairman of the Presiding Officer the facts are required to be recorded.

(11) The transport authority is empowered to decide any matter, without holding a meeting, by the majority of the votes of members recorded in writing except the decision of specifying fares and freights including the maximum and minimum thereof for stage carriages, contract carriages and goods carriages.

5.21 Meeting and transaction of business of Regional Transport Authority (MMVR 61,62)

(1) The Regional Transport Authority is required to meet at least once in two months at times and at places as its Chairman decides.

(2) Minimum seven days notice is required to give to every member of the Regional Transport Authority.

(3) The quorum for a meeting of the Regional Transport Authority is, the Chairman of the Regional Transport Authority and one other members either official or non-official.

(4) A member of a Regional Transport Authority is required to attend at least three meetings in each financial year. The State Government is empowered to remove any member from office on his failure to attend the minimum number of meetings. The State Government is also empowered to remove any member for any other cause.

(5) The Chairman shall have a second or casting vote.

(6) A Regional Transport Authority has power to regulate the conduct of its business and it is required to be conducted according to such by-laws under the direction of the Chairman.

(7) When a decision is required to be taken by circulation method, the Secretary is required to send to each member the particulars of the matter to enable the member to arrive at a decision. The secretary is required to specify the date by which the votes of members are to be received. After

receiving the votes of members, the Secretary is required to send the papers before the Chairman for taking decision. The record of the votes cast is required to be kept by the Secretary and should not be made available for inspection by any person other than the member of the Transport Authority.

(8) If one third of the members by notice in writing to the secretary demand for the matter to be referred to the meeting, no decision should be taken by circulation method.

(9) The number of votes, excluding the Chairman's second or casting vote, necessary for a decision to be taken upon procedure by circulation should not be less than the number necessary to constitute a quorum.

(10) The Transport Authority, is empowered to withhold the consideration of the application for the permit until the applicant has appeared in person or by a duly authorised representative, until the applicant has furnished information as required by the Transport Authority in connection with the application.

(11) When a matter is decided by the votes of members present at a meeting of a Transport Authority, no person other than a member of the Transport Authority is allowed to present. Record of the voting should not be kept except the number of votes cast on either side. When any matter decided by the exercise of the second or casting vote of the Chairman of the Presiding Officer the facts are required to be recorded.

(12) The transport authority is empowered to decide any matter, without holding a meeting, by the majority of the votes of members recorded in writing except the decision of specifying fares and freights including the maximum and minimum thereof for stage carriages, contract carriages and goods carriages.

5.22 Delegation of powers by Regional Transport Authority.(MMVR

63)-(1) A Regional Transport Authority is empowered to delegate its below mentioned powers to Regional Transport Officer by general or special

resolution, subject to the restriction, limitation and conditions as specified by that authority.

(2) Regional Transport Officer after exercising the delegated powers is required to inform the Regional Transport Authority, and

(3) Regional Transport officer has to paste on a notice board a copy of every resolution of that Transport Authority, of the exercise delegating its powers.

(4) The delegation of powers are subject to the condition that The Regional Transport Officer while considering applications for contract carriage permit is required to give due regard to the views of a committee appointed by the State Government. The Regional Transport Officer if differs from such views, he is required to record his reasons.

Sr.No.	Power Under	Nature of power
1	section (1) of Section 76	to grant, refuse or renew a private service vehicle permit
2	Sections 66 and 74	to refuse a contract carriage permit, to grant with or without modification such an application, and attach conditions to the permit
3	Sections 66 and 79	to grant permit with or without modification or refuse goods carriage permit and power to impose conditions under sub-section (2) of Section 79 or vary the conditions thereof
4	sub-section (2) of Section 72	to attach conditions to stage carriage permit or to vary the conditions.
5	Section 81	to renew goods carriage permit and contract carriage permits and to renew, countersignature of any such permits
6	sub-section (3)] of Section 82	to transfer permit
7	Section 83	Allow the replacement of one vehicle by another

8	Section 86	to suspend a permit or to recover from the holder thereof the sum of money agreed upon.
9	Section 87 and sub-sections (7) and (8) of Section 88	to grant or refuse to grant, a temporary or, a special permit
10	sub-sections (1) and (3) of Section 88	to countersign a permit or to attach or vary its conditions.
11	sub-section (12) of Section 88	to grant, renew and refuse the National Permit for goods carriage
12	Rules 125, 126 and 127	to grant, refuse or renew licenses of agents and to suspend a license or to recover from the holder thereof sum of money agreed upon in lieu of suspension

5.23 Delegation of powers by State Transport Authority.(MMVR 64)-

(1) A State Transport Authority is empowered to delegate its below mentioned powers to Transport commissioner / Dy. Transport Commissioner / Astt. Transport Commissioner by general or special resolution, to be exercised in given manner.

(2) All orders of delegation made by the State Transport Authority, be pasted on a notice board.

(3) The officers to whom the powers are delegated are required to intimate the action taken by them in pursuance of the powers delegated, to the Secretary of the State Transport Authority who have to place them before the Authority.

Sr.No.	Power Under	Nature of power
1	Section 88 and Section 86	to countersign permits granted in any

		other State as a result of any reciprocal agreement and to cancel or suspend such permit
2	Section 87 and under sub-sections (7) and (8) of Sec. 88	to grant or to refuse to grant a temporary, or as the case be, a special permit
3	clause (b) of sub-section (3) of Section 68	the powers of Regional Transport Authority mentioned in clause (b) of sub-section (3) of Section 68, which is delegated to Regional Transport Officer under Rule 66, be delegated to Transport Commissioner, subject to conditions specified in the provisions to sub-rule (1) of Rule 63.
4	sub-section (3) of Section 69	to grant a permit other than stage carriage permit, where the vehicle is proposed to be used in two or more regions plying in different States.
5	sub-section (2) of Section 72	vary the conditions of stage carriage permit
6	sub-section (11) of Section 88 read with sub-section (2) of Section 74	to attach conditions to contract carriage permit and vary the conditions.
7	Section 83	to permit replacement of one vehicle by another
8	Section 81	to renew a permit, and to renew the counter signature of such permit
9	sub-section (5) of section 88, sub-section ² [(1) and	grant stage carriage permits to the State Transport Undertakings on

	(3)] of Section 82	inter-State routes agreed upon between two States in accordance with ¹ [reciprocal agreements.
10	clause (c) of sub-section (1) of Section 86	to suspend a permit or to recover from the holder thereof the sum of money agreed upon.
11	sub-section (9) of sec. 88 of the Act	to grant, renew or refuse all India tourist permits

5.24 Forms of Application for Permits.(MMVR 71)

Following are the forms of application of permits.

- (i) Form P. St. S. A. for stage carriage;
- (ii) Form P. Co. P. A. for contract carriage permit;
- (iii) Form P. Gd. C. A. for goods carriage permit;
- (iv) Form P. Tern. A. for temporary permit;
- (v) Form P. Pr. S. A. for private service vehicles permit; and
- (vi) Form P. Co. Sp. A. for special permit.

5.25 The general procedure for the application of permits(MVAS 69) -

(1) The application is required to be made to the State Transport Authority or the Regional Transport Authority, of the region where vehicle is going to be used, accompanied by the fee specified in MMVR 75.

(2) If the vehicle is going to be used in two or more regions lying within the same State, the application is required to be made to the Regional Transport Authority of the region in which the major portion of the proposed route or area lies. In case the portion of the proposed route or area in each of the regions is approximately equal, the application is required to be made to Regional Transport Authority of the region, where the vehicle is proposed to be kept.

(3) If the vehicle is used in two or more regions lying in different States, the application is required to be made to the Regional Transport Authority of the region in which the applicant resides or has his principal place of business.

(4) The State Government is empowered to give directions to State Transport Authority to accept application if the vehicle is used in two or more regions lying in different States, by notification in the official gazette.

5.26 General procedure for granting permits (MVAS 80) -(1) A Transport Authority should not ordinarily refuse to grant an application for permit of any kind.

(2) A Transport Authority summarily refuse the application if the number of stage and contract carriage permits increased to the number of such permits as fixed by notification in the official gazette.

(3) A Transport Authority refusing an application for the grant of a permit of any kind , should give to the applicant in writing its reasons for the refusal of the same and an opportunity of being heard in the matter.

4) An application to vary the conditions of any permit, other than a temporary permit, should be treated as an application for the grant of a new permit:

5.27 Permit Fees (MMVR 75)-Permit fees for different permit applications are specified in MMVR 75

5.28 Exemption from payment of permit fees.(MMVR 76) -Persons belonging to the Scheduled Castes and Scheduled Tribes should be exempted from payment of fees under Rule 75* to the extent of half of such fees.

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5.29 Forms of permit (MMVR 72)-All the permits are required to be issued in one of the following forms.

- (i) Form P. St. S. for stage carriage permit;
- (ii) Form P. Co. P. for particular contract carriage permit;
- (iii) Form P. Co. S. for casual contract carriage permit;
- (iv) Form P. Co. Pr. for contract carriage permit to be used for private hire;
- (v) Form P. Gd. C. for goods carriage permit;
- (vi) Form P. Tern, for temporary permit;
- (vii) Form P. Pr. S. for private service vehicle permit;
- (viii) Form P. Co. Sp. for contract carriage special permit;
- (ix) Form P. Co. T. for tourist vehicle permit; and
- (x) Form N.P. Gd. C. P. for National permit.

5.30 General conditions attaching to all permits (MVAS 84)-Following are the general conditions of every permit

- (a) Vehicle have to carry valid certificate of fitness and is at all times to be maintained in such condition so as to comply with the requirements of motor vehicle act and the rules made there under;
- (b) Vehicle should not be driven at a speed exceeding the speed permitted under motor vehicle act.
- (c) fares or freight fixed by notification made under MVAS 67 are required to be observed.
- (d) Vehicle should not be driven in contravention of the provisions of MVAS 5 or 113;
- (e) Limiting the hours of work of drivers are required to be observed.
- (f) Vehicle have to carry valid certificate of insurance.

(g) Name and address of the owner have to be painted on every vehicle to which the permit relates on the exterior of the body of that vehicle on both sides.

5.31 Additional conditions in respect of Stage Carriage permits (MMVR 78(1)) – (1) Permit in respect of a stage carriage have to be issued subject to one or more of the following conditions, namely.

(a) Its holder, should not use a stage carriage in a public place for the purpose of carrying or intending to carry passengers unless it carries in addition to the driver, a conductor;

(b) Destination board of the route to be exhibited

(c) The service should be regularly operated on the specified route in accordance with the approved time table except,—

(i) when prevented by accident, unmotorability of the route, or any unavoidable cause, and

(ii) when otherwise authorised in writing, by the Regional Transport Authority.

(1) The permit holder have to make provision, for the conveyance of passenger's luggage.

5.32 Additional conditions in respect of Contract Carriage permits(MMVR 78(2)) -(1)A permit in respect of a contract-carriage have to be issued subject to one or more of the following conditions, namely.

(a) The vehicle should not be driven in a public place except by the permit holder or a licensed driver holding an authorisation to drive a public service vehicle.

(b) The number of persons to be carried in the vehicle should not exceed the sitting capacity.

(c) No advertising device, figure or writing should be exhibited on the vehicle.

(2) The permit holder have to make provision, for the conveyance of passenger's luggage.

5.33 Application for Stage Carriage permits(MVAS 72,MMVR 71,75) -

(1) An application for a stage carriage permit in Form P.St.S.A accompanied by fees specified in MMVR 75 alongwith specified documents containing the following particulars, namely.

(a) the route or routes or the area or areas to which the application relates;

(b) the type and seating capacity of each such vehicle;

(c) the minimum and maximum number of daily trips proposed to be provided and the time-table of the normal trips.

(d) the number of vehicles intended to be kept in reserve to maintain the service and to provide for special occasions;

(e) the arrangements intended to be made for the housing, maintenance and repair of the vehicles, for the comfort and convenience of passengers and for the storage and safe custody of luggage;

5.34 Grant of Stage Carriage Permits (MVAS 72)- (1) A Regional Transport Authority after receiving an application grant a stage carriage permit in accordance with the application or with such modifications as it deems fit or refuse to grant such a permit. Stage carriage permit is not to be granted in respect of any route or area not specified in the application.

(2) The Regional Transport Authority, if it decides to grant a stage carriage permit, grant the permit and attach conditions specified in MVAS 72.

5.35 Application for Contract Carriage(MVAS 73, MMVR 71,75)- An application in Form P.Co.P.A for a contract carriage permit, accompanied by fees specified in MMVR 75 , should contain the following particulars, namely,

- (a) the type and seating capacity of the vehicle;
- (b) the area for which the permit is required;

5.36 Grant of contract carriage permit (MVAS 74)

1) A Regional Transport Authority after receiving an application either grant a contract carriage permit or refuse to grant such a permit.

2) Contract carriage permit should not be granted in respect of any area not specified in the application.

3) The Regional Transport Authority, if it decides to grant a contract carriage permit, grant the permit and attach conditions specified in MVAS 74.



महाराष्ट्र शासन राजपत्र

असाधारण
साप्ताहिक वर्तमान

बुधवार, जानेवारी १२, १९९४/वोच २२, शके १९१५

स्वातंत्र्य संकलन म्हणून फाईल करण्यासाठी या भाषाळा वेगळे पृष्ठ नमांक दिले जाहेल.

भाग चार-अ

महाराष्ट्र शासनाने केंद्रीय प्रशासिकमार्फते तयार केलेले (वाय एच, एक-अ वायि एक-अ) वायव्ये प्रसिद्ध केलेले विधय व जादेस वायव्यतिरिक्त) नियम व भावेस.

HOME DEPARTMENT

Mantralaya, Bombay 400 032, dated the 12th January 1994

MOTOR VEHICLES ACT, 1988.

No. MVA. 1089/CR-1083(Part-II)/TRA-2.—Whereas by Government of India, Ministry of Surface Transport (Transport Wing), Notifications, S.O. No. 700(E), dated the 12th September 1990 and S.O. No. 919(E), dated the 28th November 1990 issued under clause (a) of sub-section (3) of section 74 of the Motor Vehicles Act, 1988 (59 of 1988) (hereinafter referred to as "the said Act"), the Central Government had directed the Government of Maharashtra to limit, by a notification in the *Official Gazette*, the number of contract carriages, other than those covered by permit under sub-section (9) of section 88 of the said Act, generally or of any specified type as may be fixed and specified in the notification operating in the city routes in the cities of Bombay, Pune, Nagpur, Solapur, Nashik and Thane;

And whereas, as directed by the Central Government, the Government of Maharashtra by Government Notifications, Home Department, No. MVA. 1089/CR-1083/TRA-2, dated the 12th October 1990 and No. MVA. 1089/CR-1083/TRA-2, dated the 18th October 1991 issued under clause (a) of sub-section (3) of section 74 of the said Act had issued directions to the State Transport Authority and the Regional Transport Authority to limit the number of autorickshaw and taxi permits, until further orders, in the city routes in

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(१६)

१७ महाराष्ट्र शासन राजपत्र, असा., जानेवारी १२, १९९४/वीच २२, शके १९१५ [साप चार-अ
the cities of Bombay, Pune, Nagpur, Solapur, Nashik and Thane to the existing
number of permits granted till the date of issue of the said notifications in the
Maharashtra Government Gazette;

And whereas, the Central Government has withdrawn the said directions
in respect of the City routes in the said cities by amending the Government of
India Notification dated the 12th September 1990 and by rescinding the Govern-
ment of India Notification dated 28th November 1990;

And whereas, the Government of Maharashtra, as a sequel, has decided to
withdraw the said directions issued to the State Transport Authority and the
Regional Transport Authority to limit the number of autorickshaw and
taxi permits in the city routes in the said cities under the said notifications,
dated the 12th October 1990 and the 18th October 1991;

Now, therefore, in exercise of the powers conferred by clause (a) of sub-
section (3) of section 74 of the said Act, the Government of Maharashtra
hereby rescinds the Government Notifications, Home Department, No. MVA.
1089/CR-1083/TRA-2, dated the 12th October 1990 and No. MVA. 1089/
CR-1083/TRA-2, dated the 18th October 1991.

By order and in the name of the Governor of Maharashtra,

M. V. KULKARNI,
Joint Secretary to Government.

शासकीय मध्यवर्ती मंत्रालय, मुंबई



महाराष्ट्र शासन राजपत्र

असाधारण
अधिकृत प्रकाशन

बुधवार, नोव्हेंबर २६, १९९७/अग्रहायण ५, शके १९१९

स्वतंत्र संकलन म्हणून काढील करण्यासाठी या भागाला वेगळे पृष्ठ कर्नाट दिले जाते.

भाग चार-अ

महाराष्ट्र सामान्य केंद्रीय आणवित्वात्मक तयार केलेले (भाष एक, एक-अ आणि एक-अ) यांमध्ये प्रसिद्ध केलेले नियम व ताबेज यांच्यातर्फे (नियम व ताबेज)

HOME DEPARTMENT

Mantralaya, Mumbai 400 032, dated the 26th November 1997

MOTOR VEHICLES ACT, 1988.

No. MVA. 0996/CM-9/CR-66/TRA-2.— Whereas the Central Government, Ministry of Surface Transport (Transport Wing) vide its letter No. RT-11012/2/97-MVL, dated the 13th November 1997 has, in pursuance of clause (a) of sub-section (3) of section 74 of the Motor Vehicles Act, 1988 (59 of 1988) directed this Government to direct the State Transport Authority and Regional Transport Authorities to limit the number of taxis and autorikshaws operating in Mumbai City and autorikshaws operating in the cities of Thane, Pune, Nagpur, Solapur, Nashik and Aurangabad.

Now, therefore, in exercise of the powers conferred by clause (a) of sub-section (3) of section 74 of the Motor Vehicles Act, 1988 (59 of 1988) the Government of Maharashtra hereby directs that the State Transport Authority and Regional Transport Authorities shall limit the number of taxis operating in the city of Mumbai to the existing total number of permits and valid letters of intent granted till the date of issue of this notification and shall limit the number of autorikshaws operating in the cities of Mumbai, Thane, Pune, Nagpur, Solapur, Nashik and Aurangabad to the existing total number of permits and valid letters of intent granted till the date of issue of this notification.

By order and in the name of the Governor of Maharashtra,

MEENA KARANDE,

Joint Secretary to the Government.

(१)

HOME DEPARTMENT

Mantralaya, Mumbai 400 032, dated the 22nd March 1999

NOTIFICATION

MOTOR VEHICLES ACT, 1988.

No. MVA. 0996/CM-9/CR-66/TRA-2.—Whereas the Government of Maharashtra *vide* Government Notification Home Department No. MVA. 0996/CM-9/CR-66/TRA-2, dated the 26th November 1997 had directed the State Transport Authority and the Regional Transport Authorities to limit the number of taxis and autorikshaws operating in the City of Mumbai and the number of autorikshaws operating in the cities of Thane, Pune, Nagpur Solapur, Nashik and Aurangabad to the existing total number of permits and valid letters of intent granted till the date of issue of the said notification.

Whereas it has been brought to the notice of Government that the letters of intent issued till the date of the said notification for taxis and autorikshaws in Mumbai City and Autorikshaws in the cities of Thane, Pune, Solapur, Nashik and Aurangabad will add to the already large number of vehicles in the aforesaid cities and is expected to increase the level of vehicular pollution to an alarming degree, add to the problems of severe traffic congestion.

Now, therefore, in exercise of the powers conferred by clause (a) of sub-section (3) of section 74 of the Motor Vehicles Act, 1988 (59 of 1988), the Government of Maharashtra hereby directs that the State Transport Authority and the Regional Transport Authorities shall limit the number of taxis operating in the city of Mumbai and the number of autorikshaws operating in the cities of Mumbai, Thane, Pune, Nashik, Aurangabad and Solapur to the existing total number of permits and such valid letters of intent granted till the 26th November 1997 where the vehicles are produced for Registration to the Registering Authority on or before the 29th April 1999, all other letters of intent/sanction orders being treated as cancelled.

By order and in the name of the Governor of Maharashtra,

A. N. KULKARNI,

Deputy Secretary to Government.

कायस्थीय मध्यवर्ती मुद्रणालय, मुंबई

भाग चार-अ] महाराष्ट्र शासन राजपत्र, असा., एप्रिल १३, १९९९/बिन २३, पृष्ठे १९२१-१२६

HOME DEPARTMENT

Mantralaya, Mumbai 400 032, dated the 13th April 1999

NOTIFICATION

MOTOR VEHICLES ACT, 1988.

No. MVA. 0996/CM-9/CR-66/TRA-2.—Whereas the Government of Maharashtra, vide Government Notification, Home Department, No. MVA 0996/CM-9/CR-66/TRA-2, dated the 22nd March 1999 had directed the State Transport Authority and the Regional Transport Authorities to limit the number of taxis operating in the City of Mumbai and the number of autorickshaws operating in the cities of Mumbai, Thane, Pune, Nashik, Aurangabad and Solapur to the existing total number of Permits and such valid letters of intent granted till the 26th November 1997, where the vehicles are produced for registration to the Registering Authority on or before the 29th April 1999, all other letters of intent/sanction orders being treated as cancelled :

Whereas it has been brought to the notice of the Government that in this regard the provisions of section 83 of Motor Vehicles Act, 1988 and Rule 88 of Maharashtra Motor Vehicles Rules, 1989 may be misused.

Now, therefore, in exercise of the powers conferred by clause (a) of sub-Section (3) of Section (68) of Motor Vehicles Act, 1988(59 of 1988) the Government of Maharashtra hereby directs the State Transport Authority and the Regional Transport Authorities not to grant permission to replace a vehicle covered either by taxi cab permit or autorickshaw permit till 10th May 1999.

By order and in the name of the Governor of Maharashtra,

A. N. KULKARNI,

Deputy Secretary to Government.

शासकीय मध्यवर्ती मुद्रणालय, मुंबई

बाब क्र. १२. सी.एन.जी/एल.पी.जी. वर चालविण्यात रुपांतरित झालेल्या मुंबईतील मिटर्ड टॅक्सी अशा रुपांतरणापासून आठ वर्षांनंतर परवान्यावरून उतरविणेबाबत.

राज्य परिवहन प्राधिकरणाने विषयसुचोच्या टिप्पणीचे अवलोकन केले.

१) आज मुंबईमध्ये सुमारे ५५,००० (चामध्ये सुमारे ९,८०० परवाने सुप्त आहेत) टॅक्सीज असून त्यापैकी जवळजवळ ९९ टक्के टॅक्सींचे सी.एन.जी किंवा एल.पी.जी. वर चालविण्यात रुपांतरण झालेले आहे. अशा रुपांतरणानंतर त्यांच्याबाबतीत आयुष्य निश्चित करण्यात आलेले नसल्यामुळे आज १५ किंवा २० वर्षांपेक्षा जुन्या टॅक्सीज देखील त्या केवळ सी.एन.जी/एल.पी.जी. वर असल्यामुळे चालताना दिसतात. परंतु ह्या जुन्या वाहनांची यांत्रिक स्थिती व्यवस्थित नसते व बहुसंख्य वाहने खिळखिळीत झालेली असल्यामुळे ती प्रवाशांना आरामदायी सेवा देऊ शकत नाही. मुंबईतील बहुतांशी टॅक्सी ह्या "प्रिमियर पद्मीनी" असून ही कंपनी जुलै २००० नंतर संपूर्णतः बंद पडलेली आहे. त्यामुळे या कंपनीच्या मॉडेलचे स्पेअर पार्ट्स बाजारात उपलब्ध नाहीत त्यामुळे ह्या वाहनाची देखभाल होऊ शकत नाही.

मुंबई शहरातील खाजगी वर्गातील ९० टक्के पेक्षा जास्त "प्रिमियर पद्मीनी" वाहने बाद झालेली आहेत. टॅक्सी वर्गातील ही वाहने मात्र अद्यापही चालू आहेत. मोटार वाहन अधिनियम, १९८८ च्या कलम ७४ (२)(११) अंतर्गत वाहनाने आरामदायी सेवा देणे अपेक्षित आहे. त्यासाठी सी.एन.जी./एल.पी.जी. वर रुपांतरित झाल्यानंतर सुद्धा मुंबईमध्ये अशा टॅक्सींच्या बाबतीत त्यांची परवान्यावरील आयुर्मर्यादा निश्चित करण्याची गरज निर्माण झालेली आहे.

२) मोटार वाहन अधिनियम, १९८८ च्या कलम ५९ अन्वये मोटार वाहनाचे आयुर्मान निश्चित करण्याचे अधिकार केंद्र शासनास आहेत. कलम ५९(१) च्या तरतूदीनुसार, केंद्र सरकार सार्वजनिक सुरक्षा, सोय वा मोटार वाहन अधिनियमाचे उद्दीष्ट विचारात घेऊन शासकीय राजपत्रातील अधिसूचनेद्वारे, निर्मितीच्या तारखेपासून त्या मोटार वाहनाचे आयुर्मान निश्चित करेल व अशा तारखेच्या समाप्ती नंतर ते वाहन, मोटार वाहन अधिनियम व नियम यांची आवश्यकता पूर्ण करीत असल्याचे मानण्यात येणार नाही.

उप कलम (१) च्या परंतुकानुसार केंद्र सरकारला मोटार वाहनांच्या निरनिराळ्या वर्गासाठी किंवा निरनिराळ्या प्रकारांसाठी वेगवेगळे आयुर्मान निश्चित करता येतील.

या कलमानुसार केंद्र सरकारला वाहनांची आयुर्मर्यादा निश्चित करण्याचे अधिकार असले तरी अखिल भारतीय पर्यटक परवाने व राष्ट्रीय माल वाहू परवान्यावरील वाहने बगळता इतर वाहनांसाठी त्यांचा अद्याप वापर केला गेला नाही. तसेच हे अधिकार खाजगी वाहनांसाठी वापरले गेल्यास त्या वाहनांची नोंदणी रद्द करावी लागेल.

(दि.०४.०८.२००८ रोजी झालेल्या रा.प.प्र. २२८ व्हा बैठकीचे इतिवृत्त)

३) रिट याचिका क्र. (सिव्हील) १३०२९/१९८५ -(एम.सी. मेहता विरुद्ध केंद्र शासन व इतर) प्रकरणी मा.सर्वाच्च न्यायालयाने आपल्या दि. २२.९.१९९८ च्या आदेशान्वये असे निर्देश दिले की दि. ३१.१२.१९९८ नंतर नॅशनल कॅपिटल टेरीटरी (दिल्ली) मध्ये १५ वर्षांवरील व्यापारी/परिवहन वाहने चालविण्यास परवानगी देऊ नये.

४) मुंबईतील विशिष्ट वयोमर्यादेनंतरची परिवहन वाहने सी.एन.जी/एल.पी.जी. वर चालविण्यात रुपांतरीत झाली नाहीत तर ती वापरातून बाद करण्यात यावीत म्हणून मा. उच्च न्यायालय, मुंबई ह्यांनी मुंबईतील मोटार वाहन वायुप्रदुष्ण विषयक जनहित याचिका क्र. १७६२/१९९९ प्रकरणी आपल्या दि. १७/१०/२००१ च्या आदेशाद्वारे निर्देश दिले होते. याबाबत मा. उच्च न्यायालयाने वेळोवेळी मुदतवाढ दिली असून त्याप्रमाणे आखून दिलेला कार्यक्रम पुढीलप्रमाणे आहे:

क्र.	वाहनाची वयोमर्यादा	वापरातून बाद करावयाचा दिनांक
१	१५ वर्षांवरील सर्व टॅक्सी	दि.११/४/२००२ पासून
२	सर्व वयाच्या प्रिमियर १३७ डी डिझेल टॅक्सी	दि. ३१/१/२००३ पासून
३	१० वर्षांवरील सर्व ऑटोरिक्षा	दि. १/९/२००२ पासून
४	८ वर्षांवरील सर्व टॅक्सी	दि. १/१/२००३ पासून
५	८ वर्षांवरील सर्व ऑटोरिक्षा	दि. १/४/२००३ पासून
६	१५ वर्षांवरील सर्व परिवहन वाहने (बोईएसटी बसेस वगळता)	दि. १/८/२००३ पासून
७	८ वर्षांवरील सर्व परिवहन वाहने (बोईएसटी बसेस वगळता)	दि. १/२/२००४ पासून

मा. उच्च न्यायालयाच्या ह्या निर्णयाचा परिणाम म्हणून आज ८ वर्षे वयावरील कोणतेही परिवहन वाहन हे सी.एन.जी/एल.पी.जीत रुपांतरीत नसल्यास मुंबईत चालविता येणार नाही.

मा. उच्च न्यायालयाच्या उपरोक्त आदेशाचा परिणाम म्हणून दि. १.१.२००३ रोजी टॅक्सी संवर्गामध्ये खाली दर्शविल्याप्रमाणे सीएनजी /एलपीजी मध्ये रुपांतरण किंवा वाहनाचे मुंबई बाहेर स्थलांतरण किंवा नोंदणी रद्द झाली आहे.

(दि.०४.०८.२००८ रोजी झालेल्या रा.प.प्रा. २२८ व्या बैठकीचे इतिवृत)

वयोमर्यादा	एकूण वाहने	सीएनजी/एलपीजी वर रुपांतरीत झालेली वाहने	मुंबई बाहेर स्थलांतरीत झालेली वाहने	नोंदणी रद्द करण्यात आलेली वाहने
१५ वर्षांवरील टॅक्सी	१४,२९२	२,०१४	१०९	१२,१६९
१३७ डी मॉडेल (सर्व वयाची)	१२,१७२	११,६२४	१४२	४०६
८ ते १५ वर्षे वयोगटातील टॅक्सी	२४,८१३	२३,५५६	२२	१,२३५
एकूण	५१,२७७	३७,१९४	२७३	१३,८१०

५) वयोमानानुसार आज मुंबई मधील टॅक्सींची संख्या पुढील प्रमाणे आहे :

२० वर्षांवरील टॅक्सी	.....	१४,०००
१५ ते २० वर्षे वयोगटातील टॅक्सी	.....	५,५००
८ ते १५ वर्षे वयोगटातील टॅक्सी	.....	२४,२५०
८ वर्षांपर्यंतच्या टॅक्सी	.....	२,०००

६) टॅक्सी/रिक्षा वगळता इतर ८ वर्षे वयावरील परिवहन वाहनांच्या (म्हणजे ट्रक, बसेस, डिलीव्हरी व्हॅन, अॅम्बुलन्स इत्यादी) रुपांतरणासाठी मा. उच्च न्यायालयाने आपल्या दि. ३/३/२००४ च्या आदेशाद्वारे दि. ३१/१२/२००४ पर्यंत मुदतवाढ देऊन अशी रुपांतरीत झालेली वाहने रुपांतरणाच्या दिनांकापासून ८ वर्षांनंतर वापरातून बाद करण्यात यावी असे निर्देश दिले. हे निर्देश टॅक्सी/रिक्षांना लागू नाहीत. अर्थात टॅक्सी/रिक्षांना त्यांच्या रुपांतरणानंतर आयुर्मर्यादा निश्चित करण्यात आलेली नाही.

७) मा. सर्वोच्च न्यायालय हयांनी सुभाषचंद्र विरुद्ध उत्तर प्रदेश शासन प्रकरणी (AIR1980 Supreme Court 800) असा निर्णय दिलेला आहे की मिनी बसेस ही कंत्राटी वाहने परवान्यावर सात वर्षे पेक्षा जास्त काळ चालविता येणार नाही ही प्रादेशिक परिवहन प्राधिकरणाने परवान्यास लावलेली अट योग्य आहे. त्याचप्रमाणे राज्य परिवहन प्राधिकरण, महाराष्ट्र राज्य हयांनी आपला ठराव क्र. ९७/१९८२ दि. १/४/१९८२ अन्वये आंतरराज्यीय मार्गावर चालणा-या टप्पा वाहन बसेससाठी १० वर्षे ही वयोमर्यादा निश्चित केलेली आहे. हयाबाबतीत एका रिक्वीजन अॅप्लीकेशन प्रकरणी (रिक्वीजन अॅप्लीकेशन क्र. २/२००६) मा. राज्यपरिवहन अॅपिलेट न्यायाधिकरण, महाराष्ट्र राज्य हयांनी सदर ठराव योग्य असल्याचे म्हणून त्याचे समर्थन केले आहे.

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(दि.०४.०८.२००८ रोजी झालेल्या रा.प.प्रा. २२८ व्या बैठकीचे इतिवृत्त)

मा. सर्वोच्च न्यायालयाने रिट याचिका क्र. (सिविल) १३०२९/१९८५ प्रकरणी आपल्या दिनांक २२/०९/१९९८ च्या आदेशान्वये दिनांक ३१/१२/१९९८ नंतर नॅशनल कंपिटल टेरिटरी (दिल्ली) मध्ये १५ वर्षांवरील व्यापारी/परिवहन वाहन चालविण्यास बंदी घातली आहे. तसेच माननीय उच्च न्यायालयाने रिट क्र. १७६२/१९९९ मध्ये मालवाहतूक वाहने व प्रवासी बसेसकरिता सीएनजी/एलपीजीमध्ये रूपांतरणानंतर आठ वर्षांपर्यंत वाहनांचा वापर मुंबई महानगरपालिका हद्दीत करता येईल असे आदेश दिले आहेत.

वरील सर्व बाबींचा विचार करून राज्य परिवहन प्राधिकरणाने चर्चेअंती व काळजीपूर्वक विचारांती मुंबईतील मीटर्ड टॅक्सी परवान्यावरून उतरविण्याबाबत खालीलप्रमाणे निर्णय घेतला:

मा. मुंबई उच्च न्यायालयाने रिट याचिका क्र. १७६२/१९९९ प्रकरणी दिलेल्या निर्देशांतर्गत सीएनजी / एलपीजी मध्ये रूपांतरण झालेले आहे अशा टॅक्सी तसेच न्यायालयाच्या निर्देशा व्यतिरिक्त स्वेच्छेने सीएनजी / एलपीजी मध्ये रूपांतरित झालेल्या आहेत अशा टॅक्सीपैकी प्रथम नोंदणी

दिनांकापासून २५ वर्षे पूर्ण झालेल्या टॅक्सी ह्या ठरावाच्या दिनांकापासून ४ महिन्यांच्या मुदतीत परवान्यावरून उतरविण्यात याव्यात.

तसेच उर्वरित टॅक्सीच्या बाबतीत निर्णय घेता येण्याच्या दृष्टीने राज्य परिवहन प्राधिकरणाने सचिव, राज्य परिवहन प्राधिकरण ह्यांना असे निर्देश दिले की त्यांनी प्रादेशिक परिवहन प्राधिकरण, मुंबई महानगर क्षेत्र ह्यांचे कडून आज परवान्यावर असलेल्या अशा टॅक्सीची वयनिहाय संख्या मागवावी व ती राज्य परिवहन प्राधिकरण ह्यांना सादर करावी.

(ठराव क्र. २९/२००८)

अध्यक्ष,
राज्य परिवहन प्राधिकरण,
महाराष्ट्र राज्य, मुंबई.

महत्वाचे

टुरिस्ट/स्लीपर/ वातानुकूलित बस
परवाना मंजूरी/ नुतनीकरण करणेबाबत.

परिवहन आयुक्त यांचे कार्यालय,
प्रशासकीय इमारत, ३ व ४ था मजला,
डॉ. आंबेडकर उद्यानाजवळ, सरकारी वसाहत,
वांद्रे (पूर्व), मुंबई - ४०० ०५१,
परिपत्रक क्रमांक: ६४५/पआ/का.१/अभाप/२०११/जा.क्र. ६४२०
दिनांक : मे २०११ 7 MAY 2011

- संदर्भ : १) या कार्यालयाचे पत्र जा.क्र. १२९५०, दिनांक १५.९.१९९९
२) या कार्यालयाचे पत्र क्रमांक ६४५/पआ/का.१/अभाप/०८/जा.क्र.१०६०, दि.२९.१.२०००
३) या कार्यालयाचे पत्र क्रमांक ६४५/पआ/का.१/अभाप/०९/जा.क्र.३७०२, दि.२.४.२००९
४) या कार्यालयाचे पत्र क्रमांक ६४५/पआ/का.१/अभाप/१०/जा.क्र.७५६७, दि.२.६.२०१०

प रि प त्र क

महाराष्ट्र राज्यातील विविध प्रादेशिक परिवहन अधिकारी तसेच उप प्रादेशिक परिवहन अधिकारी यांचेद्वारे टुरिस्ट/स्लीपर/वातानुकूलित बस परवाना मंजूरीसाठी या कार्यालयास वाहन तपासणी बाबतचे अहवाल सादर केले जातात. या अहवालांच्या सादरीकरणा संदर्भात सदरभाषीन कार्यालयीन परिपत्रकान्वये वारंवार मार्गदर्शन करण्यात आले असताना देखील या अहवालात अनेक त्रुटी आढळून येतात. सदर त्रुटी दूर करण्यासाठी वाहन मालकास नाहक हेलपाटे घालावे लागतात.

सर्व परिपूर्ण तपासणी अहवालांच्या सादरीकरणा संदर्भात पुढील निर्देश देण्यात येत आहेत.

१. प्रस्तावित मोटार वाहनांची मोजमापे ज्या ज्या ठिकाणी लिहिलेली असतात ती मोजमापे संबंधित तपासणी अधिकारी यांनी सांक्षीक करून प्रमाणीत करावीत.
२. सदर वाहन तपासणी किमान मोटार वाहन निरीक्षक दर्जाच्या अधिका-यांनी करावी व त्याबाबतचा अहवाल त्यांनीच सादर करावा.
३. केंद्रीय मोटार वाहन नियम १९८९ च्या नियम ८५(७) व ८५ (८) व नियम १२८ च्या पूर्ततेबाबतची तपासणी व नोंदणी ही संबंधित नोंदणी अधिका-यांनी करावयाची असून त्याबाबतचे अंतिम प्रमाणपत्र कार्यालय प्रमुखाने स्वतः मोटार वाहन तपासून व मोटार वाहन निरीक्षकाने नोंदविलेल्या मोजमापांची शहानिशा करून द्याव्याचे आहे.

४. स्लीपर कोच वाहनांबाबत वाहनांत वातानुकूलित यंत्राणा असल्याशिवाय प्रस्ताव पाठविण्यात येऊ नये. संबंधित कार्यालय प्रमुखांनी वाहन वातानुकूलित असल्याची स्वतः खात्री करावी.

५. शिफारस पत्रासोबत प्रस्तावित वाहनाचा प्लॅन, एलिव्हेशन व छायाचित्रे इत्यादी वर मोटार वाहन निरीक्षक वाहन मालक तसेच कार्यालय प्रमुख यांची स्वाक्षरी असणे गरजेचे आहे.

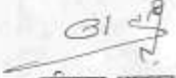
६. मुद्देनिहाय प्रमाणपत्र (आयटम वाईज सर्टिफिकेट) कार्यालय प्रमुखांनी स्वतःच्या सही शिक्क्यानिशी प्रमाणीत करावे.

७. प्रस्तावित वाहनांपैकी काही वाहने परिवहन आयुक्त कार्यालयात फेरतपासणीसाठी बोलाविण्यात येतील. फेरतपासणीत काही जुटी वा बिसंगती आढळल्यास त्यास संबंधित मोटार वाहन निरीक्षक व कार्यालय प्रमुखांस जबाबदार धरण्यात येईल, याची नोंद घेण्यात यावी.

८. अखिल भारतीय पर्यटक परवान्यावरील बसेस वातानुकूलित आहेत किंवा अवातानुकूलित याचा स्पष्ट उल्लेख शिफारस पत्रात करावा.

९. ट्रिस्ट/स्लीपर/वातानुकूलित बसची वाहन नोंदणी तसेच योजना प्रमाणपत्र नुतनोत्प्रेषण ह्या बाबी कार्यालयातच करण्यात याव्यात. कोणत्याही परिस्थितीत उपरोक्त कामे शिबीर कार्यालयात करण्यात येऊ नयेत. वरील आदेशाचे काटेकोरपणे पालन करण्यात यावे.

सोबत :- मुद्देनिहाय प्रमाणपत्राचे नमुने


परिवहन आयुक्त,
महाराष्ट्र राज्य, मुंबई.

प्रति,

परिवहन आयुक्त कार्यालयातील सर्व नियंत्रक अधिकारी.

सर्व प्रादेशिक परिवहन अधिकारी/ उप प्रादेशिक परिवहन अधिकारी.

प्रत,

मा. सचिव, गृह विभाग (परिवहन), महाराष्ट्र शासन, मंत्रालय, मुंबई - ४०० ०३२ यांना माहितीकरिता सविनय सादर.

5.37 Application and grant of private service vehicle permit. (MVAS 76, MMVR 71,75)-(1) An application in Form P.Pr.S.A for a Private service vehicle permit, accompanied by fees specified in MMVR 75 alongwith specified documents, containing the following particulars, namely.

(a) type and seating capacity of the vehicle;

(b) the area or the route or routes to which the application relates;

(c) the manner in which it is claimed that the purpose of carrying persons otherwise than for hire or reward or in connection with the trade or business carried on by the applicant will be served by the vehicle; and

(2) A Regional Transport Authority after receiving an application either grant a private service vehicle permit or refuse to grant such a permit.

(3) Private service vehicle permit should not be granted in respect of any area not specified in the application.

(4) The Regional Transport Authority, if it decides to grant a Private service vehicle permit, grant the permit and attach conditions specified in MVAS 76 .

5.38 Application for Goods carriage permits (MVAS 77, MMVR 71,75)

-(1) An application in Form P.Gd.C.A for a goods carriage permit, accompanied by fees specified in MMVR 75 alongwith the specified documents and contain the following particulars, namely.

(a) the area or the route or routes to which the application relates;

(b) the type and capacity of the vehicle;

(c) the nature of the goods it is proposed to carry;

(d) the arrangements intended to be made for the housing, maintenance and repair of the vehicle and for the storage and safe custody of the goods;

5.39 Grant of goods carriage permit (MVAS 79)-(1)

A Regional Transport Authority after receiving an application either grant a goods carriage permit valid throughout the state or refuse to grant such a permit.

(2) Goods carriage permit should not be granted in respect of any area not specified in the application.

(3) The Regional Transport Authority, if it decides to grant a goods carriage permit, grant the permit and attach conditions specified in MVAS 79

5.40 Renewal of permits (MVAS 81,MMVR 85,86,87) -(1) A permit other than a temporary permit or a special permit is effective from the date of issuance or renewal for a period of five years. If the permit is countersigned, the validity of the counter signature is to synchronise with the validity of the primary permit.

(2) A permit is required to be renewed on an application made not less than fifteen days before the date of its expiry accompanied by permit and the fee specified in MMVR 75.

(3) The Transport Authority, is empowered to entertain an application for the renewal of a permit if it is satisfied that the applicant is prevented by good and sufficient cause.

(4) The Transport Authority, may reject an application for the renewal of a permit on one or more of the following grounds, namely.

(a) the financial condition of the applicant is unsatisfactory

(b) the applicant had been punished twice or more for,

(i) plying any vehicle—

1) without payment of tax due on such vehicle;

2) without payment of tax during the grace period allowed for payment of such tax and then stop the plying of such vehicle;

3) on any unauthorised route;

(ii) making unauthorised trips:

(5) Application for renewal should not be rejected unless an opportunity of being heard is given to the applicant.

(6) If a permit is renewed after the expiry of the period, such renewal have effect from the date of expiry.

(7) An application for the renewal of countersignature on permit should be made in writing to the transport authority accompanied by the permit.

(8) The transport authority to whom such an application is made, has to renew the same by endorsement on the permit and intimate the transport authority who has granted the permit.

5.41 Transfer of permits other than motor cab (MVAS 82, MMVR 91)-

(1) A permit should not be transferred from one person to another except with the permission of the transport authority which granted the permit.

(2) If the holder of a permit desires to transfer his permit to some other person, he has to make a joint application in writing alongwith the person to whom he desires to make the transfer, in Form Tr. PA. to the Transport Authority by which the permit is issued.

(3) After receiving an application the Transport Authority may call details of any premium, payment or other consideration arising out of the transfer, is to pass or has passed between them and the nature and amount of any such premium, payment or other consideration.

(4) The Transport Authority, if satisfied that any matter stated in the application or any material particular in application is false, it may declare such transfer as void.

(5) The Transport Authority is empowered to summon both the parties, to appear before it and deal with the application as if it is an application for a permit.

(6) If the Transport Authority is satisfied that the transfer of a permit may properly be made, it should call upon the holder of the permit in writing to surrender the permit within seven days from the receipt of the order alongwith fee of Rupees one hundred.

5.42 Transfer of permits of Motor Cabs (MVAS 82, MMVR 91) –(1) If the holder of a permit desires to transfer the permit to some other person he have to make a joint application in writing in Form TRPA together with the person to whom he desires to make the transfer to the Transport Authority by which the permit was issued.

(2) The Transport Authority should by order in writing call upon the holder of the permits to surrender the permit within seven days from the receipt of the order.

(3) It should also call upon the person to whom the permit is to be transferred to produce an affidavit sworn before the Magistrate for the transfer of the permit alongwith fees notified by the govt. of maharashtra in official gazette.

(4) The person to whom the permit is to be transferred have to be resident of State of Maharashtra for not less than fifteen years, for which he have to produce a domicile certificate.

(5) The person to whom the permit is to be transferred have to possess an effective driving license and necessary badge to drive public service vehicle.



महाराष्ट्र शासन राजपत्र असाधारण भाग चार-अ

वर्ष २, अंक ३]

गुरुवार, मार्च २५, २०१०/चैत्र ४, शके १९३२
किंमत : रुपये १९.००

[पृष्ठे ३

असाधारण क्रमांक ५२

प्राधिकृत प्रकाशन

महाराष्ट्र शासनाने केंद्रीय अधिनियमान्वये तयार केलेले (भाग एक, एक-अ आणि एक-ल
यांमध्ये प्रसिद्ध केलेले नियम व आदेश याव्यतिरिक्त) नियम व आदेश.

गृह विभाग (परिवहन)

मंत्रालय, मुंबई ४०० ०३२, दिनांक २५ मार्च २०१०

आदेश

महाराष्ट्र मोटार वाहन नियम, १९८९.

क्रमांक एमव्हीआर. ०३०९/५४५/प्र.क्र. १४२ (भाग-एक)/परि-२.—महाराष्ट्र मोटार वाहन नियम,
१९८९ याच्या नियम २९, पोट नियम (६), खंड (ख) द्वारे प्रदान करण्यात आलेल्या अधिकारांना,
अनुलक्षण महाराष्ट्र शासन, याद्वारे, ऑटोरिक्षासह मोटार केंबच्या संबंधीतील परवान्यासाठी
पुढीलप्रमाणे हस्तांतरण शुल्क अधिसूचित करीत आहे :—

अ. क्र. (१)	क्षेत्र (२)	शुल्क (३)
१	मुंबई शहर आणि त्याची उपनगरे, ठाणे व पुणे शहर.	रुपये २५.००० (रुपये पंचवीस हजार फक्त)
२	अनुक्रमांक १ मध्ये नमूद केलेल्या क्षेत्रां- व्यतिरिक्त महाराष्ट्र राज्यामध्ये	रुपये ५.००० (रुपये पाच हजार फक्त)

भाग चार-अ-५२-१

(१)

२ महाराष्ट्र शासन राजपत्र असाधारण भाग चार-अ, मार्च २५, २०१०/चैत्र ४, शके १९३२

उपरोक्त नमूद केलेले हस्तांतर शुल्क खाली नमूद केलेल्या व्यक्तींना लागू होणार नाही—

(१) कायदेशीर चारसाचे नावे परवाना हस्तांतरण करताना.

(२) न्यायालयाचे आदेशाने हस्तांतरण करण्यात येणाऱ्या परवान्याबाबत.

(३) परवानाधारकाच्या मृतुबाबत व्यक्तीच्या नावे हस्तांतरण करण्याकरिता म्हणजेच पतीच्या नावावरून पत्नीच्या नावे व पत्नीच्या नावावरून पतीचे नावे, तसेच वडील/आई यांच्या नावावरून मुलाच्या नावे किंवा अविवाहित मुलीच्या नावे, त्याचप्रमाणे मुलगा व अविवाहित मुलीच्या नावावरून वडील/आई यांच्या नावे परवाना हस्तांतरण करताना.

महाराष्ट्राचे राज्यपाल यांच्या आदेशानुसार व नावाने,

ज्यो. मा. चव्हाण,
शासनाचे उप सचिव.

5.43 Transfer of permit in case of death of permit holder(MVAS 82, MMVR 92) –(1) In case of death of the permit holder, the person succeeding to the possession of the vehicle covered by the permit have to inform the Transport Authority which granted the permit about the death of the holder within sixty days from the death of the permit holder in Form Int. D. Tr.

(2) The person succeeding to the possession of the vehicle covered by the permit have to submit an application in Form Tr. P.A. to the Regional Transport Authority for transfer of permit in his name, along with the copy of the newspaper notice published in the local newspaper in Form ND indicating that he is e person succeeding the permit of the deceased permit holder.

(3) If the permit is transferred on account of the demise of the permit holder, a photograph of transferee required to be affixed on the permit and sealed by the authority.

(4) Upon receipt of the permit and of the prescribed fee of fifty rupees, the Transport Authority have to make the necessary changes, and issue a new permit to the transferee.

5.44 Issue of duplicate permits (MMVR 93)-(1) When a permit / temporary permit is lost or destroyed, the holder has to intimate the fact to the Transport Authority by which the permit was issued and have to pay the fee prescribed under MMVR 93(5).

(2) The Transport Authority after verifying the facts issue a duplicate permit.

(3) A duplicate permit should be clearly stamped "Duplicate" in red ink.

(4) Where a permit has become dirty, torn or defaced, the permit holder has to surrender the permit to the Transport authority and apply for the issue of a duplicate.

5.45 Office Procedure for Duplicate Permits

- 1) Not wanted remark
- 2) Verification of documents
- 3) Payment of fees
- 4) Delivery of permit

5.46 Variation of permit (MMVR94) -(1) The Transport Authority in its discretion vary the permit or any of the conditions upon application made in writing by the holder of any permit.

(2) A Transport Authority vary any condition of any permit in accordance with any particular or general direction issued by the State Transport Authority.

5.47 Replacement of Vehicles covered by the permit (MVAS 83 MMVR 88,89) -(1) The holder of a permit, with the permission of the authority by which the permit was granted, replace any vehicle covered by the permit by any other vehicle of the same nature.

(2) If a holder of permit desires to replace any vehicle covered by the permit by another vehicle, he has to forward the permit and apply in Form M.V.Rep.A to the Transport Authority by which the permit is granted, stating the reasons why the replacement is desired and,

(i) if the replacer vehicle is in his possession, forward the certificate of registration of that vehicle; or

(ii) if the replacer vehicle is not in his possession, state any material particulars in respect of which the replacer vehicle differs from the vehicle to be replaced.

(3) After receiving an application and after ensuring that the other conditions for granting a permit are fulfilled, grant permission for such replacement.

(4) The Transport Authority , for reasons to be recorded and communicated to the applicant, reject any application made to it, if the holder of the permit has contravened any provisions or has been deprived of possession of the vehicle under any hire-purchase agreement.

5.49 Cancellation and suspension of permits MVAS 86-(1) The Transport Authority which granted a permit is empowered to cancel or suspend the permit, for such period as it thinks fit for the following reasons.

(a) on the breach of any condition specified in section 84 or of any condition contained in the permit, or

(b) if the holder of the permit uses or causes or allows a vehicle to be used in any manner not authorised by the permit, or

(c) if the holder of the permit ceases to own the vehicle covered by the permit, or

(d) if the holder of the permit has obtained the permit by fraud or misrepresentation, or

(e) if the holder of the goods carriage permit, fails without reasonable cause, to use the vehicle for the purposes for which the permit was granted, or

(f) if the holder of the permit acquires the citizenship of any foreign country

(2) Permit should not be suspended or cancelled unless an opportunity has been given to the holder of the permit to furnish his explanation.

5.50 Procedure for cancellation and suspension of permits. MVAS 86 MMVR 90-(1) The Transport Authority is empowered to cancel or suspend the permit issued by any other authority if it has been delegated powers of under MVAS 68 (5).

(2) If a Transport Authority cancels or suspends a permit, it has to give to the holder in writing its reasons for the action taken.

(3) Authority or a person is empowered to suspend a permit if powers have been delegated under MVAS 68 (5).

(4) If the holder of the permit agrees to pay a certain sum of money, the Transport Authority, instead of cancelling or suspending the permit, as the case be, recover from the holder of the permit the sum of money agreed upon.

(5) The holder of a permit has to surrender the permit to the Transport Authority by which it was granted for suspension or cancellation of permit.

6) When a Transport Authority suspends or cancels any permit,

(i) the holder has to surrender the permit immediately.

(ii) the Transport Authority suspending or cancelling the permit is required to send intimation to any other authority by which it has been countersigned.

(7) When a Transport Authority suspends any permit, the permit holder has to surrender the registration certificate.

(8) The holder of the permit has to intimate to transport authority within twenty four hours, the place where the vehicle is kept during the suspension period, and should not remove it without the prior permission of transport authority.

5.51 Procedure on expiry of permit -The holder of a permit, at any time surrender the permit to the Transport Authority by which it was granted for cancellation.

5.52 Production of permit (MMVR 95)-(1) A permit is always required to be carried in the vehicle and be produced on demand made by an Officer of the Regional Transport Authority.

(2) Any Police Officer or an officer of and above the rank of Assistant Inspector of Motor Vehicles of the Motor Vehicles Department in uniform is empowered to inspect the permit.

5.53 Application and grant of Temporary Permits (MVAS 87)- (1) A Transport Authority is empowered to grant temporary permits, to be effective for a period of four months for following purposes.

(a) for the conveyance of passengers on special occasions such as to and from fairs and religious gatherings, or

(b) for the purposes of a seasonal business, or

(c) to meet a particular temporary need, or

(d) pending decision on an application for the renewal of a permit,

(2) The Transport authority may attach any condition as it think fit.

(3) The Transport Authority in the case of goods carriages, under the circumstances of an exceptional nature, and for reasons to be recorded in writing, grant a permit for a period exceeding four months, but not exceeding one year.

(4) A temporary permit has to be granted in respect of any route or area if,

(i) no permit has been issued under MVAS 72 or 74 or 76 or 79 in respect of that route or area by reason of an order of a Court or other competent authority restraining the issue of the same, for a period not exceeding the period for which the issue of the permit has been so restrained; or

(ii) if a permit is suspended by a Court or other competent authority, in respect of any route or area and there is no transport vehicle of the same class with a valid permit in respect of such route or area, for a period not exceeding the period of such suspension:

(iii) The number of transport vehicles in respect of which temporary permits are so granted should not exceed the number of vehicles in respect of which the issue of the permits have been restrained or, the permit has been suspended.

(5) An application for temporary permit is to made in form P.Tem.A. along with fee specified in MMVR 75

5.54 Temporary authorisation in lieu of permit (MMVR 96) -(1) When the holder of permit has submitted the permit to the Transport Authority for renewal, countersignature or for any other purpose, or any police officer or Court or any competent authority has taken temporary possession of such permit from the holder, such authority officer or the court as the case be, should issued receipt in Form Tem.P.A. to ply the vehicle during such period, as specified.

(2) The authority granting such authorisation is empowered to extend the period of validity, until the permit is returned or the expiry of the permit, whichever is earlier.

(3) The vehicle concerned should not be plied beyond the period including the extended period.

(4) No fee should be paid in respect of such temporary authorisation.

5.55 Validation of permits for use outside region in which granted (MVAS 88)- (1) A permit granted by the Regional Transport Authority of any one region is not valid in any other region, unless the permit is countersigned by the Regional Transport Authority of that other region.

(2) A permit granted in any one State is not valid in any other State unless countersigned by the State Transport Authority of that other State or by the Regional Transport Authority concerned:

(3) A goods carriage permit, granted by the Regional Transport Authority of any one region is valid within entire State without the countersignature of the Regional Transport Authority of the other region.

(4) Where both the starting point and the terminal point of a route are situate within the same State, but part of such route lies in any other State and if the

length of such part does not exceed sixteen kilometres, the permit is valid in the other State in respect of that part of the route which is in that other State without any countersignature.

(5) A permit granted or countersigned by a State Transport Authority is valid in the whole State or as decided by State Transport Authority.

(6) A Regional Transport Authority is empowered to attach any permit condition or vary the condition while countersigning it.

(7) If a permit granted in any one State is required to be countersigned by the State Transport Authority of another State as a result of any agreement, the procedure laid down in section 80 is not required to follow.

(8) An agreement between the States to fix the number of permits which is proposed to be granted or countersigned in respect of each route or area, is required to be published by each of the State Governments in the Official Gazette and in any one or more of the newspapers in regional language together with a notice of the date before which representations to be made to the Government. The period should not be less than thirty days from the date of publication in the Official Gazette.

(9) After signing the agreement both the States are required to publish it in the Official Gazette and in any one or more of the newspapers in the regional language and the State Transport Authority and the Regional Transport Authority concerned have to give effect to it.

(10) A Regional Transport Authority of one region is empowered to issue a temporary permit under MVAS 87 to be valid in another region or State with the concurrence, given generally or for the particular occasion.

(11) Subject to rules made under the M.V. Act by the Central Government, the Transport Authority, for the convenience of the public, grant a special permit to any public service vehicle, for the use of the vehicle as a whole without stopping to pick up or set down along the line of route passengers not included in the contract. Regional Transport Authority has to assign to

the vehicle, a special distinguishing mark. Special permit is valid in any other region or State without the countersignature of the concerned Authority.

5.56 Grant of Tourist Vehicle Permit.(MVAS 88(9),CMVR 82)-State Transport Authority for the purpose of promoting tourism, grant permits in respect of tourist vehicles valid for the whole of India, or in such contiguous States not being less than three in number including the State in which the permit is issued. Provisions of MVAS 73, 74, 80, 81, 82, 83, 84, 85, 86, 87 (1) (d) and 89 are applicable to such permits.

5.57 Application and procedure for grant of Tourist Vehicle Permit.(CMVR 82) -(1) An application for the grant of tourist vehicle permit is required to be made in Form 45 to the State Transport Authority.

(2) An application for the grant of authorisation for a tourist permit has to be made in Form 46 accompanied by a fee as specified in CMVR 83 in the form of a bank draft.

(3) Authorisation should be granted in Form 47 and separate receipts for taxes or fees should be hand over to the permit holder, on security printed watermark paper carrying hologram as specified by the concerned State/Union Territory.

(4) The authority which grants the authorisation has to inform to the State Transport Authorities of the other States, the registration number, the name and address of the permit holder and the period for which the said authorisation is valid.

(5) If the permit holder undertakes to pay the tax directly to the concerned State Transport Authority at the time of entry in his jurisdiction, the authorisation should expressly state that it has been issued subject to payment of taxes to the concerned State Transport Authority.

(6) Authorisation is valid for the period of one year.

(7) A tourist permit of motor cab is valid up 9 years and 8 years where the motor vehicle is other than a motor cab, unless the motor vehicle is replaced;

(8) Where a vehicle covered by a tourist permit is proposed to be replaced by another, the latter vehicle should not be more than two years old.

5.58 Conditions of every All India Tourist Vehicle Permit. (CMVR 85,128)-(1) The construction of every All India Tourist Vehicle should be as per CMVR 128.

(2) A driver of a tourist vehicle have to possess the qualifications as mentioned in S.O.415 (E), dt. 8/6/1989

(3) The permit holder have to observe the additional permit conditions as let down in CMVR 85.

5.59 Grant of National Permit.(MVAS 88(12),CMVR 86)-The Transport authority, for the purpose of encouraging long distance inter-State road transport, grant in a State, national permits in respect of goods carriages. The provisions of MVAS 69, 77, 79, 80, 81, 82, 83, 84, 85, 86, 87(1) (d) and 89 are applicable to these permit.

5.60 Application and procedure for grant of National Permit. (CMVR 86)- (1)An application for the grant of a national permit have to be made in Form 48 to the Transport authority.

(2) An application for the grant of an authorisation for a national permit have to be made in Form 46, accompanied by a fee specified in CMVR 87 in the form of a bank draft.

(3) Authorization should be granted in Form 47, subject to the payment of taxes or fees, if any, levied by the concerned State. The authority which

grants the authorization have to issue to the permit holder separate receipts for taxes or fees. These receipts should be issued in the form of security printed watermark paper carrying hologram.

(4) The authorization is valid for one year.

5.61 Age of motor vehicle covered by the national permit.(CMVR 88)-

(1) National permit should not be granted to a goods carriage, other than multi axle vehicle, which is more than twelve years old.

(2) National permit should not be granted for a multi axle goods carriage which is more than fifteen years old.

(3) National permit should not be granted in respect of a multi-axle trailer approved to carry a gross vehicle weight of more than 50 tonnes and which is more than 25 years old.

(4) A national permit should be issued in security printed watermark paper and hologram specified by the State Government.

5.62 Conditions for national permit (CMVR 90)

(1) The vehicle covered under a national permit has to be painted in dry leaf brown colour with thirty centimetres broad white borders and the words “National permit” inscribed on both sides of the vehicle in bold letters within a circle of sixty centimetres diameter:

(2) The body of a tanker carrying dangerous or hazardous goods have to be painted in white colour with a dry leaf brown ribbon of 5 centimetres width around in the middle at the exterior and the driver’s cabin in orange colour.

(3) Vehicle covered with national permit should not carry any goods without a bill of lading in Form 50.

(4) The vehicle should have minimum of two drivers and have to be provided with a seat across its full width behind the driver's seat.

This provision will be applicable to light motor vehicles and medium goods vehicles after the date notified by the Central Government.

(5) The vehicle should carry at all times all the valid documents and have to be produced on demand by an officer empowered to demand documents.

(6) The vehicle will have to observe all local rules or restrictions imposed by a State Government.

(7) The vehicle should not pick up or set down goods between two points situated in the same State other than the home State.

5.63 Appeals (MVAS 89 MMVR 97)-(1) The State Government is empowered to constitute such number of Transport Appellate Tribunals as it thinks fit, consisting of a judicial officer who is not below the rank of a District Judge or who is qualified to be a Judge of the High Court.

(2) Any person aggrieved by the order of Transport Authority for the reasons mentioned in MVAS 89 ,within 30 days of the date of receipt order have to make an appeal before the State Transport Appellate Tribunal.

(3) The appeal should be in form of a memorandum submitted in duplicate stating the grounds of objections to the order of the Transport Authority, accompanied by a certified copy of the order appealed against and a fee of [hundred and fifty rupees] in cash.

(4) The tribunal after giving the aggrieved person and the original authority an opportunity of being heard, give a decision thereon which is final.

5.64 Revision. (MVAS 90 MMVR 99)- (1) The State Transport Appellate Tribunal is empowered to call for the record of any case in which an order has been made by the Transport Authority against which no appeal lies, and

if it appears to the Tribunal that the order made by the Transport Authority is improper or illegal, the Tribunal pass order in relation to the case as it deems fit and every such order is final:

(2) Tribunal should not entertain any application from a person aggrieved by an order of a Transport Authority, unless the application is made within thirty days from the date of the order. Tribunal entertain the application after the expiry of the said period, if it is satisfied that the applicant was prevented by good and sufficient cause from making the application in time:

(3) If the tribunal has admitted a revision application it has to give an intimation to the Transport Authority and the appellant. The appellant should appear before the tribunal in person or through authorized representative with original record pertaining to the case.

(4) Tribunal should not pass an order without giving a reasonable opportunity of being heard to any person.

5.65 Carriage of animals in goods vehicle. (MMVR 83)-(1) Construction of goods vehicle carrying goat, sheep, deer or pig is as below.

(a) a minimum floor space of 0.15 square meter per head.

(b) proper arrangements for ventilation are made; and

(c) if carried in a double-decked goods vehicle,—

(i) the upper deck flooring is covered with metal sheets with a minimum height of 7.62 centimeters raised on all four sides so as to prevent the animal waste matter such as urine, litter, etc., falling on the animals on the lower deck;

(ii) proper arrangements for drainage are made on each floor; and

(iii) wooden battens are provided on each floor to prevent slipping of hoofs of the animals;

(2) Construction of goods vehicles carrying any other cattle is as below.

(a) a minimum floor space of 2 meter x 0.75 meter per head of cattle and half of such floor space for a young one of cattle which is weaned is provided in the vehicle;

(b) the load body of the vehicle is constructed of strong wooden planks or of iron sheets with a minimum height of 1.4 metres measured from the floor of the vehicle on all sides and back; and

(c) floor battens are provided to prevent slipping of hoofs;

(d) every projection likely to cause suffering to an animal is removed;

(e) the cattle are properly secured by ropes tied to the sides of the vehicle.

(3) No goods vehicle when carrying any cattle should be driven at a speed in excess of 24 kilometres per hour.

5.66 Carriage of children and infants in public service vehicle.

(MMVR106)- (1) The conditions for carriage of children in public service vehicle are as below.

(i) a child of not more than twelve years of age are treated as one half; and

(ii) a child of not more than three years of age should not be reckoned.

(2) The number of children to be carried in contract carriages exclusively used either part-time or full time for carrying school going students and in buses used by education institution,-

(i) Three children below the age of twelve years are to be accommodated on a row of two seats.

(ii) Four children below the age of twelve years are to be accommodated on a row of three seats.

5.67 Carriage of persons in goods vehicles.— (MMVR 108)-(1) No person should be carried in a goods vehicle:-

(2) The owner or the hirer or a *bona fide* employee of the owner or the hirer of the vehicle carried free of charge or any officer of the Motor Vehicles Department are allowed to be carried in a goods vehicle.

(3) The total number of persons so carried in a goods carriage are

(i) One person to be carried in light transport goods vehicle having registered laden weight less 990 kgs.

(ii) Not more than three person to be carried in any other light transport goods vehicle.

(iii) Not more than seven person to be carried in goods vehicles other than light transport vehicle.

(4) However, the clauses (ii) & (iii) are not applicable to vehicles,

a) Plying on interstate route

b) Carrying goods from one city to another city

c) The vehicles carrying liquid material in tanker

(5) Regional Transport Authority is empowered to permit larger number of persons to be carried in the vehicle on following conditions –

(i) goods should not be carried in addition to persons.

(ii) persons are to be carried free of charge in connection with the work for which the vehicle is used.

(iii) the Regional Transport Authority is empowered to add conditions.

(6) Secretary of Regional Transport Authority is empowered to permit,

(a) Members of co-operative societies to be carried in a goods vehicle either owned or hired by the society alongwith their goods .

(b) For the purpose of celebration in connection with the Republic Day, Independence Day of India or Maharashtra Day.

(7) State Government by general or special order specifying the conditions, permit carriage of persons in goods vehicles in public interest, in respect of

vehicles owned or hired by it, and in respect of other vehicles on in escapable grounds of urgent nature.

(8) Following are the conditions to be observed while carrying persons in goods vehicles.

(a) An area of not less than 0.40 square meter of the floor of the vehicle is kept open for each person

(b) The person when carried on goods should not have any danger of falling from the vehicle.

(c) The person should sit at a height exceeding three metres from the surface upon which the vehicle rests.

(d) No person other than an attendant or attendants should be carried on a trailer.

5.68 Stands or halting places (MMVR 110)-(1) Regional Transport Authority with the approval of the Commissioner of Police in the Greater Mumbai and elsewhere District Magistrate, is empowered to decide and erect the stands or halting places for taking upon, setting down of passengers of the public service vehicles.

(2) A place which is privately owned should not be notified as stand or halting place except with the previous consent in writing of the owner.

(3) The stand or halting place notified as such by the Regional Transport Authority is deemed to be a public place within the meaning of the Motor Vehicle Act. The Regional Transport Authority is empowered to enter in to an agreement with, or grant a license to any person for the provision or maintenance of such place.

(4) Regional Transport Authority is empowered to ,

(i) prescribe the fees to be paid by the owners of public service vehicles using the place.

(ii) specify the public service vehicles or the class of public service vehicles which should use the place.

(iii) appoint a person to be the manager of the place.

(iv) Direct the owner of the land, or the local authority, to erect shelters, lavatories and latrines and to maintain the same in a serviceable, clean and sanitary condition.

(v) Direct the owner of the land or the local authority, to arrange for the free supply of drinking water for passengers.

NOTE:-

Regional Transport Authority has to determine as to whether a stand or halting place should be specified for the purposes of Rule 110-

In Mumbai Pune Taxi Tourist Service Centre v. Pune Taximen's Consumer Cooperative Society Limited and others, 2006 (3) Mh LJ 686; 2006 (5) Bom CR 338 : 2006 (4) AIR Bom R 575 : 2006 (4) All MR 501

In this case the court has directed that the decision taken by the Dy. Commissioner of Pune to notify stands or halting places was ultra vires the scope of his powers and could not be enforced as such without an authoritative decision by the Regional Transport Authority to that effect.

5.69 Change of address of the permit holder.— (MMVR 112)-(1) If the permit holder changes his residence or place of business he has to intimate within fourteen days to the Transport Authority by which the permit was issued, intimating the new address.

(2) The Transport Authority, should after making such enquiries as deems fit, enter in the permit the new address and should intimate the particulars to the Transport Authority who has countersign the permit.

5.70 Distinguishing boards for goods vehicles.— (MMVR 116)-A distinguishing board in the regional language or in English with the letters "goods carrier" to be painted in front of the vehicle, in black on white background. The height and the width of each letter should not be less than 127 millimetres and 64 millimetres.

5.71 Inspection of brakes of transport vehicle.— (MMVR 118)-Officer not below the rank of an Assistant Inspector of Motor Vehicles, is empowered to stop the vehicle and to keep it at rest for such time as be necessary to enable the officer to inspect the brakes of the vehicle.

5.72 Motor cabs fitted with taxi meters.— (MMVR 119)-(1) A Regional Transport Authority is empowered to issued notification notification in the Official Gazette specifying the requirement of fitment of taxi meteres in motor cabs.

(2) After the issuance of notification as aforesaid, permits inrespect of any motor cab covered by the notification should not be granted unless fitted with taxi meter

(3) The above notification is not applicable to luxury cab permits which are subject to following conditions.

(i) The owner should provide garage accommodation for cabs.

(ii) The cabs should not be let on hire from public stands or from public places.

(iii) That the cabs should have an engine of not less than 750c.c.

क्र. एमव्हीओ ०११०/सोआर ९०९/का. २(३)/जा.क्र. ७६५८०
परिवहन आयुक्त यांचे कार्यालय
प्रशासकीय इमारत, ३/४ मजला,
डॉ. आंबेडकर उद्यानाजवळ,
वांद्रे (पूर्व), मुंबई - ४०० ०५१.
दिनांक :- 10 NOV 2010

प्रति,
प्रादेशिक परिवहन अधिकारी,
मुंबई (मध्य).

विषय :- महाराष्ट्र मोटार वाहन नियम, १९८९ च्या नियम ११९ मधील सुधारणा.

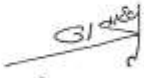
संदर्भ:- १) शासन अधिसूचना क्र. एमव्हीआर ०३१०/८८७/प्र.क्र. १८२/परि-२,
दि. १३/९/२०१०.
२) आपले पत्र क्र. प्रापका/मुंबई(मध्य)/मीटर टॅक्सी कॅब/२०१०/जा.क्र.
४३७, दि. १४/१०/२०१०.

शासन अधिसूचना क्र. एमव्हीआर ०३१०/८८७/प्र.क्र. १८२/परि-२, दि. १३/९/२०१०
महाराष्ट्र मोटार वाहन नियम, १९८९ च्या नियम ११९, पोट-नियम (२) खंड (तीन) ऐवजी पुढील खंड
दाखल करण्यात आला आहे :-

"(तीन) तीन चाकी ऑटोरिक्षाखेरीज आराम किंवा पर्यटक किंवा मॅक्सी कॅब किंवा
जीप प्रकारची मोटार कॅब, अशा कॅबना ९८० सी.सी. पेक्षा कमी शक्तीचे नसेल असे इंजिन असेल."

उपरोक्त सुधारणेबाबत, संदर्भाधिन पत्र क्र. २ नुसार, आपणाद्वारे महाराष्ट्र मोटार वाहन
नियम, १९८९ च्या नियम ११९ मधील सुधारणा ही, मीटर्ड कॅबल लागू आहे किंवा कसे याबाबत
मार्गदर्शन मिळावे म्हणून विनंती करण्यात आली होती.

या बाबत आपणास कळविण्यात येते की, सदर तरतुदी ह्या मीटर्ड टॅक्सीना देखील
लागू आहेत.


परिवहन आयुक्त,
महाराष्ट्र राज्य, मुंबई.

प्रत माहितीकरीता -
सर्व प्रादेशिक परिवहन अधिकारी / उप प्रादेशिक परिवहन अधिकारी

D:\D-3(3)\10 CR 909

5.73 Jeep type of motor cab— (MMVR 119)-The construction of jeep type motor cab is as below

(a) either a fibre re-enforced plastic or metal body and not canvas tops;

(b) a seating arrangement of the seats on the rear, facing the front and across the width of the vehicle and separate entrances for the rear seats on two sides of the vehicle unless the seat in the front is collapsible or

(c) The seating arrangement on the rear consists of seats along the length of the vehicle and facing each other, with arm rests to provide support for the passengers against the lateral jerks and with two bars running along the length of the vehicle under the roof and fitted with the hanger straps made up of either rexine or leather material and a third entrance at the rear with steps to enable entry into the vehicle without undue difficulty;

(d) the side entrances fitted with either half or full length doors.

5.74 Powers of entry and inspection.— (MMVR 133)-Any officer of the Motor Vehicles Department in uniform is empowered to enter upon the premises at all reasonable times for inspection of the premises used by the permit holder.

5.75 Prohibition of painting or marking on transport vehicles— (MMVR 134)-(1) Regional Transport Authority by general or special order, is empowered to permit advertising device, figure or writing, to be exhibited on any transport vehicle.

(2) Regional Transport Authority, by its Resolution is empowered to exempt certain classes of permit holders /vehicles from the above provision in the public interest.

(3) Private service vehicles while displaying advertisements of their own products or services produced or rendered are exempted from the above provision

5.76 Procedure for granting permission for advertisements (MMVR 134)-

(1) The permit holder is required to apply in Form PDAA along with fees is specified in MMVR 134–A fees and the permit to the Secretary, Regional Transport Authority seeking permission or renewal of permission to display advertisements on transport vehicle.

(2) The Secretary, Regional Transport Authority is empowered to issue an order in Form PDA permitting the permit holder to display the advertisements in accordance with the guidelines issued by the State Transport Authority or Regional Transport Authority or both that be for the time being in force.

(3) The permission is valid for a period of one year or till the date of expiry of the permit, whichever is earlier.

5.77 Color scheme of vehicles belongs to Department of Post (MMVR 134)

(1) A transport vehicle which is regularly used for carrying Government Mail by or under a contract with the Indian Posts and Telegraphs Department, have to be painted in postal red color and have to exhibit in conspicuous place upon a plain or a plain surface of the motor vehicle the word "MAIL" in red colour on a white background.

(2) Stage carriage or contract carriage should not be painted in postal red colour or display any sign or inscription which includes the word "MAIL":

5.78 Color scheme of stage carriages (MMVR 134)-(1) A stage carriage belonging to a municipal transport service should be painted in signal red colour, with a band in any color except postal red color.

(2) State Transport Authority is empowered to approve the colour scheme of Stage carriages, both city service buses and mofussil service buses belonging to the Maharashtra State Road Transport Corporation.

(3) Explanation :

i) "city service buses" means buses plying mainly within the limits of any Municipal Corporation, municipality or cantonment constituted under any law for the time being in force; and

(ii) "mofussil service buses" means buses plying mainly in other areas.

5.79 Prohibition of certain color scheme (MMVR 134)-Any transport vehicle plying in the State should not be painted in postal red color and signal red color.

5.80 Fees for permission to display advertisements(MMVR 134A)-An application for permission to display advertisements on different classes of transport vehicles is specified in MMVR 134A.

5.81 Painting of motor cabs in certain manner (MMVR 135)

(1) The Color scheme of motor cab is specified in MMVR 135.

(2) The body of every Air-conditioned motor cab is required to be painted in "Metallic Silver" color and the rest of the hood in Peacock-Blue color.

5.82 Marking of motor cabs in certain manner (MMVR 135)

(1) A serial number of permit allotted by the registering authority is required to be painted on the motor cab at each of the following different places, namely :—

- (i) the left hand top portion of the front windscreen;
- (ii) on the rear boot on the left side of the registration mark;
- (iii) in the middle of the left front door; and
- (iv) in the middle of the right front door.

(3) The above number is required to be painted in white and in red circle.

5.83 Prohibition of painting of color scheme of motor cab (MMVR 135)

Motor vehicle other than a motor cab, should not be painted in the manner prescribed in MMVR135 (1).

5.84 Taxi meters (MMVR 136)

(1) A motor cab is required to be fitted a mechanical metre or an electronic digital metre of a type, approved by the Transport Commissioner and his required to be complied with MMVR 140.

(2) The Air-conditioned motor cab should be fitted with an electronic digital meter inside the cab.

5.85 Fitment of electronic digital taxi meter (MMVR 136)

(1) A new motor cab including auto-rickshaw is required to be fitted with an electronic digital taxi meter.

(2) The Stage Govt. is empowered to specify a date for fitment of new electronic digital taxi meter for existing motor cabs, or any class of motor cabs including auto-rickshaws, having fare meter which are registered in the jurisdiction of different Regional Transport Offices.

5.86 Approval of Type of Meters (MMVR138)

The procedure for approval of type of meter is prescribed in MMVR 138.

5.87 Revocation of approval (MMVR139)

1) The Transport Commissioner is empowered to revoke approval of a type of meter on receipt of a complaint from any member of the public or a report submitted by the Secretary, Regional Transport Authority or an Inspector, Stating the following reasons

a) Meters do not record fares correctly

- b) It develops defects
- c) It goes out of order at frequent intervals.
- d) It ceases to conform MMVR 140 for constructional requirement

5.88 Procedure for Revocation of approval (MMVR139)

- (1) The Transport Commissioner after making enquiries as deemed fit have to give the owner or his representative, a reasonable opportunity of being heard and then revoke the approval given to meter by written order.
- (2) The order of revocation is not applicable to the meters of such order.

5.89 Constructional requirements-Method of indicating fare, etc. (MMVR140) -Every mechanical or electronic digital meter is required to be constructed as per the guidelines provided in MMVR 140.

5.90 Further test of meters of approved type (MMVR141)

- (1) A meter of any type approved by the Transport Commissioner, before being fitted to a motor cab is required to be sent to the Technical Institutes mentioned in MMVR 141(1) for a rough test whether the meter accurately registers time and distance and also for examination as regards its external appearance, general action and conformity with the approved type.
- (2) Every meter in use is required to be submitted for test at the approved Technical Institutes, at least once in every twelve months in case of mechanical meters and once in every twenty four months in case of electronic meters and also whenever its seals are removed for any repairs or adjustments.
- (3) If after test and examination, the meter is found to be suitable it is required to be sealed by the concern Technical Institutes, in such a manner that its interior parts cannot be reached without breaking the seal.

5.91 Requirements as to fittings, etc. (MMVR143)

The place and procedure for fitment of a meter is specified in MMVR143.

5.92 Sealing of meter fitting after test (MMVR144)

(1) Before the cab is let or plied for hire, it is required to be taken to the Inspector of Motor Vehicles, for examining the meter as to the correctness of fittings and submitting it to a practical road test of about eight kilometers and a time-test of not less than half an hour.

(2) The Inspector of Motor Vehicle is required to seal the meter if the meter is found to be correct, in such manner that they cannot be removed or tampered with without removing the seals.

5.93 Meter and its seals and Marks not to be tampered with (MMVR145)

(1) Any seals or marks placed on a meter, should not be broken or tampered with by any person.

(2) A meter should not be altered without the written permission of the Transport Commissioner.

5.94 Cab fitted with a defective meter not to be used (MMVR146)

(1) A motor cab should not be used in any public place if its meter is defective.

(2) An Inspector of Motor Vehicles is empowered to issue a notice to the owner of any cab prohibiting the use of meter fitted to it, if it is defective and the meter is required to be removed at once and the cab should be immediately withdrawn from service.

5.95 Repairs and repairers (MMVR147)

(1) After a meter is sealed no repairs to it should be made except by a maker or repairer authorised by, and registered with, the Executive Officer, Regional Transport Authority.

(2) The eligibility criterion for being meter repairer is as under.

- (i) the applicant is of good character and of good business repute;
- (ii) the applicant's financial position is sound;
- (iii) the applicant maintains an efficient staff and suitable equipment at his premises and has a sufficient supply of spare parts for the repair of meters;
- (iv) the applicant is generally a fit and proper person to undertake the repair or adjustment of taxi meters.

(3) The meter repairer is required to allow the inspection of premises where the work of repairs or adjustment of meters is to be carried on, by officers of the Motor Vehicle Department.

(4) The Secretary of a Regional Transport Authority is empowered to cancel the registration of a marketer or repairer if it is proved that such person is unable to comply or has not complied with the requirement set out in MMVR147(2).

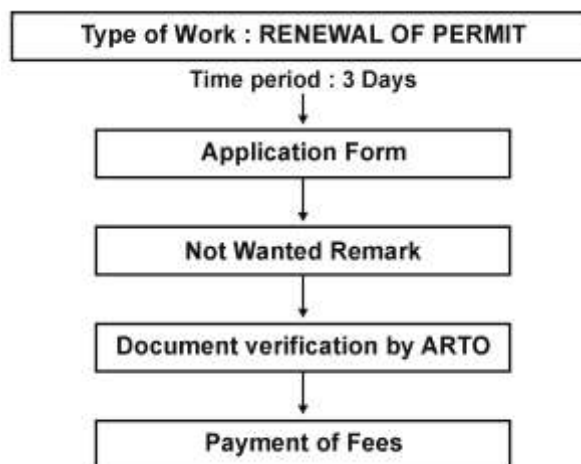
5.96 Fees (MMVR148)

The maximum fees to be charged by the technical institutes in relation to meter is specified in MMVR148.

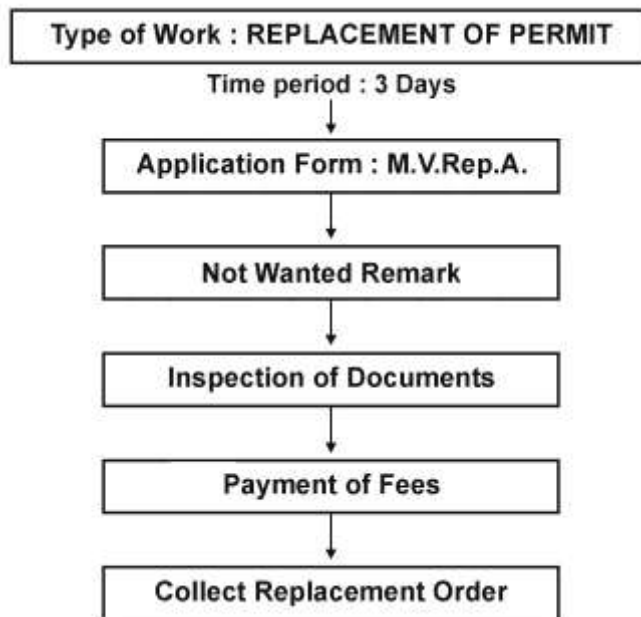
5.97 Office Procedure for Application for Permits



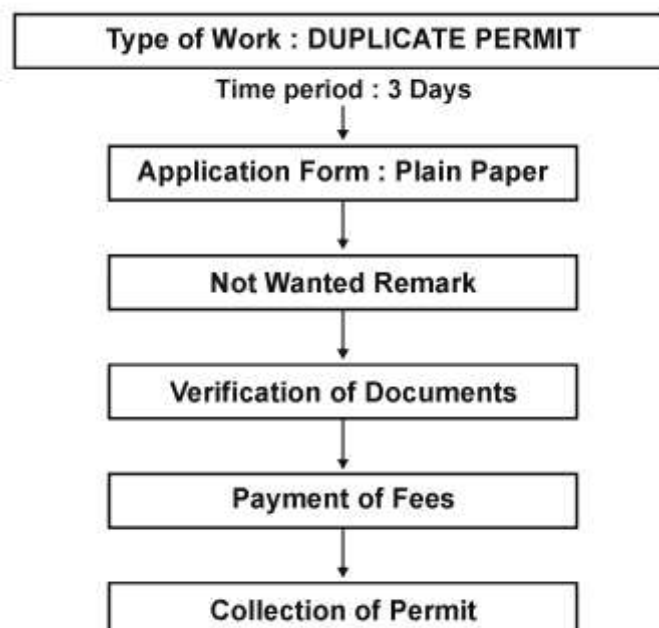
5.98 Office Procedure for Renewal of Permit



5.99 Office Procedure for Replacement of Permit



5.100 Office Procedure for Duplicate of Permit



6. SPECIAL PROVISIONS RELATING TO STATE TRANSPORT UNDERTAKINGS

6.1 Road Transport Service (MVAS 97).— “road transport service” is defined as a service of motor vehicles carrying passengers or goods or both, by road for hire or reward.

6.2 State transport undertaking (MVAS 2(42)).—“State transport undertaking” means any undertaking providing road transport service and owned by —

- (i) the Central Government or a State Government;
- (ii) any Road Transport Corporation established under section 3 of the Road Transport Corporations Act, 1950;
- (iii) any municipality
- (iv) any corporation or company owned or controlled by the,
 - (a) Central Government
 - (b) one or more State Governments,
 - (c) by the Central Government and one or more State Governments;
- (v) Zilla Parishad or any other similar local authority.

6.3 Override effect of of the Chapter Special Provisions Relating to State Transport Undertakings. (MVAS 98).— The provisions of the Chapter “ Special Provisions Relating to State Transport Undertakings and the rules and orders made there under” have overriding effect on the Chapter “Control of Transport Vehicles”.

6.4 Preparation and publication of proposal regarding road transport service of a State transport undertaking. (MVAS 99, MMVR 149).—

(1) State Government for the purpose of providing an efficient, adequate, economical and properly co-ordinated road transport service, is empowered to formulate a proposal regarding a scheme giving particulars of the nature of the services proposed to be rendered, the area or route proposed to be covered and other relevant particulars and should publish such proposal in Form S.S.T.U. in the Official Gazette. This proposal should be accompanied by a notice stating that any person affected may, within 30 days from the date of publication of the proposal in the *Official Gazette*, file objections before the State Government.

(2) This proposal should be exhibited on the notice board in the office of the State Transport Authority, Regional Transport Authority and Collector within whose jurisdiction the area or the route or portion thereof lies. This proposal is also required to be published in not less than one newspaper in the regional language circulating in the area or route proposed to be covered by such scheme.

(3) When a proposal is published, then from the date of publication of such proposal, no permit should be granted to any person, except a temporary permit during the pendency of the proposal and such temporary permit should be valid only for a period of one year from the date of its issue or till the date of final publication of the scheme.

6.5 Objection to the proposal. (MVAS 100, MMVR 150, 151).— (1) Any person, may within thirty days from the date of publication of the proposal of road transport service in the Official Gazette, file objections to it, in the form of a memorandum, in duplicate, addressed to the State Government. The memorandum should have the grounds for objections to the proposal, and should contain the following particulars :—

- (i) the name and address of the objector;
- (ii) the information regarding permit or permits, together with particulars of the route or routes or area specified in such permits;

- (iii) the manner in which the objector is affected by the proposal;
 - (iv) details of any alternative route or area for which he desires to have permit.
- (2) Any person filing objections should send a copy simultaneously to the State Transport Undertaking which has submitted the proposal.
- (3) The State Government should conduct hearing for which at least seven days notice should be given to every objector and the State Transport Undertaking. The notice should be sent at the address of the objector by ordinary post under certificate of posting. Where the addresses of the objectors are illegible, the State Government, instead of giving individual notice to every objector give notice by publication in a local newspaper where the objectors reside.
- (4) The State Government, after considering the objections and after giving an opportunity to the objector or his representatives and the representatives of the State transport undertaking to be heard in the matter, approve or modify such proposal.
- (5) The scheme relating to the proposal as approved or modified is required to be then published in the Official Gazette as well as in the local news paper by the State Government.
- (6) No such scheme which relates to any inter-State route should be deemed to be an approved scheme unless it has the previous approval of the Central Government.

6.6 Publication of approved scheme. (MMVR 152) — The approved scheme of road transport service should be in Form A.S.S.T.U.

6.7 “ route” (MVAS 2(38)) — “route” means a line of travel between one terminus and another, specifying the highway which may be traverse.

6.8 Operation of additional services by a State transport undertaking in certain circumstances. (MVAS 101).— A State transport undertaking, in the public interest may operate additional services for the conveyance of the passengers on special occasions such as to and from fairs and religious gatherings. However, the State transport undertaking is required to inform about the operation of such additional services to the concerned Transport Authority without delay.

6.9 Cancellation or modification of scheme (MVAS 102).— (1) The State Government, in the public interest modify any approved scheme after giving—

(i) the State transport undertaking; and

(ii) any other person who, is likely to be affected by the proposed modification,

an opportunity of being heard in respect of the proposed modification.

(2) The State Government is required to publish modification in the Official Gazette and in one of the newspapers in the regional languages, together with the date, not being less than thirty days from such publication, and the time and place of hearing.



गुरुवार, सप्टेंबर १६, १९९३/भाद्र २५, शके १९१५

स्वतंत्र संकलन म्हणून फाईल करण्यासाठी या मसाला वेगळे पुष्ट कमांक दिले जावेत.

भाग चार-अ

महाराष्ट्र शासनाने केंद्रीय अधिनियमान्वये तयार केलेले (भाग एक, एक-अ आणि एक-ब) यांमध्ये प्रसिद्ध केलेले नियम व आदेश यांन्वतिरिक्त) नियम व आदेश

HOME DEPARTMENT

Mantralaya, Bombay 400 032, dated the 16th September 1993

MOTOR VEHICLES ACT, 1988.

No. MVR. 0992/1378 (Part III)/TRA-2.—Whereas, the Scheme called "Approved Scheme of Road Transport Service of the Maharashtra State Road Transport Corporation" (hereinafter referred to as "the said Scheme") published under Government Notification, Home Department, No. MVA. 3173/30303-XII-A, dated the 29th November 1973, has been made by the Government of Maharashtra;

And whereas, the Government of Maharashtra has decided to exempt from the said Scheme the holders of contract carriage permits for operation wholly within the limits of all municipal corporations in the State where the Maharashtra State Road Transport Corporation and the municipal authorities are operating road transport services;

And whereas, it is expedient to modify the said Scheme for the purpose aforesaid;

भाग चार-अ—१६३

(४६३)

४६८ महाराष्ट्र शासन राजपत्र, असा., सप्टेंबर १६, १९९३/भा. २५, शके १९१५ [भाग चार-अ]

Now, therefore, in exercise of the powers conferred by sub-section (1) of section 102 of the Motor Vehicles Act, 1988 (59 of 1988), the Government of Maharashtra hereby makes the following Scheme to modify the said Scheme the same having been previously published as required by sub-section (2) of the said section 102, namely:—

1. (1) This Scheme may be called the Approved Scheme of Road Transport Service of the Maharashtra State Road Corporation (Amendment) Scheme, 1993.

(2) It shall come into force with effect from the date of publication of this notification in the *Official Gazette*.

2. In clause (4) of the said Scheme, for sub-clause (vi), the following shall be substituted, namely:—

“(vi) holder of contract carriage permits for operation wholly within the municipal limits of all municipal corporations where the Maharashtra State Road Transport Corporation and the Municipal authorities are operating road transport services”.

By order and in the name of the Governor of Maharashtra,

B. K. AGARWAL,
Secretary to Government.

राजकीय माध्यमती मुद्रणालय, मुंबई

महाराष्ट्र गवर्नर राजपत्र, असा., ओक्टो. ३०, १९९८/कार्तिक ८, शके १९२० [मास चार-अ]

HOME DEPARTMENT

Mantralaya, Mumbai 400 032, dated the 30th October 1998.

MOTOR VEHICLES ACT, 1988.

No.MVA. 1694/1885/CR-109/TRA-2.--In exercise of the powers conferred by sub-section (J) of section 102 of the Motor Vehicles Act, 1988(59 of 1988) the Government of Maharashtra hereby modifies the approved scheme of Road Transport Service of the Maharashtra State Road Transport Corporation, the same having been previously published as required by sub-section (2) of the said section 102, as follows, namely :--

1. This Scheme may be called the Approved Scheme of Road Transport Service of the Maharashtra State Road Transport Corporation (Amendment) Scheme, 1998.

2. In clause (4) of the Approved Scheme of Road Transport Service of the Maharashtra State Road Transport Corporation, for sub-clause (iii), the following shall be substituted namely :--

“(iii) holders of contract carriage permits for operation of Motor Cabs and Maxi Cabs.”.

By order and in the name of the Governor of Maharashtra.

MEENA KARANDE,

Joint Sectetary to Government.

(२).

राष्ट्रीय सचिव मंत्रालय, मुंबई

6.10 Issue of permits to State transport undertakings (MVAS 103, MMVR 153, 157).— (1) In pursuance of an approved scheme, any State transport undertaking may apply for a stage carriage permit or a goods carriage permit or a contract carriage permit in respect of a notified area or notified route, to the State Transport Authority in case where the said area

or route lies in more than one region and to the Regional Transport Authority in following Forms :-

- (i) for stage carriage permit in Form P.S.T.U.S.A.;
- (ii) for goods carriers permit in Form P.S.T.U.P.C.A.;
- (iii) for contract carriage permit in Form P.S.T.U.Co. A.

(2) The concerned Transport Authority, on receipt of an application, satisfy itself that the application relates to notified area or a notified route specified in an approved scheme and issue and inform to the State Transport Undertaking a stage carriage permit in Form P.S.T.U.S. , a public carrier's permit in Form P.S.T.U.P.C. or a contract carriage permit in Form P.S.T.U. Co.

(3) Pending the issuance of a permit, the State Transport Undertaking may operate the service in the notified area or on a notified route specified in the approved scheme.

(4) The Transport Authority may, by order,—

(a) refuse to entertain any application for the grant or renewal of any other permit or reject any such application as may be pending;

(b) cancel any existing permit;

(c) modify the terms of any existing permit so as to—

(i) render the permit ineffective beyond a specified date;

(ii) reduce the number of vehicles authorised to be used under the permit;

(iii) curtail the area or route covered by the permit in so far as such permit relates to the notified area or notified route.

(4) No appeal should lie against any action taken, or order passed, by the Transport Authority, in the above stated circumstances.

6.11 Restriction on grant of permits in respect of a notified area or notified route. (MVAS 104).— (1) When a Scheme is published in respect

of any notified area or notified route, the Transport Authority, should not grant any permit except in accordance with the provisions of the Scheme.

(2) When no application for a permit is made by the State transport undertaking, in respect of any notified area or notified route, the Transport Authority is empowered to grant temporary permit to any person in respect of such notified area or notified route subject to the condition that such permit shall cease to be effective on the issuance of a permit to the State transport undertaking.

6.12 Extension or modification of permits. (MMVR 156) — Where the holder of a permit for a public service vehicle applies to the Transport Authority extending or modifying the operation of the road transport service in another notified area or notified route or part thereof then the relevant Transport Authority should send a copy of such application to the concerned State Transport Undertaking. The relevant Transport Authority, before passing any order give an opportunity of being heard to the State Transport Undertaking.

6.13 Notice of applicaton of hearing etc. (MMVR 158) — The State Transport Undertaking should, intimate to the relevant Transport Authority, the designation and addresses of its officers to whom notice of applications, hearing, orders or any other matter should be sent.

6.14 Disposal of article found in vehicles. (MVAS 106, MMVR 154).—

(1) Where any article found in any transport vehicle operated by the State transport undertaking is not claimed by its owner within fifteen days, the State transport undertaking is empowered to sell the article by public auction.

(2) A notice of such public auction should be displayed on the notice board, fifteen days in advance of the date of the auction at the place where the auction is to be held, and also to be published in local newspaper.

(3) The sale proceeds of the auction after deducting the costs incidental to sale, should be paid to the owner on his demand.

(4) State Transport Undertaking may dispose off any article which is of a perishable nature, at any time as the circumstances require.

6.15 Certain powers of State Government exercisable by the Central Government (MVAS 108).— The powers conferred on the State Government, in relation to a corporation or company owned or controlled by the Central Government; or

by the Central Government and one or more State Governments, is exercisable only by the Central Government in relation to an inter-State route or area.

7. Construction, Equipment and Maintenance of Motor Vehicles

7.1. General provision regarding construction and maintenance of vehicles. (MV S 109)—

(1) Every motor vehicle is required to be constructed and maintained in such manner, so as to be at all times under the effective control of the person driving the vehicle.

(2) Every motor vehicle is required to be so constructed as to have right hand steering control. For left hand control it should be equipped with a mechanical or electrical signaling device.

(3) Central Government is empowered to notify that any article or process used by a manufacturer should conform to standard as may be specified in that order published in the Official Gazette, in the public interest.

7.2 General. .(CMV R 92)—(1) A person should not, use or cause or allow to be used any motor vehicle in any public place which does not comply with the provisions of the Chapter “CONSTRUCTION, EQUIPMENT AND MAINTENANCE OF MOTOR VEHICLES”. However, vehicles manufactured prior to 26/3/93 are excluded from the purview of this provision.

(2) The provisions of Chapter “CONSTRUCTION, EQUIPMENT AND MAINTENANCE OF MOTOR VEHICLES” are not applicable to a motor vehicle which is —

(a) damaged in an accident.

(b) stopped or impeded owing to shortage of fuel or other temporary defects.

(c) defective or damaged and is being removed to the nearest place of repair or disposal.

(d) more than fifty years old from the date of its registration and is being driven for taking part in a vintage car rally:

(3) If a motor vehicle does not remain under the effective control of the person driving, it should not be used in a public place except by towing.

(4) Central Government is empowered to specify and approve standards for testing of components conforming to standards in lieu of Indian Standards:

(5) A part, component or assembly if used in a vehicle complying with international standard (for example, EEC/ECE/IEC/ISO or such other standards) or a foreign national standard, then permission for use of such parts, component or assembly complying with such standards should be given by the Central Government.

In such cases, the compliance of parts, components or assemblies to such international or foreign national standards will be established for the purpose of rule 126, by a certificate of compliance issued by an authorized certifying agency or by an accredited certifying agency of the country of origin for such international or foreign national standards and vetted by a testing agency as referred to in rule 126.

7.3. Overall dimensions of motor vehicles. (CMV R 93)— (1) The overall width of a vehicle, should not exceed 2.6 metres.

(2) The overall width of a construction equipment vehicle should not exceed 3 metres while in the travel mode and such construction equipment vehicle should be painted by yellow and black zebra stripes on the portion of the width that exceeds 2.6 metres on the front and rear sides. The zebra stripes need not be used on attachments.

(3) The overall length of a vehicle other than a trailer should not exceed in the case of —

(i) Non- Transport vehicle having not more than two axles, 6.5 metres;

(ii) Transport vehicle with rigid frame having two or more axles, 12 metres;

(iii) Articulated vehicles having more than two axles, 16 metres;

(iv) Truck-trailer or tractor-trailer combination, 18 metres;

(v) 3 axle passenger transport vehicles, 15 metres;

(vi) Single articulated (vestibule type) passenger transport vehicle, 18 metres

(vii) Double articulated passenger transport vehicles, 25 metres

(3) In the case of single articulated passenger transport vehicles of 18 metres length and double articulated passenger transport vehicles upto 25 metres, permission of the State Government is required to be obtained for plying on selected routes depending upon local road conditions, width, manoeuvrability of the vehicle in traffic, as deemed fit. These passenger transport vehicles are also be required to have a closed circuit TV system for proper visibility in and around the passenger transport vehicle by the driver to maintain safety. Intercom system should also be provided in such passenger transport vehicle. Standing passenger are allowed only on the lower deck of double articulated passenger transport vehicle.

(4) In the case of an articulated vehicle or a tractor-trailer combination specially constructed and used for the conveyance of individual load of exceptional length, if all the wheels of the vehicle are —

(i) fitted with pneumatic tyres, or

(ii) not fitted with pneumatic tyres, so long as the vehicle is not driven at a speed exceeding twenty-five kilometres per hour, the overall length should not exceed 18 metres.

(5) “Overall length” means the length of the vehicle measured between parallel planes passing through the extreme projection points of the vehicle exclusive of—

(i) a starting handle;

- (ii) any hood when down;
- (iii) any fire-escape fixed to a vehicle;
- (iv) any post office letter-box, the length of which measured parallel to the axis of the vehicle, does not exceed 30 centimetres;
- (v) any ladder used for loading or unloading from the roof of the vehicle or any tail or indicator lamp or number plate fixed to a vehicle;
- (vi) any spare wheel or spare wheel bracket or bumper fitted to a vehicle;
- (vii) any towing hook.

(6) The overall length of the construction equipment vehicle, in travel mode should not exceed 12.75 metres: In the case of construction equipment vehicle with more than two axles, the length should not exceed 18 metres.

(7) The overall height of a vehicle, in the case of -

- (i) Vehicle other than a double-decked transport vehicle, should not exceed 3.8 metres;
- (ii) Double decked transport vehicle, should not exceed 4.75 metres;
- (iii) Tractor-trailer goods vehicle, should not exceed 4.20 metres;
- (iv) Laden trailer carrying ISO series 1 Freight Container or in the case of fabricated containerised motor vehicle, should not exceed 4.52 metres:

(8) The provisions of above clauses (i) to (iii) should not apply to fire-escape tower wagons and other special purpose vehicles exempted by general or special order of registering authority.

(9) The overall height of a construction equipment vehicle should not exceed 4.75 metres, while in the travel mode: This provisions is not applicable to any other special purpose attachment to the construction equipment vehicle exempted by general or special order of the registering authority.

(10) The overhang of a tractor should not exceed 1.85 metres.

(11) The overhang of the vehicle other than a tractor and construction equipment vehicle should not exceed 60% of the wheel base.

(12) “wheel base” means, in the case of vehicles

(a) with only two axles, the distance measured horizontally and parallel to the longitudinal axis of the vehicle, between the centre points of the front axle and rear axle;

(b) having only three axles, and the front axle is only the steered axle, the distance measured horizontally and parallel to longitudinal axis of the vehicle between the centre of the front axle and centre point between the two rear axles;

(c) having more than three axles, the distance measured between the centre point of the front combination axles and the centre point of the rear combination axles.

(13) “overhang” means the distance measured horizontally and parallel to the longitudinal axis of the vehicles between two vertical planes at right angles to such axis passing through the two points.

(14) The overhang of the construction equipment vehicle should not exceed 7.5 metres in front or rear while in the travel mode.

(15) No part of the vehicle other than a direction indicator, when in operation, or a driving mirror, should project laterally more than 355 millimetres beyond the centre line of the rear wheels, in the case of a single rear wheels or more than 152 millimetres beyond the extreme outer edge of the outer tyres, in the case of dual rear wheels:

(16) No part of the construction equipment vehicle in travel mode other than a direction indicator, or a driving mirror, should project laterally more than 300 millimetres beyond the extreme outer edge of the tyres or wheel drums regardless of single or dual tyres or rollers.

(17) No motor vehicle should be loaded in such a manner that the load or any part thereof extends,—

(i) laterally beyond the side of the body;

(ii) to the front beyond the foremost part of the load body of the vehicle;

(iii) to the rear beyond the rear most part of the vehicle;

(iv) to a height beyond the limits specified in CMV R , 93 (4):

(18) The above clause (iii) should not apply to a goods carriage when loaded with any pole or rod or indivisible load so long as the projecting part or parts do not exceed the distance of one metre beyond the rear most point of the motor vehicle.

केंद्रिय मोटार वाहन नियम, १९८९ च्या
नियम ९३ मधील तरतुदीमधून सूट

परिवहन आयुक्त कार्यालय,
प्रशासकीय इमारत, ३/४ पंजला,
डॉ. आंबेडकर उद्यानाजवळ,
वांद्रे (पूर्व), मुंबई - ४०० ०५१.

क्र. एमव्हीआर ०२०५/सीआर १५४(ई)/का २(४)/जा.क्र. ४४६३ दिनांक 11 APR 2011

वाचा :- शासन पत्र क्र. एमव्हीआर १११०/१०४३/प्र.क्र. ६८६/परि-२, दि. ४/२/२०११.

प रि प त्र क

उपरोक्त शासनपत्राद्वारे केंद्रिय मोटार वाहन नियम, १९८९ च्या नियम ९३ च्या तरतुदीमधून सूट मिळण्याबाबत काही परिवहन कार्यालयांकडून शासनाला पाठविण्यात आलेले प्रस्ताव या कार्यालयास पाठविण्यात आले असून अशा प्रस्तावांस मान्यता देताना कोणते निकष विचारात घ्यावेत याबाबत चेक लिस्ट तयार करून अभिप्रायासह शासनास सादर करावेत असे निर्देश प्राप्त झाले आहेत.

याबाबतची पार्श्वभूमी अशी आहे की, शासनाने आपल्या परिपत्रक क्र. एमव्हीआर - ०८०७/प्र.क्र. २३२/परि-२, दि. ११/७/२००७ अन्वये केंद्रिय मोटार वाहन नियम, १९८९ च्या नियम ९३ मध्ये विहीत केलेली वाहनाची परिमाणे शिथिल करण्याबाबत कार्यपध्दती विहित करण्यात आली होती. त्यानुसार अशा प्रकारचे प्रस्ताव परिवहन कार्यालयांनी परिवहन आयुक्त कार्यालयास पाठवावेत असे निर्देश दिले होते. तसेच, परिवहन आयुक्त कार्यालयाने सदर प्रस्तावाची सर्वांगीण तपासणी करून, सार्वजनिक हिताच्या दृष्टीने परिमाणे शिथिल करणे योग्य ठरेल किंवा कसे याबाबत स्पष्ट अभिप्राय नमूद करून सकारात्मक / नकारात्मक शिफारस करण्याचे देखील निर्देश देण्यात आले होते. तथापि, शासन परिपत्रक क्र. एमव्हीआर - ०८०७/प्र.क्र. २८५/परि-२, दि. १५/११/२००७

अन्वये सुधारीत कार्यपध्दती विहित करण्यात येऊन परिवहन कार्यालयांनी प्रस्ताव आयुक्त कार्यालयास न पाठवता थेट शासनास पाठवावेत असे निर्देशित करण्यात आले.

त्यानुसार सदर विषयाबाबतचे प्रस्ताव परस्पर शासनास सादर करण्यात येत आहेत. सबब, सदर प्रस्तावांची छाननी परिवहन आयुक्त कार्यालयाच्या सतरावर होत नसल्याने त्रुटी राहतात.

सबब, आपणास सूचित करण्यात येते की, प्रस्ताव सादर करताना पुढील प्रमाणे कार्यपध्दती अवलंबावी -

१) वाहन मालकास केंद्रिय मोटार वाहन नियम, १९८९ च्या नियम ९३ मधील तरतुदीपेक्षा अधिक मोजमापांच्या वाहनाची बांधणी करावयाची असल्यास अधिक मोजमापांची आवश्यकता का आहे याच्या कारणमिमांसेसह सदर वाहनाचा आराखडा नोंदणी प्राधिकार्यास सादर करावा.

२) असा आराखडा प्राप्त झाल्यावर संबंधित परिवहन कार्यालयाने तो आपल्या अभिप्रायासह परिवहन आयुक्त कार्यालयास तपासणीसाठी पाठवावा.

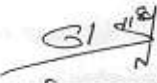
३) परिवहन आयुक्त कार्यालयाकडून असा आराखड्याची तपासणी झाल्यानंतर आपल्या सकारात्मक वा नकारात्मक शिफारशीसह शासनास पुढील निर्णयासाठी पाठविण्यात येईल.

४) शासनाकडून असा आराखड्यास पूर्व परवानगी मिळाल्यानंतरच त्यानुसार वाहन मालकास अगर वाहनाचा सांगाडा (बॉडी) बनविणाऱ्या कार्यशाळेस वाहनाची बांधणी करता येईल.

सदर परिपत्रकास विविध प्रसारमाध्यमातून प्रसिध्दी द्यावी. तसेच आपल्या कार्यालयाच्या कार्यक्षेत्रातील वाहनाची बांधणी करणाऱ्या व्यवसाय प्रमाणपत्रधारक कार्यशाळांना आणि आपल्या विभागातील विविध वाहतूक संघटनांना सदर परिपत्रकाबाबत अवगत करावे.

प्रति,

सर्व प्रादेशिक परिवहन अधिकारी /
उप प्रादेशिक परिवहन अधिकारी


परिवहन आयुक्त,
महाराष्ट्र राज्य, मुंबई.

प्रत - कक्ष अधिकारी (परि-२), गृह विभाग, मंत्रालय, मुंबई - ४०० ०३२.

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7.4 Overall dimension for agricultural tractors.(CMV R 93-A)

(1) The overall width of the agricultural tractor should not exceed 2.6 metres.

(2) The overall length of the agricultural tractor should not exceed 6.5 metres.

(3) The overall height of the agricultural tractor should not exceed 3.8 metres.

(4) The overhang of the agricultural tractor should not exceed 1.85 metres:

7.5 Overall dimension for power tillers. (CMV R 93-B)

(1) The overall length of the power tiller with a riding attachment should not exceed 3.5 metres.

(2) The overall width of the power tiller with a riding attachment including case wheelers should not exceed 1.5 metres.

(3) The maximum overall height of the power tiller should not exceed 2.0 metres.

(4) The overall length of the power tiller when coupled to a trailer should not exceed 6.0 metres.

(5) The maximum overall width of the power tiller when coupled to a trailer should not exceed 1.7 metres.

(6) The maximum overall height of the power tiller when coupled to a trailer should not exceed 2.0 metres.

7.6. Construction Equipment Vehicle (CMV R 2(ca))— (1) “construction equipment vehicle” is a vehicle having rubber tyre (including pneumatic tyre), rubber padded or steel drum wheel mounted and is self-propelled.

(2) It includes excavator, loader, backhoe, compactor roller, dumper, motor grader, mobile crane, dozer, fork lift truck, self-loading concrete mixer or any other construction equipment vehicle or combination, designed for off-highway operations in mining, industrial undertaking, irrigation and general construction.

(3) These vehicles are modified and manufactured with “on or off” or “on and off” highway capabilities.

7.7. Agricultural Tractor (CMV R 2(b))— “agricultural tractor” is a mechanically propelled four wheel vehicle, designed to work with suitable implements for various field operations and/or attached with trailers to transport agricultural materials. Agricultural tractor is a non-transport vehicle;

7.8. Agricultural Trailer (CMV R 2(c))— “agricultural trailer” is a trailer having single/double axle, which is coupled to an agricultural tractor by means of two hooks and predominantly used for transporting agricultural materials.

7.9. Power Tiller (CMV R 2(v))— (1) “Power tiller” is an agricultural machinery used for soil preparation.

(2) It has a single axle in the direction of travel and its control for field operation is performed by the operator walking behind it.

(3) This equipment may or may not have a riding attachment.

(4) When coupled to a trailer, it can be used for the transportation of goods.

(5) The maximum speed of the power tiller when coupled to a trailer, should not exceed 22 km/h.

(6) The maximum haulage capacity of the Power tiller coupled to a trailer should not exceed 1.5 tons.

7.10. Conditions of Tyres (CMV R 94)- (1) All motor vehicles including agricultural tractor and its trailer are required to be fitted with pneumatic tyres.

(2) All construction equipment vehicles, other than steel drum rollers of vibratory compactors or compactor rollers or road roller or a track laying vehicle, are required to be fitted with pneumatic tyres or solid rubber tyres.

(3) The pneumatic tyres should be kept properly inflated and in good and sound condition.

(4) a tyre should not be deemed to be of good and sound condition if—

(i) any of the fabric of its casing is exposed by wear of the tread or by any unvulcanised cut or abrasion in any of its parts; or

(ii) it shows signs of incipient failure by local deformation or swelling; or

(iii) it has been patched or repaired by an outside gaiter or patch other than a vulcanised repair;

(iv) the Non-Skid Depth (NSD), should not be less than 0.8 mm in the case of two-wheeler and three-wheeler and 1.6 mm in the case of other motor vehicles, below the Tread Wear Indicator (TWI).

(5) A motor vehicle, other than road roller or track laying vehicle, is not fitted with pneumatic tyres, should not be used in a public place unless it is fitted with shoes or other suitable device so that plying of such vehicle does not damage the road:

(6) The requirements of the Non-Skid Depth (NSD) and Tread Wear Indicator (TWI) should not be applicable for the agricultural tractor tyres.

7.11. Size and ply rating of tyres. (CMV R 95)-(1) The tyres including radial tyres used on all vehicles manufactured or imported on and after the 1st day of April, 2006, other than agricultural tractors, construction equipment vehicles and power tillers are required to be comply with the requirements specified in IS: 15627-2005 or IS: 15633-2005 or IS: 15636-2005 as applicable:

(2) Motor vehicles manufactured or imported on and from the 1st day of April, 2006 are required to comply with AIS:050:2004 in the case of two and three-wheelers and AIS:051:2004 in case of other motor vehicles.

7.12. Size and ply rating of tyres for agricultural tractor. (CMV R 95 A)—(1) The tyre of the agricultural tractor should have load carrying capacity as specified by the tyre manufacturer.

(2) The agricultural tractor manufacturer is required to select rim size as recommended by the tyre manufacturer.

7.13. Size and ply rating of tyres for power tillers. (CMV R 95 B) —

(1) The tyre should have load carrying capacity as specified by the tyre manufacturer.

(2) The power tiller manufacturer is required to select the recommended/preferred rim sizes, as suggested by the tyre manufacturer.

7.14. Brakes. (CMV R 96) — (1) All vehicles, other than a motor cycle, three-wheeled invalid carriage, trailer or a road roller are required to be equipped with two independent and efficient braking systems, namely, the parking brake and foot operated service brake:

(2) A motor cycle and three-wheeled invalid carriage are required to be equipped with the independent and efficient braking systems, either both hand operated or one foot operated and the other hand operated.

(3) In every motor vehicle other than agricultural tractors, the brakes operated by one of the means of operation should act directly upon the wheel and not through the transmission gear.

(4) Except in the case of a motor cycle, the braking system of a motor vehicle should be so constructed and maintained that it can be so set as effectively to prevent at least two, or in the case of a motor vehicle having three wheels, at least one of the wheels from revolving when the vehicle is left unattended. This braking system is known as parking brake when such parking brake is designed to be operated by hand, it should be known as hand-brake.

(5) The service braking system in the case of vehicle other than three-wheelers and motor cycles, and the braking system operated by one of the means of operation other than the parking brake in the case of three-wheelers and motor cycles should be capable to bring the vehicles to halt within the distance specified in CMVR 96 .

(6) The following category of vehicles should be fitted with Anti-Lock Braking System conforming to IS:11852:2003 (Part 9):—

(i) N2 and N3 category of vehicles other than tractor-trailer combination manufactured on and after the 1st day of October, 2006 meant for carrying hazardous goods and liquid petroleum gas;

(ii) N3 category vehicles manufactured on and after the 1st day of October 2007, which are double decked transport vehicles;

(iii) N3 category vehicles manufactured on and after the 1st day of October 2007, that are used as tractor-trailer combinations.

(iv) M3 category of buses that ply on All India Tourist permit, manufactured on and after the 1st day of October, 2007.

7.15. Brakes for construction equipment vehicle. (CMV R 96 A) —

(1) Construction equipment vehicle with hydrostatic transmission should employ either hand or foot operated hydrostatic braking system both for service and parking brake system acting at least on two wheels on the same axle or drum.

(2) The braking system should be of a strength capable of stopping the vehicle within the distance specified in CMVR 96 A (8) and of holding it at rest in all conditions, and all such brakes should at all times be properly conducted and maintained in efficient condition.

(3) Every construction equipment vehicle which manufactured on or after the commencement of the Motor Vehicles (Sixth Amendment) Rules, 2000,

should have a braking system whose performance should conform to the test and stopping distance formula as mentioned below.

STOPPING DISTANCE FORMULA

$$S \leq 0.15v + (V^2/130),$$

Where S is the Stopping distance in metres,

V is the test speed corresponding to 80% of designed maximum speed in Km/h., Control force $F \leq 700$ Newtons.

(5) The braking system or one of the braking systems of construction equipment vehicle, are required to be so constructed and maintained that it can effectively prevent at least two wheels or drums from revolving when the vehicle is left unattended and it should be designed to be applied through hand or foot or automatically when engine is not running.

7.16. High Speed Braking Requirements. (CMV R 96 B) —For high speed braking, the following test procedure is required to be followed, namely:—

(a) in the case of Category M-1, the P type, service brake test as defined under IS: 11852-2001—Part 3, should be carried out in the engine connected mode at a test speed of 120 km/h or at 80% of the designed maximum speed of the vehicle, whichever is lower.

(b) the stopping distance requirements should be according to the following formula, namely:—

$$S \leq 0.1 V + (V^2/130):$$

where, S is the Stopping Distance in mtrs.

V is the test speed in km/h, and

Control force $F \leq 500$ Newtons.

7.17. Brakes for agricultural tractor. (CMV R 96 C) —The braking system of the agricultural tractor is required to conform to IS: 12061-1994 and IS: 12207-1999,

7.18. Braking requirements for power tillers. (CMV R 96 D) —The power tillers when coupled to a trailer are required to conform the requirements prescribed in CMVR 96 D.

7.19. Brakes for trailers. (CMV R 97) —(1) All trailers, other than a tractor-drawn trailer, having five hundred kilograms and more of weight should have an efficient braking system which is capable of being applied when it is being drawn,—

(i) in the case of trailer having not more than two axles, to at least all the wheels of one axle; or

(ii) in the case of a trailer having more than two axles, to at least all the wheels of two axles:

(2) The braking system and performance requirements of the agricultural trailer in combination with the agricultural tractor should be in accordance with AIS:043-2005.

7.20. Steering gears. (CMV R 98) —(1) The steering gear of every motor vehicle should be maintained in good and sound condition, free from backlash exceeding 30 degrees on the steering wheel, all ball joints connecting the steering linkage and should be protected by rubber caps. Where the connections are secured with bolts or pins, the bolts or pins should be effectively locked.

(2) The steering gear of every motor vehicle should conform to IS: 12222-1987.

(3) On and after 1st May, 2003, the steering effort of all motor vehicles other than three-wheelers not fitted with steering wheel, motor cycles, and invalid carriages manufactured should conform to the Indian Standard IS: 11948-1999.

(4) Every heavy passenger motor vehicle should be fitted with power steering gears.

(5) The power steering should be fitted in,—

(a) the Category N3 multi-axle vehicles on and from 1st May, 2004; and

(b) other than multi-axle vehicles of Category N3 on and from 1st December, 2004.

7.21. Steering gears for construction equipment vehicles. (CMV R 98 A)

—(1) The steering system of every construction vehicle should be maintained in good and sound condition, with backlash not exceeding 30 degrees on the steering wheel when tested with the engine running; ball-joints connecting the steering linkage of the mechanical steering system should be protected by rubber caps. Where the connections are secured with bolts or pins, the bolts or pins should be effectively locked.

(2) The steering system of the construction equipment vehicle should be adequately designed to ensure efficient and effective control of the vehicle under all the driving conditions and should conform to the Indian Standards IS: 12222-(1987).

7.22. Steering Gears for agricultural tractors.— (CMV R 98 B) (1) The steering gear of agricultural tractor should be maintained in good and sound condition, free from backlash exceeding 30 degrees on the steering wheels. All ball joints connecting the steering linkage should be protected by rubber

caps. Where the connections are secured with bolts, or pins, the bolts or pins should be effectively locked.

(2) The turning circle diameter and turning circle clearance diameter of every agricultural tractor should conform to IS: 11859-1986.

7.23. Steering gear for power tillers. (CMV R 98 C) —The turning circle diameter and the turning clearance circle diameter of power tillers coupled to trailers, when measured as per IS:12222:1987, should not exceed 10 metres.

7.24. Forward and backward motion. (CMV R 99) —(1) All motor vehicle including construction equipment vehicle and agriculture tractor other than a motor cycle and three-wheeled invalid carriages, should be capable of moving in the reverse direction also:

(2) Power tillers with a riding attachment and power tillers coupled to trailers should be capable of moving in the reverse direction also.

7.25. Safety Glass.— (CMV R 100) (1) The glass of windscreens and the windows of all motor vehicle other than agricultural tractors should be of safety glass:

(2) In the case of three-wheelers and vehicles with hood and side covers, the windows be of acrylic or plastic transparent sheet.

(3) The glass of the windscreen and rear window of all motor vehicles should be maintained in such a condition that the visual transmission of light is not less than 70%. The glasses used for side windows should be maintained in such condition that the visual transmission of light is not less than 50%, and should conform to Indian Standards IS: 2553—Part 2—1992;

(4) The glass of the front windscreen of all motor vehicles other than two-wheelers and agricultural tractors should be made up of laminated safety glass:

(5) The glass of the front windscreen of a construction equipment vehicle should be made of laminated safety glass.

(6) Central Government is empowered to exempt any motor vehicle including construction equipment vehicle for use by any person, from the provisions of CMVR 100.

7.26. Windscreen wiper.— (CMV R 101) (1) An efficient power operated windscreen wiper should be fitted to all motor vehicles having a windscreen, other than three-wheeled invalid carriage and motor cycles.

(2) All construction equipment vehicles having windscreen should be fitted with an efficient power operated windscreen wiping system.

7.27. Signalling devices, direction indicators and stop lights. (CMV R 102) — (1) The signal to turn to the right or to the left should be given by electrically operated direction indicator lamps on all motor vehicles including construction equipment vehicles.

(2) Every construction equipment vehicle should be fitted and maintained to meet the following conditions:—

(i) The direction indicator lamps should be of amber colour.

(ii) The light emitted by the lamp when in operation should be clearly visible from both front and rear of the vehicle.

(3) On all vehicles other than motor cycles, the intention to stop the vehicle (other than construction equipment vehicle having hydrostatic brakes) should be indicated by two electrical stop lamps which should be red in colour. They should be fitted one each on left and right-hand sides at the rear of the vehicle. The stop lamps should light up on the actuation of the service brake control. In the case of motor cycle, the intention to stop the vehicle should be indicated by one stop lamp at the rear which should light up on the actuation of the control operating the brakes on the rear wheels.

(4) The stop lamp of every motor cycle should be so designed and fitted that it will light up on actuation of any of the controls which actuate the brakes on any wheel.

7.28. Position of the indicator.(CMV R 103)—(1) A direction indicator should be fitted and so designed that the driver of the vehicle including a construction equipment vehicle when in his driving seat is aware that it is operating correctly.

(2) All motor vehicles including a construction equipment vehicle other than motor cycles should be equipped with such a device that when the vehicle is in parked condition, all the direction indicators flash together giving hazard warning to other road users.

7.29. Fitment of reflectors. (CMV R 104)— (1) All motor vehicles including trailers and semi-trailers, other than three-wheelers and motor cycles should be fitted with two red reflectors, one each on both sides at their rear. Every motor cycle should be fitted with at least one red reflex reflector at the rear:

(2) Vehicles of category N-1 and Category N-2, 3.5 tonnes and above but less than 7.5 tonnes Gross Vehicle Weight, should be affixed at the front with a white-reflective tape and at the rear with a red reflective tape running across the width of the body. The tapes affixed at front and rear should not be less than 20 mm width.

(3) Vehicles of category N-3 and Category N-2, 7.5 tonnes and above Gross Vehicle Weight, should be affixed at the front with a white reflective tape running across the width of the body. The tape affixed at the front should not be less than 50 mm width.

(4) Vehicles of category N-3 including trailers or semi-trailers and Category N-2, 7.5 tonnes and above GVW along with trailers or semi-trailers, should be affixed with reflective contour marking at the rear and side.

(5) Vehicles of category M-2 and M-3, should be affixed at the front with white reflective tape and at the rear with red reflective tape running across the width of the body and the sides of M3 category vehicles should be affixed with yellow reflective tape running across the length of the body. Tapes so affixed should not be less than 50 mm width.

(6) Every goods carriage vehicle including trailers and semi-trailers other than three-wheeler should be fitted with two white reflectors, one each at the extreme right and left bottom corners in the front of the vehicle and facing to the front.

(7) All trailers including semi-trailers, other than those drawn by three-wheeled tractors should be fitted with the following reflex reflectors, namely,—

(i) two white reflex reflectors in the front, one each at the right and left corners.

(ii) two red reflex reflectors in the rear, one each at the right and left corners.

(8) All motor vehicles and trailer of length exceeding 6 metres should be fitted with two amber coloured reflex reflectors on each left hand and right hand of the vehicle, one set as close to the front end as possible and the other set as close to the rear end as possible.

**AIS :090-2005 मानांकनाची
पुर्तता करणारी रिट्रॉरिफ्लेक्टिव्ह
टेप बसविण्याबाबत.**

परिवहन आयुक्त कार्यालय,
प्रशासकिय इमारत, ३रा व ४ था मजला,
डॉ. आंबेडकर उद्यानाजवळ, सरकारी वसाहत,
वांद्रे (पूर्व), मुंबई - ४०० ०५१.

क्र. एमव्हीआर-०७१०/सीआर-१०११/का.२(४)/जा.क्र. ३९८७ दिनांक : 15 MAR 2011
बाबत : केंद्र शासन अधिसूचना क्र.जी.एस.आर.७८४(ई), दि.१२/११/२००८.

परिपत्रक

या कार्यालयाचे परिपत्रक क्र.एमव्हीई-०३९७/सीआर-६५८(अ)/का.२(४)/जा.क्र.४२३७, दि.३०/०३/२०१० नुसार सर्व प्रादेशिक परिवहन अधिकारी/उप प्रादेशिक परिवहन अधिकारी यांना केंद्र शासन अधिसूचना क्र.जी.एस.आर.-७८४(ई), दि.१२/११/२००८ नुसार दि.०१/०४/२००९ पासून उत्पादित होणाऱ्या N1, N2, N3 परिवहन संयगातील वाहनांना व दि.०१/०४/२०१० पासून उत्पादित होणाऱ्या M2, M3 परिवहन संयगातील वाहनांना अधिसूचनेत नमूद केलेल्या आकारमानाची, AIS :090-2005 मानांकनाची पुर्तता करणारी रिट्रॉरिफ्लेक्टिव्ह टेप बसविणे बंधनकारक करण्यात आले असून त्याची अंमलबजावणी करण्याचे आदेश देण्यात आले होते.

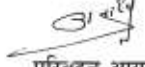
तथापि, असे निदर्शनास आले आहे की, परिवहन वाहनांना लावण्यात येणारी रिट्रॉरिफ्लेक्टिव्ह टेप हे AIS :090-2005 मानांकनाची पुर्तता करणारी नसते. असे टेप लावल्याने रात्रीच्या वेळेस दूर अंतरावरून वाहने दृष्टीक्षेपात पडत नाहीत त्यामुळे वाहनांच्या अपघाताच्या संख्येत वाढ होऊन मनुष्यहानी वाढण्यास कारणीभूत ठरते.

या कार्यालयाकडे प्राप्त माहितीनुसार एअरएआय, पुणे या तपासणी संस्थेने AIS :090-2005 या मानांकनाची पुर्तता करणाऱ्या खालील कंपन्यांच्या रिट्रॉरिफ्लेक्टिव्ह टेपला मान्यता दिलेली आहे.

- | | |
|--|--|
| 1] Avery Dennison (India) Pvt.Ltd.,
Narsinghpur Industrial Area, Six Kilometer
Stone, Delhi Jodhpur Highway,
District-Gurgaon-122001. | 2] 3M India Ltd.,
Plot No.48-51, Electronic City,
Hosur Road, Bangalore-560100 |
| 3] M/s.Modi Measurement System Pvt.Ltd.,
219, Hill View Industrial Estate,
Amruti Nagar Road, off.L.B.S. Marg,
Ghatkopar (West), Mumbai-400086. | |

365-D-00V-Letter

आपणास पुन्हा सूचित करण्यात येते की, AIS :090-2005 या मानांकनाची पूर्तता करणारे रिट्रोरेफ्लेक्टिव्ह ट्रेप परिवहन संवर्गातील वाहनाना वसविणे सक्तीचे करून त्याप्रमाणे कडक अंमलबजावणी करावी,


परिवहन आयुक्त
महाराष्ट्र राज्य, मुंबई.

प्रति,
सर्व प्रादेशिक / उप प्रादेशिक परिवहन अधिकारी, महाराष्ट्र राज्य.

प्रत माहितीसाठी सादर
प्रधान सचिव, गृह (परिवहन) विभाग, मंत्रालय, मुंबई-४०००३२.

2019-01-14 14:42:00

7.30. Fitment of reflectors on construction equipment vehicles.(CMV R 104 A)—(1) All construction equipment vehicles should be fitted with—
(i) two white reflex reflectors in the front of the vehicle on each side and visible to on-coming vehicles from the front at night;

(ii) two red reflectors in the rear of the vehicle, one each at right and left corners.

(iii) two sets of amber coloured side reflex reflectors, one each on left hand and right hand sides of the vehicle, one set as close to the front end and the other set as close to the rear end as possible to the basic machine without attachments.

(iv) the construction equipment vehicle should be fitted with a retro-reflective tape or retro-reflective paint of not less than 20 millimetres width, running across the width of the body at the front and rear, and the colour of the reflective tape or reflective paint should be white at the front and red at the rear;

7.31. Fitment of reflectors for agricultural tractors.(CMV R 104 B)—

Every agricultural tractor should be fitted with two non-triangular red reflectors.

7.32. Fitment of reflectors on power tillers. .(CMV R 104 C)-

(1) every power tiller should be fitted with two white reflex reflectors.

(2) In the case of trailers attached to power tillers, two red reflectors of not less than 7 sq.cm reflecting area in the rear side, one each at right and left corners.

7.33. Lamps.—(CMV R 105)-(1) All motor vehicles during the period half an hour after sunset and at any time when there is no sufficient light, should be lit with the following lamps which should render clearly discernible persons and vehicles on the road at a distance of one hundred and fifty five metres ahead:—

(a) in the case of motor vehicle other than three-wheelers, three-wheeled invalid carriages and motor cycles, two or four head lamps;

(b) in the case of motor cycles, three-wheelers and three-wheeled invalid carriages one or two head lamps;

(c) in the case of a side car attached to a motor cycle one lamp showing a white light to the front;

(d) in the case of construction equipment vehicle, two or four lamps showing to the front white light visible from a distance of one hundred and fifty five metres ahead.

(2) All motor vehicles other than a three-wheeler should also carry—

(i) two lamps, showing to the rear a red light visible in the rear from a distance of one hundred and fifty-five metres.

(ii) In the case of a motor cycle one lamp showing a red light to the rear visible from a distance of seventy-five metres;

(iii) lamp, which be the rear lamp or some other device, illuminating with a white light the whole of the registration mark exhibited on the rear of the vehicle including construction equipment vehicle, and on the side in the case of construction equipment vehicle so as to render it legible from a distance of fifteen metres to the rear:

(iv) When a motor vehicle is drawing another vehicle or vehicles and the distance between such vehicles does not exceed 1.5 metres, it should be sufficient, if the last drawn vehicle carries a rear lamp or a lamp.

(v) All construction equipment vehicles should also carry two lamps showing to the rear red lights visible in the rear from a distance of one hundred and fifty-five metres.

(3) All vehicles other than three-wheelers of engine capacity less than 500 cc, motor cycles and three-wheeled invalid carriages should be fitted with two rear lamps showing red light to the rear.

(4) All the obligatory front head lamps of a construction equipment vehicle should be as nearly as possible of the same power and fixed at a height so that front visibility is maintained and farthest point of equipment/attachment is clearly seen by on-coming traffic.

(5) The rear lamp should be fixed either on the centre line of the vehicle or to the right hand side.

(6) All heavy goods carriage including trailers should be fitted with a red indicator lamp, on the extreme rear most body cross beam. In the case of a vehicle not constructed with body in the rear, the indicator lamp should be fitted near the right rear light.

(7) All construction equipment vehicles of an unconventional or extraordinary type in travel mode should be fitted or installed with a red indicator lamp on the extreme rearmost point of the body.

(8) All motor vehicles should be fitted with at least one lamp which should automatically be operated, throwing a white light to the rear, when the vehicle is being driven in the reverse gear.

(9) In the case of vehicles, other than three-wheelers of engine capacity not exceeding 500 CC, which are attached with trailers, all the lamps required to be fitted on the rear of the such vehicle should be fitted at the rear of the trailer.

(10) All construction equipment vehicles should be fitted with two lamps at the rear throwing light to the rear when the vehicle is being driven in the reverse gear and there should also be an audible warning system operating when the vehicle is being driven in the reverse gear.

7.34. Deflection of lights.(CMV R 106)—(1) No lamp showing a light to the front should be used on any motor vehicle including construction equipment vehicle unless such lamp is so constructed, fitted and maintained that the beam of light emitted therefrom—

(a) is permanently deflected downwards to such an extent that it is not capable of dazzling any person.

(b) is capable of being deflected downwards by the driver in such manner as to render it incapable of dazzling any such person.

(c) is capable of being extinguished by the operation of a device which at the same time either deflects the beam of light from another lamp downwards or both downwards and to the left in such manner as to render it incapable of dazzling any person.

(2) The above provisions should not apply to any lamp fitted with an electric bulb, if the power of the bulb does not exceed 7 watts and the lamp is fitted with a frosted glass or other material which has the effect of diffusing the light.

7.35. Top lights.(CMV R 107)—All goods vehicles including trailer and semi-trailer other than three-wheelers and vehicles with overall width not exceeding 2.1 metres should be fitted with two white lights at the top right and left corners showing white light to the front and two red lights at the top right and showing red light to the rear.

7.36. Implement lights for construction equipment vehicle.(CMV R 107 A)—Construction equipment vehicle having implements with front overhang greater than 60% of wheelbase should be fixed with additional implement light of amber colour at a location nearest to the extreme edge of the implement without affecting the functions of showing light in all directions. Where the implement is more than 3 metres in length, additional amber coloured lamps should be fixed at a distance of not exceeding 3 metres for the entire length of the implement:

7.37. Use of red, white or blue light. .(CMV R 108)-(1) A motor vehicle should not show a red light to the front or light other than red to rear:

(2) The above provisions of should not apply to—

(i) the internal lighting of the vehicle;

(ii) the amber light, if displayed by any direction indicator or top light or as top light used on vehicle for operating within the premises like airports, ports.

(iii) a vehicle carrying high dignitaries as specified by the Central Government or the State Government.*

(iv) the blinker type of red light with purple glass fitted to an ambulance van used for carrying patients;

(v) to a vehicle having a lamp fitted with an electrical bulb, if the power of the bulb does not exceed seven watts.

(vi) white light illuminating the rear number plate;

(vii) white light used while reversing;

(viii) plough light provided in agricultural tractors for illuminating the implement's working area on the ground in agricultural field operations.

(2) The State Governments is empowered to determined and notified the use of blue light with flasher or without flasher to be permitted as top light on vehicles escorting high dignitaries entitled to the use of red light.

(3) In case vehicle is not carrying dignitaries, red or blue light, as the case be, light should not be used and be covered by black cover.

श्रीम. सोहेव
O.S.D. T. Kille M.V.
Shri - Preetangano Kadam Sahab.

अति-महत्वाच्या / महत्वाच्या
व्यक्तीच्या / अधिका-यांच्या
वाहनांवर लाल / अंबर दिवा
अनुज्ञेय करण्याबाबत

महाराष्ट्र शासन
गृह विभाग

शासन निर्णय क्र.एमडीआर ०८१०/प्र.क्र. ५१५/परि-२
मंत्रालय, मुंबई-४०० ०३२, दिनांक :- १७ सप्टेंबर, २०१०.

वाचा :- १) शासन निर्णय क्र.एमडीआर १३९७ / ९९५ / सीआर ३७ / परि-२.
दिनांक ०३ जुलै, १९९७

२) शासन परिपत्रक क्र.एमडीआर १३९७ / ९९५ / सीआर ३७ / परि-२.
दिनांक ११ फेब्रुवारी, १९९८

प्रस्तावना :- महत्वाच्या / अति महत्वाच्या व्यक्ती व अधिका-यांच्या शासकीय वाहनांवर लाल / अंबर दिवा लावण्यास अनुज्ञेयता यादी संदर्भाधीन शासन निर्णय दि. ०३, जुलै, १९९७ अन्वये निश्चित करण्यात आली आहे. तसेच सदर सुविधेचा वापर योग्य प्रमाणे होण्यास्तव शासकीय वाहनांना स्टिकर्स लावण्याबाबत दि.०३.०७.१९९७ च्या शासन निर्णयातील परिच्छेद ४ प ५ अन्वये विहीत केलेल्या कार्यपद्धतीची काटेकोरपणे अंमलबजावणी करण्याबाबत शासन परिपत्रक दि. ११ फेब्रुवारी, १९९८ अन्वये सूचना निर्गमित करण्यात आलेले आहेत. लाल अंबर दिवा वाहनांवर नसविण्याकरिता विविध अधिकारी, पदाधिकारी, केंद्र शासनाचे अधिकारी यांचेकडून सातत्याने शासनास विनंती करण्यात येत आहे. समाज विध्वंसक घटकाकडून अतिरेकी / दहशतवादी कृत्यासाठी लाल / अंबर दिवाच्याचा गैरवापर करण्याची शक्यता नाकारता येत नाही. या सुविधेचा गैरवापर टाळण्यासाठी / या विषयाचे गांभीर्य व अनन्य साधारण महत्त्व टिफवून ठेवण्याच्या उद्देशाने सध्या अनुज्ञेय लाल अंबर दिवा सुविधेचा आढावा घेऊन नव्याने ही सुविधा अनुज्ञेय करण्याकरिता गठीत केलेल्या समितीने शासनास केलेल्या शिफारशीस शासन मान्यता प्राप्त झाल्याने संदर्भाधीन शासन आदेशासह वाहन अनुज्ञेयबाबत निर्गमित केलेले स्वतंत्र आदेश अधिक्रमीत करून सुधारित अनुज्ञेयतेबाबतचे आदेश निर्गमित करण्याचा प्रस्ताव शासनाच्या विचाराधीन होता.

शासन निर्णय :- दिव्याची सुविधा नव्याने अनुज्ञेय करण्याबाबत समितीने दि.१६.०८.२०१० रोजी अप्पर मुख्य सचिव (गृह) यांच्या अध्यक्षतेखाली आयोजित केलेल्या बैठकी अन्वये केलेल्या

File:ZK.G.GAIKWADIdal - Amber divaGR/wp

लीस अनुसारून खालीलप्रमाणे लाल दिवा अनुज्ञेय कामवादावत याद्वारे शासन
व्यता देण्यात येत आहे.

वाहनावरील लाल दिवा सुविधा	
१	राज्यपाल
२	मुख्यमंत्री
३	उप मुख्यमंत्री
४	मुंबई उच्च न्यायालयाचे मुख्य न्यायाधीश
५	सभापती, महाराष्ट्र विधानपरिषद
६	अध्यक्ष, महाराष्ट्र विधानसभा
७	विरोधी पक्षनेता, महाराष्ट्र विधानसभा
८	विरोधी पक्षनेता, महाराष्ट्र विधानपरिषद
९	सर्व मंत्री
१०	मुंबई उच्च न्यायालयाचे सर्व न्यायाधीश
११	उप सभापती, महाराष्ट्र विधानपरिषद
१२	उपाध्यक्ष, महाराष्ट्र विधानसभा
१३	सर्व राज्यमंत्री
१४	सर्व उपमंत्री
१५	मुख्य सचिव
१६	अपर मुख्य सचिव
१७	शासनाचे प्रधान सचिव
१८	शासनाचे सचिव
१९	महाधिवक्ता, मुंबई उच्च न्यायालय
२०	लोक आयुक्त, महाराष्ट्र राज्य
२१	उपलोक आयुक्त, महाराष्ट्र राज्य
२२	अध्यक्ष, सर्व वैधानिक विकास मंडळ
२३	आयुक्त, मुंबई महानगरपालिका
२४	सर्व जिल्हापरिषदेचे अध्यक्ष (वापर त्यांच्या अधिकार क्षेत्रापुरताच)
२५	महानगरपालिकेचे महापौर (वापर त्यांच्या अधिकार क्षेत्रापुरताच)
२६	मुंबईचे नगरपाल (वापर मुंबई शहरापुरताच)
२७	पोलीस महासंचालक व महासंचालक दर्जाचे अधिकारी
२८	अपर पोलीस महासंचालक दर्जाचे अधिकारी
२९	मुख्य निवडणूक अधिकारी, महाराष्ट्र राज्य
३०	विविध महामंडळावरील अध्यक्ष (मंत्री/राज्यमंत्री पदाचा दर्जा देण्यात आलेले)
३१	मुख्य माहिती आयुक्त
३२	राज्य निवडणूक आयुक्त

३३	अध्यक्ष, महाराष्ट्र लोकसेवा आयोग
३४	शासकीय परिषद सेंट असलेल्या डी.पी. वाहनांचा तसेच जिल्हास्तरावर राज्य अतिरिक्त परिषद व्यवस्थेकरिता जिल्हाधिकारी यांच्या अधिनस्त उपलब्ध करून देण्यात आलेली वाहने.

वाहनांवरील अंबर द्या सुविधा	
१	सर्व विभागीय आयुक्त
२	सर्व जिल्हाधिकारी तथा जिल्हा दंडाधिकारी / जिल्हा स्तरावरील अतिरिक्त जिल्हाधिकारी
३	सर्व मुख्य कार्यकारी अधिकारी, जिल्हा परिषद
४	पोलीस आयुक्त (अप्पर पोलीस महासंचालक दर्जा यगळुन)
५	सर्व पोलीस अधिक्षक
६	आयुक्त, राज्य उत्पादन शुल्क
७	चिक्कीकर आयुक्त
८	परिवहन आयुक्त
९	महाव्यवस्थापक, बेस्ट उपक्रम, मुंबई
१०	सर्व "ब आणि क" दर्जा असलेले महानगरपालिका आयुक्त
११	महानिरीक्षक (तुरुंग)
१२	अतिरिक्त आयुक्त महानगरपालिका ("अ" दर्जा प्राप्त महानगरपालिका)
१३	प्रधान मुख्य पनसंरक्षक
१४	महाराष्ट्र शासनाच्या अधिनियमाद्वारे स्थापन झालेल्या सर्व विधाधीतांचे कुलगुरु
१५	उपविभागीय दंडाधिकारी
१६	तालुका दंडाधिकारी
१७	परिक्षेत्र विशेष पोलीस महानिरीक्षक
१८	पोलीस उप महानिरीक्षक, गडचिरोली परिक्षेत्र
१९	सह पोलीस आयुक्त (पोलीस आयुक्त कार्यालय)
२०	अप्पर पोलीस आयुक्त, (वाहतूक)
२१	महानगरपालिका/महापालिका/नगरपालिका/नागरी संरक्षण दलाच्या अधिपत्या-खालील राज्य फिरते आणीबाणी सेना स्थंब दलातील अग्नीक्षमन वाहने
२२	पोलीस दलाची वाहने
२३	परिवहन विभागातील वायुवेग पथक / विशेष मोहीमेतर्गत तपासणी /अंमलबजावणी करण्यासाठी वापरली जाणारी वाहने
२४	मुंबईस्थित असलेल्या राजशिष्टाचार विभागाच्या वाहनांवर (सह सचिव व सह मुराज, उप सचिव) (राजशिष्टाचार) तसेच विमान तळावरील विशेष राजशिष्टाचार अधिकारी
२५	परिवहन विभाग, राज्य उत्पादन शुल्क व पर्यावरण नियंत्रण मंडळ तसेच चिक्कीकर विभागातील अंमलबजावणी करणारी शासकीय वाहने
२६	विविध महामंडळावरील कार्यरत सचिव दर्जाचे नियुक्त अधिकारी

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९. ज्या अतिमहत्वाच्या व्यक्ती/ अधिकारी यांना ही सुविधा अनुज्ञेय केली आहे त्यांना परिवहन आयुक्त / प्रादेशिक परिवहन अधिकारी यांनी ही सुविधा अनुज्ञेय केलेल्या वाहनांना स्टीकर देण्याची कार्यवाही करावी.

१०. एरीलप्रमाणे आदेश निर्गमित झाल्यानंतर, मंत्रालयीन सर्व प्रशासकीय विभागास आदेशाची प्रत देण्यात यावी. सदर विभागाने त्यांच्या अधिपत्याखालील विभाग प्रमुख, महामंडळे इ. वर दिवा अनुज्ञेय नसल्यास, न वापरण्याबाबत आदेश निर्गमित करावेत.

११. परिवहन आयुक्त यांनी आढावा घेऊन, अनुज्ञेयता नसलेल्या अधिका-यांना दिवा वापरण्यास बंदी करण्यास मोहिम आखून प्रत्येक महिन्याच्या शेवटच्या आठवड्यात शासनास अभिप्रायासह अहवाल सादर करावा.

१२. अनधिकृतरीत्या व बिनापरवाना शासकीय वाहनावर दिव्यासह सायरन बसविण्यात येत असल्याने मोटार वाहन अधिनियम व ध्वनी प्रदुषण अधिनियमातील तरतुदींचा भंग होत असल्याबाबत व-याच सामाजिक संघटनांकडून शासनास तक्रारी प्राप्त होत असल्याने यानुषंगाने परिवहन आयुक्तानी अधिनियम / नियमातील तरतुदी विचारात घेऊन सायरन आवाज क्षमतेच्या मर्यादेबाबत आवश्यक ते आदेश तात्काळ निर्गमित करण्यात यावेत.

१३. अंबर दिव्याच्या यादीतील अ.प्र. २५ मधील नमुद अंमलाबजावणी करणा-या शासकीय वाहनावर प्रत्यक्षात अंमलबजावणी करतानाच अशा वाहनावर अंबर दिवा लावण्याची दक्षता संबंधित अधिका-यांनी घ्यावी.

१४. हा शासन निर्णय, महाराष्ट्र शासनाच्या (www.maharashtra.gov.in) या संकेतस्थळावर उपलब्ध असून त्याचा संगणक सांठेताक २०१००९१८१४३३४१००१ असा आहे.

महाराष्ट्राचे राज्यपाल यांच्या आदेशानुसार व नावाने,

(चि. शा. संगीतराव)

सचिव (परिवहन), गृह विभाग, महाराष्ट्र शासन

प्रति,

मा.राज्यपाल यांचे खाजगी सचिव
मा.मुखमंत्री यांचे खाजगी सचिव
मा.उप मुख्यमंत्री यांचे खाजगी सचिव
सर्व मंत्री यांचे खाजगी सचिव
सर्व राज्यमंत्री यांचे खाजगी सचिव
मा.मुख्य सचिव यांचे स्वीय सहाय्यक
सर्व अप्पर मुख्य सचिव यांचे स्वीय सहाय्यक
प्रधान सचिव (राजनिष्ठधार)
सर्व प्रधान सचिव / सचिव यांचे स्वीय सहाय्यक

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7.38. Use of red or white light on construction equipment vehicles.(CMV R 108 A)— construction equipment vehicle should not show a red light to the front or light other than red to the rear:

7.39. Parking light.(CMV R 109)— All construction equipment vehicles and all motor vehicle other than motor cycles and three-wheeled invalid

carriages should be provided with one white or amber parking light on each side in the front. Two red parking lights one on each side in the rear should also be provided. The front and rear parking lights should remain lit even when the vehicle is kept stationary on the road.

7.40. Lamps on three-wheelers.(CMV R 110)—(1) All three-wheeler should be fitted with one front head lamp and two side white or amber lights or two front lamps on the body. Two rear lamps showing to the rear red light visible from a distance of 75 metres and a white light illuminating the registration mark exhibited on the rear of the vehicle.

(2) Vehicles attached with trailers should be provided with the above provision and the direction indicator system.

7.41. Prohibition of spot lights, etc.(CMV R 111)—Spot light or search light should not be carried on the front of any vehicle.

7.42. Exhaust gases.(CMV R 112)—(1) All motor vehicles should be so constructed or equipped that the exhaust gases from the engine are discharged neither downward nor to the left side of the vehicle. It should be so fitted as to allow the gases to escape to the right side or rear of the vehicle:

(2) Tankers carrying explosives and inflammable goods should provide the fitment of exhaust pipe according to the specification of the Inspector of Explosives:

(3) The vehicles where the exhaust gases are discharged to the right of the vehicle, slight downward angle is permitted. However, the exhaust gases should not kick up any dust when the vehicle is stationary and engine is in running conditions. In any case the angle of the exhaust pipe to the horizontal should not be more than 30 degrees:

(4) Where the exhaust gases are discharged to the left of the vehicle the inclination of exhaust pipe should not cross 30 degrees in downward and 30 degrees in left direction against the vertical plane.

(5) Agricultural tractors should be provided with vertical or horizontal exhaust pipe. Outlet of this pipe should be so directed that the driver of the tractor is not exposed to exhaust gases.

(6) Construction equipment vehicle should be provided with vertical exhaust pipe. Outlet of this pipe should be so directed that the driver of the vehicle is not exposed to exhaust gases.

7.43. Location of exhaust pipes.(CMV R 113)—Exhaust pipe of a motor vehicle including construction equipment vehicle should not be located within a distance of 35 millimetres from the fuel line connecting to the fuel tank and engine.

7.44. Exhaust pipes of public service vehicles.(CMV R 114)—Exhaust pipe of all public service vehicle should be so fitted or shielded that no inflammable material is thrown upon it from any other part of the vehicle and that it is not likely to cause a fire.

7.45. Emission of smoke, vapour, etc. from motor vehicles.(CMV R 115)— (1) Motor vehicles other than motor cycles of engine capacity not exceeding 70 cc, manufactured prior to the first day of March 1990, are required to be maintained in such condition and be so driven so as to comply with the standards prescribed in CMV R115 .

(2) On and after 1st October, 2004, all motor vehicles operating on—

(i) Petrol/CNG/LPG should be complied with the idling emission standards for Carbonmonoxide (CO) and Hydrocarbon (HC) given in the Table below:—

PETROL / CNG / LPG DRIVEN VEHICLES

Sr. NO	Vehicle Type	CO %	*HC (n-hexane equivalent ppm)
1.	2 and 3- Wheelers (2 /4 –stroke) (vehicles manufactured on and before 31 st March, 2000)	4.5	9000
2.	2 and 3- Wheelers (2 stroke) (vehicles manufactured on and before 31 st March, 2000)	3.5	6000
3.	2 and 3- Wheelers (4 stroke) (vehicles manufactured on and before 31 st March, 2000)	3.5	4500
4.	4-wheelers manufactured as per pre Bharat Stage –II norms	3.0	1500
5.	4-wheelers manufactured as per Bharat Stage –II , Bharat stage –III or subsequent norms	0.5	750]

(ii) Smoke density for all in use diesel –driven vehicles are required to be as follows

DIESEL VEHICLES

Method of Test	Maximum smoke Density	
	Light absorption coefficient (1/m)	Hartidge units
Free acceleration test for turbo charged engine and naturally aspirated engine	2.45	65

(3) All vehicle should carry a valid “ Pollution Under Control” certificate issued by an agency authorised for this purpose after the completion of one year from the date of registration. The validity of this certificate is six months. The certificate should always be carried in the

vehicle and required to be produced on demand by the officers referred to in CMV R 116 (1). The certificate is valid throughout India.

7.46. Emission of smoke and vapour from agricultural tractors, power tillers and construction equipment vehicles driven by diesel engines.(CMV R 115-A)—(1) All agricultural tractors and construction equipment vehicles manufactured after 16.09.2005 are required to be maintained by its owner in such condition and be so used that visible and gaseous pollutants emitted by them comply with the standards as prescribed in CMV R 115-A.

7.47. Mass emission standards for Compressed Natural Gas Driven Vehicles (CMV R115-B)—

(1) For in-use gasoline vehicles.—(a) The in-use vehicles fitted with CNG kits should meet the type approval emission norms on CNG operation, subject to a minimum norms as under:—

(i) for the vehicles manufactured up to 31st March, 2000, the type approval norms equivalent to India—2000 (India Stage I) norms as applicable under these rules; and

(ii) for the vehicles manufactured after 1st April, 2000, the type approval norms as specified in the Bharat Stage II norms, till the validity of such Bharat Stage II norms;

(iii) for the vehicles manufactured on and after the 1st day of April, 2005, the type approval norms as applicable subject to minimum of Bharat Stage III emission norms in case of four-wheelers and Bharat Stage II emission norms for two and three-wheelers;

(iv) for the vehicles manufactured on and after the 1st day of April 2010, the type approval norms as applicable, subject to minimum of Bharat Stage-IV emission norms for Category M and Category N Vehicles with

Gross Vehicle Weight not exceeding 3,500 kg and Bharat Stage-III emission norms for two and three wheelers.

(2) For conversion by modification of engines of In-use Diesel Vehicles.—

(I) The in-use vehicles when converted to operate on CNG are required to meet the type approval norms of diesel vehicles corresponding to the year of their manufacture subject to the following minimum norms:—

(i) for the vehicles manufactured upto the 31st day of March, 2000, the type approval norms equivalent to India-2000 (India Stage I) norms as applicable under these rules;

(ii) for the vehicles manufactured on and after the 1st day of April, 2000, the type approval norms as specified in the Bharat Stage II norms, till the validity of such Bharat Stage II norms;

(iii) for the vehicles manufactured on and after the 1st day of April, 2005, the type approval norms as applicable subject to minimum of Bharat Stage III emission norms in case of four-wheelers and Bharat Stage II emission norms for two and three-wheelers till the validity of these norms;

(iv) for the vehicles manufactured on and after 1st April 2010, the type approval norms as applicable, shall be subject to minimum of Bharat Stage-IV emission norms in case of four wheelers and Bharat Stage-III emission norms in case of two end three wheelers till the validity of these norms;

7.48. Mass emission standards for Liquefied Petroleum Gas (hereinafter in this rule referred to as LPG), driven vehicles.(CMV R 115-C.) — (1) Mass emission standards for vehicles when operating on Liquefied Petroleum Gas (hereinafter in this rule referred to as “LPG”) shall

be same as are applicable for gasoline vehicles with the exception that HC should be replaced by Reactive Hydrocarbon (RHC), where $RHC=0.5 \times HC$.

(2) *For in-use gasoline vehicles,—*

(a) From 16.09.2005 the in-use vehicles fitted with LPG kits should meet the type approval emission norms specified in CMV R 115-C for gasoline vehicles as applicable to the corresponding year of manufacture of such vehicle, subject to the following minimum norms:

(i) for the vehicles manufactured upto the 31st day of March, 2000, the type approval norms equivalent to India-2000 (India Stage I) norms as applicable under these rules;

(ii) for the vehicles manufactured after the 1st day of April, 2000, the type approval norms as specified in the Bharat Stage II norms, till the validity of such Bharat Stage II norms;

(iii) for the vehicles manufactured after the 1st day of April, 2005, the type approval norms as applicable subject to minimum of Bharat Stage III emission norms in case of four-wheelers and Bharat Stage II emission norms for two and three-wheelers:

Provided that in respect of vehicle model/conversion kits/engine replacements type approved and certified under rule 115-C prior to commencement of these rules (as per notification number G.S.R. 284(E), dated the 24th April, 2001), such certificates shall cease to be valid after one year from the date of publication of the Central Motor Vehicles (Fifth Amendment) Rules, 2005, in the Official Gazette notwithstanding the period of validity specified in such certificates. Such certificates need to be revalidated by testing agencies in terms of these rules:

Provided further that respective kit manufacturer/retrofitter/converters shall be free to obtain from testing agencies type approval in terms of new rules even prior to commencement of these rules;

(iv) for the vehicles manufactured on and after the 1st day of April 2010, the type approval norms as applicable, subject to minimum of Bharat Stage-IV emission norms for Category M and Category N Vehicles with Gross Vehicle Weight not exceeding 3,500 kg and Bharat Stage-III emission norms for two and three wheelers.

केंद्रिय मोटार वाहन नियम, ११५ अंतर्गत, प्रदुषणासंदर्भात भारत सरकारने वेळोवेळी लागू केलेली मानके

वर्ष	प्रदुषण मानके
१९९१	पेट्रोलवर चालणा-या ३.५ टनापर्यंतच्या वाहनांबाबत कार्बनमोनॉक्साईड व हायड्रोकार्बन व डिझेलवर चालणा-या वाहनांसाठी लोड व फ्री ॲक्सलरेशनची धुराची मानके निश्चित केली.
१९९२	३.५ टनावरील डिझेलवर चालणा-या वाहनांसाठी लोड व फ्री ॲक्सलरेशनची धुराची मानके निश्चित केली.
१९९६	महानगरांमध्ये नव्याने नोंद होणा-या नविन चार चाकी पेट्रोल वाहनांना कॅटलिटीक कन्व्हर्टर अनिवार्य करण्यात आला
१९९८	पेट्रोलवर चालणा-या वाहनांबाबत कोल्ड स्टार्ट एमिशन टेस्ट लागू करण्यात आली. ४५ शहरांमध्ये नव्याने नोंद होणा-या नविन चार चाकी पेट्रोल वाहनांना कॅटलिटीक कन्व्हर्टर अनिवार्य करण्यात आला.
१९९९	भारत स्टेज - १ मानक पॅसेंजर वाहनांसाठी नॅशनल कॅपिटल रिजन, दिल्लीसाठी लागू करण्यात आला.
१.४.२०००	भारत स्टेज - १ मानक सर्व वाहनांसाठी लागू करण्यात आले. भारत स्टेज - २ मानक पेट्रोलवर व डिझेलवर चालणा-या पॅसेंजर कार वाहनांसाठी तसेच डिझेलवर चालणा-या वाहनांसाठी ११ शहरांमध्ये लागू करण्यात आले.
१.४.२००५	भारत स्टेज - २ मानक सर्व वाहनांसाठी लागू करण्यात आले. भारत स्टेज - ३ मानक पेट्रोलवर व डिझेलवर चालणा-या पॅसेंजर कार वाहनांसाठी तसेच डिझेलवर चालणा-या वाहनांसाठी ११ शहरांमध्ये लागू करण्यात आले.
१.०४.२०१०	भारत स्टेज - ३ मानक दुचाकी व तीनचाकी वाहनांसाठी मुंबई, कोलकाता, चेन्नई, बंगळूर, हैदराबाद (सिकंदराबाद देखील), अहमदाबाद, पुणे, सुरत, कानपुर, आग्रा, सोलापूर आणि लखनऊ या शहरांमध्ये लागू करण्यात आले.भारत स्टेज ४ मानक चारचाकी वाहनांसाठी मुंबई, कोलकाता, चेन्नई, बंगळूर, हैदराबाद (सिकंदराबाद देखील), अहमदाबाद, पुणे, सुरत, कानपुर आणि आग्रा या शहरांमध्ये लागू करण्यात आले.
१.०६.२०१०	भारत स्टेज - ४ मानक चारचाकी वाहनांसाठी सोलापूर आणि लखनऊ या शहरांमध्ये लागू करण्यात आले.
१.१०.२०१०	भारत स्टेज - ३ मानक दुचाकी व तीनचाकी वाहनांसाठी उपरोक्त शहरे वगळता उर्वरित देशामध्ये लागू करण्यात आले.भारत स्टेज ३ मानक चारचाकी वाहनांसाठी उपरोक्त शहरे वगळता उर्वरित देशामध्ये लागू करण्यात आले.

7.49. Test for smoke emission level and carbon monoxide level for motor vehicles. (CMV R 116) — (1) Any officer not below the rank of Sub-Inspector of Police or the Inspector of Motor Vehicles are empowered to direct the driver or any person incharge of the vehicle to submit the vehicle for conducting the test to measure the standards of emission in any one of the authorized testing stations, and produce the certificate to an authority at the address mentioned in the written direction within 7 days from the date of conducting the check.

(2) The driver or any person incharge of the vehicle is required to submit the vehicle for testing for compliance of the provisions of CMV R 115 (2) (7) , at any authorised testing station.

(3) The measurement for compliance of the provisions of CMVR 115 (2) and (7) should be done with a approved meter.

(4) If the result of the tests indicate that the motor vehicle complies with the provisions CMVR 115 (2) and (7) the driver or any person incharge of the vehicle should produce the certificate to the authority within 7 days.

(5) If the test results indicate that the motor vehicle does not comply with the provisions of the CMVR 115 (2) and (7) , the driver or owner should rectify the defects so as to comply with the provisions of CMV R115 (2), within a period of 7 days and submit the vehicle to any authorised testing station for re-check and produce the certificate so obtained from the authorised testing station to the authority referred to in sub-rule (1).

(6) If the certificate is not produced within the period of seven days or if the vehicle fails to comply with the provisions of CMV R 115 (2) and (7) within a period of seven days, the owner of the vehicle is liable for the penalty specified under MVA S 190 (2).

(7) If the driver or owner does not produce the said certificate within 7 days, such vehicle should be deemed to have contravened the provisions CMV R 115 (2).

(8) The registering authority should suspend the certificate of registration of the vehicle, until such time the certificate is produced before the registering authority to the effect that the vehicle complies with the provisions CMV R 115 (7).

(9) On such suspension of the certificate of registration of the vehicle, any permit granted in respect of the vehicle should be deemed to have been suspended until a fresh “Pollution under control” certificate is obtained.

विषय : सीएनजी व एलपीजी कन्वर्शन किट बसविलेली
मोटर वाहनांची तपासणी करताना व अभिलेखात
पुष्टांकन करताना घ्यावयाची दक्षता

परिवहन आयुक्त यांचे कार्यालय,

प्रशासकीय इमारत, चौथा मजला, शासकीय बसहत, वांद्रे (पूर्व), मुंबई-४०० ०५१.

परिपत्रक

क्र. एमएपी /१९९९/सीआर ६४०(ए) / का. २ (१) जाक्र. ३३४९ दिनांक : १० मार्च २००५

संदर्भ : या कार्यालयाचे दिनांक २४.०६.२००४ चे परिपत्रक क्रमांक एमएपी /१९९९/सीआर
६४०(ए)/का. २ (१) जाक्र. ८२७४

या कार्यालयाचे संदर्भांकित दि. २४.०६.२००४ चे परिपत्रक अधिकृतित करण्यात येत असून
त्याऐवजी सदर परिपत्रकान्वये राज्यातील सर्व परिवहन कार्यालयातील संबंधितांना निर्देश देण्यात येते
की, त्यांच्या क. व.क्षेत्रातील मोटर वाहने सि.एन.जी. व एल.पी.जी. या इंधनावर रूपांतरित करण्यासाठी
व सिएनजी/एलपीजी या इंधनावर चालणारी नवीन वाहने नोंदणी करण्यासाठी परवानगी देण्यात
यावी. आपल्या कार्यालयांत सिएनजी/एलपीजी इंधनावर रूपांतरित झालेली वाहने तपासणीसाठी आल्यावर
अशा वाहनांची विस्तृत व काळजीपूर्वक तपासणी करण्यात यावी. तपासणीच्या वेळी खालील मुद्द्यांवर विशेष
लक्ष देण्यात यावे.


- १) वाहनावर बसविण्यांत आलेले कन्वर्शन किट केंद्रिय मोटर वाहन नियम १९८८ चे नियम १२६
मध्ये तरतुद असलेल्या तपासणी संस्थेद्वारा मान्यताप्राप्त असावे.
- २) तपासणीसाठी सादर केलेल्या बनावटीच्या वाहनावर सदर किट बसविण्याची मान्यता आहे,
तसेच सदर वाहनाचा उत्पादन/नोंदणी दिनांक तपासणी संस्थेच्या प्रमाणपत्रात उल्लेख असलेल्या
कालावधीतीलच आहे याची खात्री करावी.
- ३) सिएनजी/एलपीजी किटचे भाग म्हणून असलेले CNG/LPG Cylinder हे मुख्य नियंत्रक,
विस्फोटक विभाग नागपूर (Chief Controller of Explosives, Nagpur) द्वारे मान्यता प्राप्त
असावे व ज्या क्षमतेच्या बनावटीच्या व उत्पादकांच्या सिलेंडर्सची शिफारस तपासणी संस्थेद्वारा
मान्यताप्रमाणपत्रात केली आहे. केवळ तेच सिलेंडर्स वाहनावर बसविले आहेत याची खात्री
करावी.
- ४) घागुती वापरासाठी असलेले LPG सिलेंडर्स मोटर वाहनावर लावून वाहन चालविणे
वेकायदेशीर व धोकादायक आहे असे सिलेंडर्स लावलेल्या वाहन मालकावर/चालकावर
कारवाई करावी व केलेल्या कार्यवाहीचा मासिक अहवाल या कार्यालयास सादर करावा
तसेच वाहन धारकाने असे सिलेंडर्स लावू नये याबाबत प्रसिद्धी माध्यमाद्वारे व्यापक
प्रसिद्धी देण्यात यावी.

त्याचप्रमाणे इतर भाग जसे Multifunction Valve, Cylinder Valve, CNG/LPG Solenoid Valve, Petrol Solenoid Valve, Refueling Valve, Pressure Regulators, Vaporizer, CNG/LPG Filter, Oil Pump / Lubrication Systems, High Pressure Tubing, Low Pressure Tubing, Gas Air Mixer, On-Off Switch, Ignition System & Wiring Harness, Ignition Timing Advancer, Catalytic Convertor च इतर आवश्यक भाग हे तपासणी संस्थेच्या प्रमाणपत्रातील जोडपत्रात विहीत केलेल्या बनावटीचे व उत्पादकाचे असणे अत्यंत आवश्यक आहे.


उपरोक्त सुट्या भागा व्यतिरिक्त इतर बनावटीचे व इतर उत्पादकांद्वारा निर्मीत पर्यायी सुटे भाग बसविलेले असल्यास असे वाहन किटचे पृष्ठांकन नोंदणीसाठी स्विकारण्यात येऊ नये व असे किट बसविणाऱ्या रेट्रोफिटिंग वर्कशॉपवर आवश्यक ती कार्यवाही करावी व त्याचा अहवाल या कार्यालयास विनाविलंब सादर करावा.

सिएनजी व एलपीजी इंधनावर परावर्तीत झालेल्या वाहनाची माहिती वाहनाचा प्रकार निहाय आकडेवारी दर्शविणारे अभिलेख तयार करून ते अद्ययावत ठेवावे व या कार्यालयाकडून मागणी केल्यावर ते तात्काळ सादर करण्यात यावे.

सिएनजी व एल.पी.जी. हे इंधन अत्यंत ज्वालाग्राही असल्याने सुरक्षिततेच्या दृष्टीने वारंवारप्रमाणे केलेल्या निदेशांचे पालन वाहन तपासणी करतांना काटेकोरपणे करण्यात यावे. सदरच्या परिपत्रकातील निदेश आपल्या कार्यालयातील संबंधित अधिकारी व कर्मचारी यांचे निदर्शनास आणून निदेशांचे पालन त्यांच्याकडून हाईल असे पहावे. तसेच परिपत्रकाची उलट टपाली पोच घ्यावी.


परिवहन आयुक्त,
महाराष्ट्र राज्य, मुंबई.

- प्रत : १) परिवहन आयुक्त कार्यालयातील सर्व नियंत्रक अधिकारी यांना माहितीसाठी
२) सर्व प्रादेशिक परिवहन अधिकारी / उप प्रादेशिक परिवहन अधिकारी यांना माहिती व त्या अनुषंगाने कार्यवाहीसाठी.


परिवहन आयुक्त,
महाराष्ट्र राज्य, मुंबई.

✓

*Upgradation of Pollution Under Control
(PUC) Norms w.e.f. 01/10/2004.*

C I R C U L A R

Read :- 1) This office's letter No. MVR 0902 / CR-11 / D-2(4) / ON-3773, dt. 16/3/2004.
2) Letter No. MAP-0195 / CR-25(E) / D-2(1) / ON-15279, dt. 29/9/2004.

1 This office vide above two letters has circulated the Government of India Notification No. GSR No. 111(E), dt. 10th February, 2004 to all Registering Authorities in the State of Maharashtra.

2 By this Notification, the G.O.I. revised idle Emission Norms for Carbon Monoxide (CO) based on year of manufacture of vehicle along with measurement of Hydrocarbon (HC) emission with improved test methods for measuring emissions from petrol and diesel driven vehicles.

3 For diesel vehicles the Oil temperature and revolution per minute (RPM) aspects for smoke measurement and the test procedures for petrol and diesel vehicles have been spelt out in detail, in the notification.

4 As per the code of practice and TAP document, the original equipment manufacturer will modify the existing single gas analyser to 2-gas analyser.

5 It is mandatory for the PUC center to enter into Annual Maintenance Contract with the equipment manufacturer only. This has been already intimated by this office to all Registering Authorities vide this office letter no. MAP 0195 /CR-42(B) /D-2(1) / ON- 6988 , dt. 29/05/2000.

6 Once an AMC is entered into, it will be the responsibility of the manufacture to provide calibration gases as a part of the AMC.

7 It is mandatory for equipment manufacturer to enter into AMC with the PUC center to whom the equipment is supplied. The AMC contract includes 3 visits for servicing and calibration per year. The PUC centers which are in AMC will get extension as the PUC center.


8 The equipment manufacturer will decide the centralised stations for conducting AMC and calibration of the equipment by their authorised engineer

9 As per the mandatory requirement 2 gas analysers can be used for 2 & 3 wheeler Bharat Stage-I and earlier emission norms compliant vehicles only.

10 The new 4 gas analyser can be used only for 2,3, & 4 wheeler vehicles which are Bharat Stage -II and tighter norms compliant vehicles.

11 The Registering Authority shall renew the PUC center for conducting tests as per revised PUC norms based upon the report submitted by equipment manufacturer regarding completion of modification / calibration of the equipment belonging to the PUC center.

12 All Registering Authorities are hereby directed to convene the meeting of all PUC centers on or before dt. 11/11/2004 and apprise them in this regard and submit a compliance report to this office latest by dt. 16/11/2004 without fail. The instructions in this circular will have to be observed scrupulously without any fear or favour.


Transport Commissioner
Maharashtra State, Mumbai.

No. MAP 0195/CR-25(E)/D-II(1)/ON-18876

TRANSPORT COMMISSIONER'S OFFICE

Administrative Bldg., 3rd and 4th floor,

Near Dr. Ambedkar Udyan,

Govt. Colony, Bandra (East),

Mumbai 400 051.

Date :-

- 9 NOV 2004


To,

All Registering Authorities in the State of Maharashtra. for more information they are requested to visit ARAI site having address:- <http://www.araiindia.com>

Copy for information submitted to

(1) Principal Secretary, Home (Transport), Mantralaya, Mumbai.

(2) Under Secretary, GOI, MoRTH, Transport Bhavan, 1, Parliament Street, New Delhi-110 001.


Transport Commissioner
Maharashtra State, Mumbai.

क्र. एमएपी/१९९९/सीआर ६४०(अ)/का.२(१)/जा.क्र. - १०५४०

परिवहन आयुक्त यांचे कार्यालय,

प्रशासकीय इमारत, ३ रा / ४ था मजला,

शासकीय घनाश्रित, बोदो (पूर्व), मुंबई - ४०००५१

दिनांक - 12 JUN 2006

प्रति,

सर्व प्रादेशिक परिवहन अधिकारी/

उप प्रादेशिक परिवहन अधिकारी

विषय - एलपीजी/सीएनजी या इंधनावर चालणाऱ्या वाहनाची नोंदणी /रुपांतरण
आणि retrofitter वर्कशॉपला मान्यता देणेबाबत.

संदर्भ - या कार्यालयाचे परिपत्रक क्र.एमएपी/१९९९/सीआर६४०(ए)/का.२(१)/
जा.क्र.३३४९, दिनांक १०.३.२००५.

१. सी.एन.जी. व एल.पी.जी. कन्व्हर्शन किट बसविलेल्या मोटार वाहनांची तपासणी करताना व अभिलेख पुरवठा करताना, घ्यावयाच्या काळजाबद्दल या कार्यालयाने यापूर्वी परिपत्रक क्र. एमएपी १९९९/सीआर ६४०(अ)/का.२(१)/जा.क्र. ३३४९, दि. १०/३/२००५ चारे सुचना केल्या होत्या.
२. या परिपत्रकाच्या परिच्छेद २ नुसार, ज्या परिवहन कार्यालयांच्या क्षेत्रात मोटार वाहनांचे इंधन म्हणून, सी.एन.जी. अथवा एल.पी.जी इंधन म्हणून अधिकृतारित्या उपलब्ध असेल त्याच कार्यालयांमध्ये त्यांच्या अभिलेखावर असलेली वाहने सी.एन.जी. व एल.पी.जी. इंधनावर परावर्तीत करण्याची परवानगी देण्याचे निर्देश देण्यात आले होते.
३. CNG / LPG वर चालणारी वाहने CNG / LPG आणि Petrol अशा दोन्ही प्रकारच्या इंधनावर चालू शकत असल्यामुळे, अशी वाहने ज्या ठिकाणी CNG / LPG उपलब्ध आहे अशा ठिकाणी गेल्यास त्या वाहनांना CNG / LPG वर चालवता यावे आणि त्या द्वारे त्यांची आर्थिक बचत व्हावी आणि प्रदूषण कमी होण्यास मदत व्हावी ह्या उद्देशाने या कार्यालयाने परिपत्रक क्र. एमएपी १९९९/सीआर ६४०(अ)/का.२(१)/जा.क्र. ३३४९, दि. १०/३/२००५ द्वारे राज्यातील सर्व परिवहन कार्यालयांना सी.एन.जी. व एल.पी.जी. इंधनावर चालणाऱ्यासाठी


C:\Program 99\11.6.2005\10.3.05

रुपांतर करणाची परवानगी दिली होती, तसेच अनधिकृत रुपांतरण किंवा अनधिकृत CNG / LPG (स्वयंपाकाचा LPG) वापरला जातो किंवा कसे ह्याबाबत कसून तपासणी करणे आणि कसून अडवणे हा कार्यालयाचा कर्तव्य ठरलेल्या आहेत.

४. परंतु या कार्यालयाचे असे निर्देशनास आले आहे की, एन.पी.जी. वा ईंधनावर रुपांतरीत झालेली वाहने घरागुती स्वयंपाकासाठी असलेल्या ईंधनावर चालत आहेत. याबाबत अनेक तक्रारी या कार्यालयास प्राप्त झालेल्या आहेत.

५. त्यामुळे या कार्यालयाच्या क्षेत्रात CNG / LPG उपलब्ध आहे फक्त त्याच कार्यालयामध्ये CNG / LPG वर चालणारी वाहने नोंदवावी, किंवा वाहने CNG / LPG वर रुपांतरण करण्यास परवानगी जावी, तसेच फक्त त्याच कार्यालयाच्या क्षेत्रात CNG / LPG retrofitter workshop ला ह्या कार्यालयातर्फे परवानगी देण्यात येईल.

६. अनधिकृत रुपांतरणाची किंवा अनधिकृत CNG / LPG वापरण्याची कसून तपासणी करून बडक कारवाई करावी व त्याचा अहवाल दर महिन्यास सादर करावा.


परिवहन आयुक्त,
महाराष्ट्र राज्य, मुंबई

सी.एन.जी. / एल.पी.जी. रेट्रोफिटमेंट केंद्रांना
व्यवसाय प्रमाणपत्र (Trade Certificate)
जारी करणे बाबत.

परिवहन आयुक्त कार्यालय
प्रशासकीय इमारत, ३/४ मजला,
डॉ. आंबेडकर उद्यानाजवळ,
वांद्रे (पूर्व), मुंबई - ४०० ०५१.

क्र. एमएपी ०१९९/सीआर ६४०(बी)/का. २(१)/जा.क्र. १५७२२ दिनांक - ११ AUG 2007

- संदर्भ - १) या कार्यालयाचे परिपत्रक क्र. एमएपी ०१९३/सीआर ७९८डी/का. २(१)/जा.क्र. ११२१२, दि. ११/९/२००१.
२) या कार्यालयाचे परिपत्रक क्र. एमएपी/१९९९/सीआर ६४०(ए)/का. २(१)/जा.क्र. ८२७४, दि. २४/६/२००४.
३) या कार्यालयाचे परिपत्रक क्र. एमएपी/१९९९/सीआर ६४०(ए)/का. २(१)/जा.क्र. ३३४९, दि. १०/३/२००५.
४) या कार्यालयाचे पत्र क्र. पआ/का. २ब/सीआर ६४०बी/८२४३, दि. ७/४/२००७.

प रि प त्र क

१) संदर्भांकित पत्र क्र. १ द्वारे या कार्यालयाने वापरात असलेल्या वाहनांना सी.एन.जी. / एल.पी.जी. कन्व्हर्शन किट बसविताना घ्यावयाच्या मार्गदर्शक सूचना जारी केल्या होत्या.

२) संदर्भांकित पत्र क्र. २ व ३ द्वारे सी.एन.जी. / एल.पी.जी. कन्व्हर्शन किट बसविलेल्या मोटार वाहनांची तपासणी करताना अभिलेखात पृष्ठांकन करताना घ्यावयाच्या काळजीबाबत सूचना दिल्या होत्या.

३) संदर्भांकित पत्र क्र. ४ द्वारे सी.एन.जी. / एल.पी.जी. कन्व्हर्शन किट वाहनांवर बसविणाऱ्या वर्कशॉपच्या तपासणी अहवालाबाबत सूचना दिल्या होत्या.

४) संदर्भांकित विषयास अनुसरून आपणांस कळविण्यात येते की, "विक्रेता" या शब्दाची व्याख्या मोटार वाहन अधिनियम, १९८८ च्या कलम २(८) अनुसार करण्यात आली असून त्यामध्ये खालील व्यवस्थाही समाविष्ट होती.

I) in building bodies for attachment to chassis ; or

II) in the repair of motor vehicles; or

III) in the business of hypothecation, leasing or hire-purchase of motor vehicle.


५) वाहनांना सी.एन.जी. / एल.पी.जी. रेट्रोफिट करणाऱ्या केंद्रांनी किट बसविल्यानंतर वाहनाची दुरुस्ती (Repair) व देखभाल (Maintenance) करणे आवश्यक आहे. एखाद्या रेट्रोफिटमेंट केंद्राने किट बसविल्यानंतर वाहनांची दुरुस्ती व देखभाल न केल्यास, सध्या या विभागास कोणतीही कार्यवाही करता येत नाही. जर का व्यवसाय प्रमाणपत्र अनिवार्य केले तर या प्रमाणपत्राच्या अटी व शर्तीचा भंग केल्यास होणाऱ्या कारवाईस त्या व्यक्तिस जबाबदार धरता येवू शकेल.

६) दिनांक ३१/१२/२००७ नंतर सर्व रेट्रोफिटमेंट केंद्रांनी व्यवसाय प्रमाणपत्र घेतल्याशिवाय त्या केंद्राने किट बसविल्यानंतर सादर केलेला तपासणी अहवाल (Inspection Report) जारी केला, तर तो रिव्कारण्यात येवू नये.

सर्व प्रादेशिक परिवहन अधिकारी /
उप प्रादेशिक परिवहन अधिकारी

प्रत माहितीकरीता सादर -
सचिव, गृह (परिवहन) विभाग, मंत्रालय, मुंबई - ४०० ०३२.


परिवहन आयुक्त,
महाराष्ट्र राज्य, मुंबई


परिवहन आयुक्त,
महाराष्ट्र राज्य, मुंबई

क. एम.एपी ०११३/सीआर ७१८(जी)/का २(१)/जा.क.
परिवहन आयुक्त यांचे कार्यालय
प्रशासकीय इमारत, ३/४ मजला,
डॉ. आंबेडकर उद्यानाजवळ,
वांद्रे (पूर्व), मुंबई - ४०० ०५१.
दिनांक 2 JUN 2009

प्रति,
सर्व प्रादेशिक परिवहन अधिकारी /
उप प्रादेशिक परिवहन अधिकारी.

विषय :- जुने सी.एन.जी. किट नवीन वाहनावर बसविणेबाबत.

संदर्भ :- ARAI, पुणे यांचे पत्र दि. ५/२/२००९.

जुन्या वाहनांचे सी.एन.जी. गॅसवर चालणाऱ्या वाहनांमध्ये रूपांतर करताना अश्या नवीन वाहनांना सी.एन.जी. किट बसविताना, फक्त नवीन सी.एन.जी. किट बसविणे आवश्यक आहे. एखाद्या वाहनावर बसविलेले / वापरून जुने झालेले सी.एन.जी. किट दुसऱ्या वाहनावर बसविण्यासाठी मान्यता देण्यात येवू नये. असे अभिप्राय, "दि ऑटोमोटिव्ह रिसर्च असोसिएशन ऑफ इंडिया" (ARAI) संस्थेने व्यक्त केले आहेत. तरी सी.एन.जी. किट बसविताना जुने किट बसविण्यात येणार नाहीत याची सर्व कार्यालयांनी खबरदारी घ्यावी.

सहपत्र - ARAI, पुणे यांचे पत्र.

उप-परिवहन आयुक्त (अ.१)
महाराष्ट्र राज्य, मुंबई

प्र. १९९४/पापुली/४१.३(५)/२१/०३/पापुली-२०००

पापुलीन आधुनिक वणि भागानिन,
प्रशासकीय इमारत, ४ पा मण्डी,
भातकोर वाडिन, भात (पूर्व).
मुंबई - ४०० ०५४.

दिनांक :- १० जुलै २००३

प्रति,
सर्व प्रादेशिक पापुलीन अधिकारी,
सर्व जय प्रादेशिक पापुलीन अधिकारी.

विषय :- मोबाईल पी.यु.सी. तपासणी केंद्रांना मान्यता न देण्याबाबत.

राज्यात मोटार वाहनांच्या प्रदुषण तपासणी केंद्रांना मान्यता नोंदणी अधिका-वांकून त्यांच्या अधिकारक्षेत्रात देण्यात येते.

मुंबई रस्ता / विमानवाडावाय इतर ठिकाणी वाहनांच्या प्रदुषण तपासणी करता जावी ह्या हेतूने विभागातील, पेट्रोलियम, गैरवाणिज्य भागक यांच्या मालकीच्या तत्पर प्रदुषण तपासणी केंद्रात मोबाईल प्रदुषण तपासणी केंद्रांनाही मान्यता देण्यात येते.

दोन्ही प्रकारच्या प्रदुषण तपासणी केंद्रात कारवाय करू नका तरी मोबाईल पी.यु.सी. तपासणी केंद्र गुणात्मक सेवा देत नसल्याचे निष्पत्तीतून आले आहे. तसेच या केंद्रावर ब-यसवेला वाहनांच्या योग्य प्रकारे तपासणी न करता प्रदुषण नियंत्रणाखाली असल्याची प्रमाणापत्रे देण्यात येतात.

याची व्याप्ती धाटू नये म्हणून सर्व प्रादेशिक पापुलीन अधिकारी/ जय प्रादेशिक पापुलीन अधिकारी यांना आदेशित करण्यात येत आहे की यापुढे त्यांच्या अधिकारक्षेत्रात स्थिती मोबाईल पी.यु.सी. केंद्रांना यापुढे मान्यता देण्यात येऊ नये.

पापुलीन आधुनिक
महाराष्ट्र राज्य, मुंबई

7.50. Speedometer.(CMV R 117)—(1) All motor vehicles (including construction equipment vehicle), other than an invalid carriage or a vehicle, the designed speed of which does not exceed thirty kilometres per hour,

should be fitted with an instrument which indicates to the driver, the speed at which the vehicle is travelling:

(2) All agricultural tractors should be fitted with an Engine RPM-cum-Hour Meter.

(3) All motor vehicles should be fitted with a speedometer conforming to the requirements of IS: 11827—1995.

(4) All construction equipment vehicle should be fitted with a speedometer that should conform to the requirements of IS: 11827.

7.51. Speed governor.(CMV R 118)—(1) State Government is empowered to notify the fitment of the speed governor (speed controlling device) conforming to the Standard AIS : 018, to transport vehicles, in such a manner that the speed governor can be sealed with an official seal of the State Transport Authority or a Regional Transport Authority. The seal should be fixed in such a way that it cannot be removed or tampered with, without the seal being broken.

(2) The speed governor of every transport vehicle should be so set that the vehicle is incapable of being driven at a speed in excess of the maximum pre-set speed of the vehicle.

7.52. Horns.(CMV R 119)—(1) All motor vehicles including agricultural tractor, power tiller and construction equipment vehicle should be fitted with an electric horn or other devices conforming to the requirements of IS: 1884—1992.

(2) No motor vehicle including agricultural tractor should be fitted with any multi-toned horn giving a succession of different notes or with any other sound-producing device giving an unduly harsh, shrill, loud or alarming noise.

(3) Following category of vehicles are excluded from the above provision for which sound signals are required to be approved by the concerned registering authority.

- (a) ambulance
- (b) fire fighting vehicle
- (c) Vehicles used as salvage purposes
- (d) vehicles used by police officers
- (e) operators of construction equipment vehicles
- (f) officers of the Motor Vehicles Department in the course of their duties.
- (g) on construction equipment vehicles.

7.53.. Silencers.(CMV R 120)—(1) All motor vehicles including agricultural tractor should be fitted with a silencer.

(2) Noise standards.—All motor vehicles should be constructed and maintained to conform to noise standards specified in Part E of the Schedule VI to the Environment (Protection) Rules, 1986.

7.54. Painting of motor vehicles.(CMV R 121)—(1) Motor vehicles including agricultural tractor and construction equipment vehicle should not be painted in olive green colour except those belongs to the Defence Department.

(2) Contract carriages other than a tourist vehicle should not be painted in the manner specified in CMV R 128 (11).

(3) Goods carriage other than a goods carriage covered by national permit should not be painted in the manner specified in in CMVR 90 (1).

7.55. Embossment of the chassis number and engine number or in the case of battery operated vehicles, motor number and month of manufacture.(CMV R 122)—

(1) Every L, M and N categories of motor vehicles should bear the identification number including month and year of manufacture, embossed or etched or punched on it.

(2) All agricultural tractors and construction equipment vehicle should bear the identification number including month and year of manufacture, embossed or etched or punched on it:

(3) Where the space is insufficient for etching, embossing or punching the engine number, the chassis number and month of manufacture on construction equipment vehicle, the etching, embossing or punching of year and month of manufacture should be on an identification plate welded or rivetted to the body of that vehicle.

(4) The vehicle manufacturer is required to intimate to the certifying testing agency regarding the place where the numbers are embossed or etched or punched including code for the year and month of production in respect of each model. The testing agency should include these details in the certificate of compliance granted by that agency under rule 126.

(5) Manufacturer should not change the place of embossing, etching or punching and the code for the month and year of production without prior intimation to the concern testing agency.

7.56. Safety devices in motor cycle.(CMV R 123)- Motor cycles should have following provisions-

(i) Pillion rider should have provision for a permanent hand grip on the side or behind the driver's seat.

(ii) A foot rest.

(iii) A protective device covering not less than half of the rear wheel so as to prevent the clothes of the person sitting on the pillion from being entangled in the wheel.

7.57. Safety standards of components. (CMV R 124)— (1) The Central Government is empowered to specify the standards or the relevant standards specified by the Bureau of Indian Standards of any part, component or assembly to be used in the manufacture of a vehicle including construction equipment vehicle. The Central Government also specify the date from which such parts, components or assemblies are to be used in the manufacture of such vehicle.

(2) The general requirements of vehicle rear under run protecting device and the technical requirements of vehicle lateral protection side should be as per IS: 14812-2000 specifications and as per IS: 14682-1999.

(3) The vehicle manufacturers should ensure the fitment of the rear under run protective device in vehicles of categories N2, N3 and their trailers except special purpose vehicles namely tractors and tippers at their end. The rear under run protective device should also be painted with yellow and white zebra stripes on the entire rear face of the device.

(4) The vehicle manufacturer is also required to ensure the fitment of lateral under run protective device either at their factory or at their dealer's end.

(5) All manufacturers should get the prototype of the part, component or sub-assembly approved from any agency as referred to in rule 126 or the Central Institute of Road Transport, Pune, or in case of compliance with notified Indian Standards from any laboratory duly authorized by the Bureau of Indian Standards.

(6) On the basis of such approval, all manufacturers should also certify compliance in Form 22.

Fitment of rear under run protective device and lateral side protection device to the vehicles manufactured prior to 1.5.2003.

TRANSPORT COMMISSIONER'S OFFICE
Administrative Bldg., 3rd and 4th Floor,
Govt. Colony, Bandra (East),
Mumbai - 400 051.

No. MWP-0105/CR-18/D-II(3)/ON 21640 Date : 8 NOV 2006

C I R C U L A R

1) It is a matter of grave concern that every year, more than 80,000 people die in Road Accident in India. Many two wheelers riders and occupants of the small motor cars face death, when their vehicle suddenly collides with the heavy vehicle in front which doesn't have, "rear under run protective device," as well as "lateral protection (side guards) device."

2) Govt. of India inserted new sub-rule (1A) in rule 124 of the Central Motor Vehicle Rule, 1989 vide G.S.R. no. 845(E) dt. 27.12.2002, which is as follows;

" The general requirements of vehicle rear under run protecting device and the technical requirements of vehicle lateral protection side shall be as per IS : 14812-200 specifications and as per IS : 14682-1999, respectively, as may be amended from time to time."

This sub-rule was made applicable from 1.5.2003.

3) This sub-rule was further amended vide G.S.R. no. 589(E), dt. 16.9.2005. A new proviso is added to the sub-rule (1A), which is as follows;

" Provided that the vehicle manufacturers shall ensure the fitment of the rear under run protective device in vehicles of categories N2, N3 and their trailers except special purpose vehicles namely tractors and tippers at their end lateral under run protective device either at their factory or at their dealer's end. Vehicle not fitted with such devices shall not be registered under these rules. They shall also ensure to supply necessary kits if the fitment is not done by them in the case of lateral under-run protective device.

Provided further that the rear under run protective device shall also be painted with yellow and white zebra stripes on the entire rear face of the device."

The categories N2 and N3 mentioned in the above proviso is defined under clauses (q) and (r) of the rule 2 of the Central Motor Vehicle Rule, 1989.

4) Govt. of India vide letter No. RT - 11036/38/2000-MVI, dt. 10.9.2004 has informed that Rule 124 (1A) of the Central Motor Vehicle Rule, 1989 prescribed that all heavy transport vehicles, manufactured on and from 1st May 2003, shall be fitted with, vehicle rear under run protective device and lateral side protection device as per drawing and specifications type approval by testing agencies. The Govt. of India is however silent on the issue of fitment of rear under run protective device and lateral side protection device to the vehicle, which are manufactured prior to 1st May 2003.

5) Since the safety of ordinary citizens, riding motor cycles and occupying small cars, is of paramount importance, all the registering authorities in the state of Maharashtra are hereby directed to ensure the fitment of rear under run protective device and lateral side protection device to the vehicles mentioned in sub-rule (1A) of rule 124 of Central Motor Vehicle Rule, 1989 and which are manufactured prior to 1.5.2003 having the standards IS : 14812-2000 and IS : 14682-1999 (copy enclosed), at the time of the renewal of the certificate of fitness of these vehicles.

To,
All Registering Authorities in the
State of Maharashtra


Transport Commissioner
Maharashtra State Mumbai

C.C. for information submitted to the;

1. Joint Secretary to the Govt. of India, Ministry of Road Transport and Highways, Transport Bhavan, 1, Sanasad Marg, New Delhi - 110 001.

He is requested to examine the issue for relevant amendment, taking in to consideration the importance of the matter.

2. Principal Secretary to the Govt. of Maharashtra, Home (Transport) Dept., Mantralaya, Mumbai - 400 32.

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Transport Commissioner
Maharashtra State Mumbai

7.58. Safety standards of components for agricultural tractors. (CMV R 124 A)—(1) The bulbs of the following lamps used on agricultural tractors should conform to IS:1606-1979.

(a) Head light main and dip;

(b) Parking light;

- (c) Direction indicator lamp;
- (d) Tail lamp;
- (e) Reversing lamp;
- (f) Stop lamp;
- (g) Rear Registration mark indicating lamp; and
- (h) Top light.

(2) The lighting and light signalling devices for agricultural tractor should be in accordance with AIS:030.

(3) The performance requirements of the lighting , light signalling and indicating systems of agricultural tractor should be in accordance with safety standard AIS:062.

(4) The hydraulic brake hoses wherever used in agricultural tractor and its trailer should be in accordance with IS:7079-1995.

(5) The vegetable, non-mineral based hydraulic fluids wherever used in agricultural tractor should be in accordance with IS:8654-1986.

(6) The tow hook wherever used in agricultural tractor should be in accordance with IS:12362 (Part 2).

(7) The fuel tanks of agricultural tractor should comply with the requirements laid down in IS:12056-1987.

(8) The wheel nuts and hub caps used in agricultural tractor should be in accordance with IS:13941-1994.

7.59. Safety Standards of components for power tillers. (CMV R 124

B)—(1) The lamps and bulbs used on power tillers for—

- (a) the head light main and dip;
- (b) the parking light;
- (c) the direction indicator lamp;

- (d) the tail lamp;
- (e) the reversing lamp;
- (f) the stop lamp;
- (g) the rear Registration mark illuminating lamp,

should be in accordance with AIS:034:2004.

(2) The lighting and signaling devices should be in accordance with AIS:062:2004.

(3) The safety and comfort of the operator of a power tiller should be in accordance with IS:12239 (Part 3):1996.

(4) The gradeability of a power tiller coupled to a trailer under the declared combination weight by the manufacturer should be in accordance with IS:9980:1988.

7.60. Safety belt, collapsible steering column, autodipper and padded dash boards.(CMV R 125)— (1) The manufacturer of every motor vehicle other than motor cycles and three-wheelers should equip such vehicle with a seat belt for the driver and for the person occupying the front seat.

(2) The manufacturer of every motor vehicle of M-1 category should equip every motor vehicle with a seat belt for a person occupying the front facing rear seat.

(3) All motor vehicles should be equipped with rear view mirror.

(4) The size and specifications of seats, their Anchorages and Head Restraints (excluding luggage retention) on M-1 vehicle category should conform to IS: 15546-2005.

(5) The seats, their anchorages and their head restraints for M2, M3, N1, N2 and N3 category of vehicles, should be in accordance with AIS:023:2005.

7.61. Safety belt, etc., for construction equipment vehicles.(CMV R 125 A)—The manufacturer of every construction equipment vehicle other than an agriculture tractor should equip every such vehicle with,

- (i) A seat belt for the driver and for the person occupying the front seat,
- (ii) A rear view mirror.

7.62. Special requirements for transport vehicles that are driven on hills.(CMV R 125 B)—(1) The State Government by notification in official gazette is empowered to allow fitment of fog lamp, power steering, defogging and demisting system on transport vehicles plying on such routes or areas in hilly terrains.

(2) Anti-Lock Braking System should be introduced in all M-2 category buses plying in hill areas.

7.63. Body building and approval.(CMV R 125 C)—(1) The Central Government is empowered to notify the date for the testing and approval for body building of buses which should be in accordance with AIS:052:2001.

(2) The testing and approval for the body building of school buses should be in accordance with AIS:063:2005.

7.64. Prototype of every motor vehicle to be subject to test. (CMV R 126)—All manufacturers or importers of motor vehicles other than trailers and semi-trailers should submit the prototype of the vehicle to be manufactured or imported by them for test to the following agencies.

(i) Vehicle Research and Development Establishment of the Ministry of Defence of the Government of India

(ii) Automotive Research Association of India, Pune,

(iii) The Central Farm Machinery Testing and Training Institute, Budni (MP),

- (iv) The Indian Institute of Petroleum, Dehradun,
- (v) The Central Institute of Road Transport” Pune,
- (vi) The International Centre for Automotive Technology, Manesar,
- (vii) The Northern Region Farm Machinery Training and Testing Institute, Hissar (for testing of combine harvester)

(2) The procedure for type approval of certification of motor vehicles for compliance of chapter construction equipment and maintenance of motor vehicles should be in accordance with the AIS: 017-2000.

(3) In respect to the vehicles imported into India as completely built units (CBU), the importer is required to submit a vehicle of that particular model and type to the testing agencies for granting a certificate by that agency.

7.65.Conformity of Production (CMV R 126 A)- The testing agencies referred in CMV R 126 should in accordance with the procedures laid down by the Central Government, also conduct tests on vehicles drawn from the production line of the manufacturer to verify whether these vehicles conform to the provisions of rules made under section 110 of the Act.

7.66. Prototype of every construction equipment vehicle to be subject to test. (CMV R 126 B)— All manufacturers of construction equipment vehicles should submit the prototype of the construction equipment vehicle to be manufactured by them for test by any of the agencies referred to in CMV R 126 for granting a certificate by that agency.

7.67. Quality certificate by manufacturer.(CMV R 127)— (1) The sale certificate of every motor vehicle should be accompanied by a certificate of road-worthiness issued by the manufacturer in Form 22.

(2) The sale certificate of every construction equipment vehicle should be accompanied by a certificate of road-worthiness issued by the manufacturer in Form 22.

7.68. Tourist vehicles other than motor cabs, etc. (CMV R 128)— Specifications of a tourist vehicle other than motorcab, taxicab, campers van, house trailer, should conform to the specifications mentioned in CMV R 128.

7.69. Special provision for M3 category of vehicles. (CMV R 128 A)— The provision of emergency exit laid down in CMV R 128 (4) should apply to all M3 category of vehicles.

7.70. Definitions. (CMV R 91) – Following are some important definitions related to Transportation of goods of dangerous or hazardous nature to human life.

(a) “class label”, in relation to any dangerous or hazardous goods, means the class label specified in column 3 of the Table to CMVR137;

(b) “consignor”, in relation to dangerous or hazardous goods intended for transportation by a goods carriage, means the owner of such dangerous or hazardous goods;

(c) “dangerous or hazardous goods”, means the goods of dangerous or hazardous nature to human life specified in Tables I, II, and III to CMVR137;;

(d) “emergency information panel”, means the panel specified in CMVR 134;

(e) “primary risk”, in relation to any dangerous or hazardous goods, means the most potent risk which such goods give rise to;

(f) “subsidiary risk”, in relation to any dangerous or hazardous goods, means the subsidiary risk which such goods are likely to give rise to in addition to the primary risk.

7.71. Transportation of goods of dangerous or hazardous nature to human life.(CMV R 129)—(1) Every owner of a goods carriage transporting any dangerous or hazardous goods should comply with the following conditions, namely:—

(i) every such goods carriage, carrying the same type of dangerous or hazardous goods (whether in bulk or in packages), should display a distinct mark of the class label appropriate to the type of dangerous or hazardous goods specified in column 3 of the Table I to CMV R137;;

(ii) every package containing dangerous or hazardous goods should display the distinct class labels appropriate to the type of dangerous or hazardous goods specified in column 3 of the Table I to CMV R 137;

(iii) in the case of packages containing goods listed in Table III in CMVR137;and which represents two hazards as given in column 2 thereof, such packages should display distinct labels to indicate both the hazards;

(iv) every goods carriage carrying any dangerous or hazardous goods should be equipped with safety equipments for preventing fire, explosion or escape of hazardous or dangerous goods.

(2) Every goods carriage carrying goods of dangerous or hazardous nature to human life, should be fitted with tachograph (an instrument to record the lapse of running time of the motor vehicle; time speed maintained, acceleration, deceleration, etc.)

7.72. Spark arrester.(CMV R 129 A)-Every goods carriage carrying goods of dangerous or hazardous nature to human life should be fitted with a spark arrester.

7.73. Manner of display of class labels. (CMV R 130)—(1) A class label should be so positioned that the size of the class label is at an angle of 45 degrees to the vertical and the size of such label should not be of less than twenty-five millimetres square which be divided into two portions, the upper half portion being reserved for the pictorial symbol and the lower half for the text:

(2) Where the class label consists of adhesive material, it should be waterproof and where it consists of metal or other substance on which the pictorial symbol and the text are printed, painted or affixed, they should be affixed directly. The surface of the vehicle surrounding the label should be of a colour that contrasts vividly with the background of the class label.

(3) Every class label displayed on a vehicle should be positioned in such a manner that it does not obscure other markings

(4) Every goods carriage carrying any dangerous or hazardous goods should display the class label on the places shown in the Table in CMV R 134.

7.74. Responsibility of the consignor for safe transport of dangerous or hazardous goods. (CMV R 131)—(1) The consignor intending to transport any dangerous or hazardous goods listed in Table III, is required to ensure the following that the :—

(a) goods carriage has a valid registration to carry the said goods;

(b) vehicle is equipped with necessary first-aid, safety equipment and antidotes as be necessary to contain any accident;

(c) transporter or the owner of the goods carriage has full and adequate information about the dangerous or hazardous goods being transported; and

(d) driver of the goods carriage is trained in handling the dangers posed during transport of such goods.

(2) Every consignor should supply to the owner of the goods carriage, full and adequate information about the dangerous or hazardous goods being transported as to enable such owner and its driver to,—

(a) comply with the requirements of rules 129 to 137 (both inclusive) of these rules; and

(b) be aware of the risks created by such goods to health or safety of any person.

(3) It should be the duty of the consignor to ensure that the information is accurate and sufficient for the purpose of complying with the provisions of CMVR 129 to 137.

7.75. Responsibility of the transporter or owner of goods carriage.

(CMV R 132)—(1) The owner of the goods carriage transporting any dangerous or hazardous goods is required to ensure the following that the:—

(a) goods carriage has a valid registration to carry the said goods and the said carriage is safe for the transport of the said goods; and

(b) vehicle is equipped with necessary first-aid, safety equipment, tool box and antidotes as be necessary to contain any accident.

(2) Every owner of a goods carriage should, before undertaking the transportation of dangerous or hazardous goods in his goods carriage, satisfy himself that the information given by the consignor is full and accurate in all respects and correspond to the classification of such goods specified in CMVR 137.

(3) The owner of a goods carriage should ensure that the driver,-

(a) of such carriage is given all the relevant information in writing, in relation to the dangerous or hazardous goods entrusted to him for transport.

(b) has sufficient understanding of the nature of such goods and the nature of the risks involved in the transport of such goods

(c) is capable of taking appropriate action in case of an emergency.

(4) The owner of the goods carriage carrying dangerous or hazardous goods, and the consignor of such goods should lay down the route for each trip which the driver is required to be bound to take unless directed or permitted otherwise by the Police Authorities. They should also fix a time table for each trip to the destination and back with reference to the route.

(5) The owner is required to ensure that the driver of the goods carriage carrying dangerous or hazardous goods, holds a driving license as per provisions of CMVR 9.

7.76. Responsibility of the driver.—(CMV R 133)- (1) The driver of a goods carriage transporting dangerous or hazardous goods should ensure that the information given to him in writing is kept in the driver's cabin and is available at all time.

(2) Every driver of a goods carriage transporting any dangerous or hazardous goods should observe all the directions necessary for preventing fire, explosion or escape of dangerous or hazardous goods carried by him. When vehicle is not being driven he should ensure that the goods carriage is parked in a place which is safe from fire, explosion and any other risk.

7.77. Emergency information panel. (CMV R 134)—(1) Every goods carriage used for transporting any dangerous or hazardous goods should be legibly and conspicuously marked with an emergency information panel at three sides of the vehicles and such panel should contain the following information, namely:—

(i) the correct technical name of the dangerous or hazardous goods in letters not less than 50 millimetres high;

(ii) the United Nations class number for the dangerous or hazardous goods as given in Column 1, Table 1 appended with rule 137, in numerals not less than 100 millimetres high;

(iii) the class label of the dangerous or hazardous goods of the size of not less than 250 millimetres square;

(iv) the name and telephone number of the emergency services to be contacted in the event of fire or any other accident and the name and telephone number of the consignor of the dangerous or hazardous goods or of some other person from whom expert information and advice can be obtained concerning the measures that should be taken in the event of an emergency involving such goods.

(2) The above information should also be displayed on the vehicle by means of a sticker relating to the particular dangerous or hazardous goods carried in that particular trip.

(3) Every class label and emergency information panel should be marked on the goods carriage and is required to be kept free and clean from obstructions at all times.

7.78. Driver to be instructed.(CMV R 135)—The owner of every goods carriage transporting dangerous or hazardous goods should ensure to the satisfaction of the consignor that the driver of the goods carriage has received adequate instructions and training-

(i) to enable him to understand the nature of the goods being transported, by him,

(ii) To Know the nature of the risks arising out of such goods,

(iii) For taking precautions while the goods carriage is in motion or stationary

(iv) For taking action in case of any emergency.

7.79. Driver to report to the police station about accident.(CMV R 136)—The driver of a goods carriage transporting any dangerous or hazardous goods, on the occurrence of an accident involving any dangerous or hazardous goods is required to report to the nearest police station and should also inform the owner of the goods carriage or the transporter regarding the accident.

7.80. Class labels.(CMV R 137)—In respect of the dangerous or hazardous goods class labels of specified in CMV R 137.

7.81. General rules regulating construction etc., of motor vehicles.

(MMV R 160)— (1) A person should not use, cause or allow to be used, in any public place any motor vehicle which does not comply with-

(i) the rules contained in the Chapter construction equipment and maintenance of motor vehicles

(ii) any order made by authority competent to pass such order.

(2) The above provision does not applicable to motor vehicles which are damaged in an accident.

(3) Where a motor vehicle does not remain under the effective control of the person driving the same, it should not be moved except by towing.

7.82. Mirror. (MMV R 161)— Every motor vehicle should be provided with rear view mirror either internally or externally.

7.83. Restrictions regarding television set or video in the motor vehicles.

(MMV R 162)— No television set or video should be fitted or kept on or near the dash-board of the motor vehicle.

7.84. Dangerous projections. (MMV R 163)— (1) No mascot or other similar fitting or device should be fitted on any motor vehicle, by projection of which, likely to strike any person with whom the vehicle collide.

(2) No motor vehicle should be permitted to allow to fit any axle hub or hub-cap projection laterally more than four inches beyond rim of wheel to which it is attached.

7.85. Springs. (MMV R 164)— (1) Every motor vehicle and trailer should be equipped with suitable and sufficient means of springing, adequately maintained in good and sound condition.

(2) The above provision is not applicable to -

(i) any motor vehicle registered in India before the first day of April, 1940.

(ii) any tractor not exceeding four thousand five hundred and thirty-six kilograms in weight unladen, if all the unsprung wheels of the tractor are fitted with pneumatic tyres;

(iii) any land tractor, land implement, agricultural trailer, trailer equipped with pneumatic tyres having axle weight not exceeding 3050 kilograms, or any trailer used solely for the haulage of felled trees.

(iv) vehicles designed for used in private premises and used on a road for passing from one part of the premises to another place of work, within a distance of 3.2 kilometers;

7.86. Mudguard.(MMV R 165)— Every motor vehicle except a tractor or a trailer, should be provided with mudguards or other similar fitting to

catch, so far as practicable mud or water thrown up by the rotation of the wheels.

7.87. Attachment to motor cycle.(MMV R 166)— (1) Every side-car attached to a motor cycle should be attached at left hand side of the motor cycle.

(2) Every pillion seat attached to a motor cycle should have,—

(i) two foot-rests one on either side of and directly below the seat fitted in such a manner that a person sitting on the pillion seat can rest his feet on such foot-rests;

(ii) a suitably sprung cushion seat; and

(iii) a hand grip fitted to the front of the seat.

(3) No pillion seat should be attached to a motor cycle with less than 45 cc engine.

(4) The rear wheel of every motor cycle on which a pillion seat is fixed, should be covered by a protective device, covering two-third of the areas of the rear wheel so as to prevent the clothes of the pillion rider from getting entangled in the spokes.

7.88. Communication with driver.(MMV R 167)— Every motor vehicle, in which the driver's seat is separated from the passenger compartment by a fixed partition should be furnished with efficient means to enable the passengers and the conductor, to signal the driver to stop the vehicle.

7.89. Use of military and police colours and registration marks prohibited.(MMV R 168)— (1) No motor vehicle other than military and police motor vehicle, should be used, in any public place, unless it is painted in colour scheme different from that usually used for military and police motor vehicles.

(2) No motor vehicle should exhibit or carry any military registration mark.

7.90. General. (MMV R 169)— Every public service vehicle should be maintained in a clean and sound condition and the engine mechanism and all working parts, in reliable working order.

7.91. public service vehicle (MVA S 2(35))— “public service vehicle” means any vehicle used or adapted to be used for the carriage of passengers for hire or reward. It also includes a maxicab, a motorcab, contract carriage, and stage carriage.

7.92. Stability. (MMV R 170)— (1) The stability of a double-decked public service vehicle should be such that when loaded with weights of 59 kilograms per person and a full complement of passengers on the upper deck and if the surface on which the vehicle stands is tilted to either side to an angle of 28 degrees from the horizontal, the point at which over-turning occurs should not be reached.

(2) The stability of a single decked public service vehicle should be such that under any conditions of load, at an allowance of 68 kilograms per passenger and his personal luggage and if the surface on which the vehicle stands is tilted to either side of an angle of 35 degrees from the horizontal, the point at which over-turning occurs should not be reached.

7.93. Seating room. (MMV R 171)— (1) In every public service vehicle other than a motor cab, there should be provision of a reasonably comfortable seating space of not less than 381 millimeters measured on straight lines along and at right angles with front of each seat.

(2) The position of seats in public service vehicle should be as following —

- (i) when the seats are placed along the vehicles facing each other the backs of the seats on the side should be at least 1,372 meters distant from the backs of the seats on the other side;

(ii) when the seats are placed along the vehicle and are facing in the same direction, there should be a space of not less than 685 millimeters between the back of the front seat and the back of the rear seat, when measured from the rear most point of the back of the front seat, to the rear most point of the back of the rear seat.

(iii) when seats are placed across the vehicle and are facing in the same direction, there should be a space of not less than 660 millimeters between the back of the front seat and the front of the rear seat when measured at the topmost point of the upholstery;

(iv) when seats are placed across the vehicle and are facing each other there should be a space of not less than 1.27 meters between the backs of the facing seats when measured from the topmost point of the upholstery.

(3) The backs of all seats should be at a height of 406 millimeters above seat level.

(4) The area of each seat in an ordinary public service or private service should not exceed more than 459 square millimeters.

(5) Each seat in a Luxury or Tourist Air-conditioned public service vehicle or Air-conditioned private service vehicle should not exceed 511 square millimeters.

(6) The above provisions are not applicable to camper vans, camping trailers, house trailers and minibuses designed or constructed to provide living quarters for recreational, camping or travel purposes.

7.94. Gangways. (MMV R 172)— Every public service vehicle having entrance from the front or rear it should be provided with a gangway along the vehicle, as follows :—

(i) where the seats are placed along the vehicles facing each other there should be a clear space of not less than 610 millimeters. The maximum width of the gangway should not be more than 686

mms. The provision of gangway is not applicable to camper vans, camping trailers, house trailers or minibuses designed or constructed to provide living quarters for recreational camping or travel purpose.

(ii) where seats are placed across the vehicle there should be a clear space of not less than 305 millimeters. The maximum width of that gangway should not be more than 381 mms.;

(iii) where a row of seats is placed along one side of the vehicle and the other seats are placed across the vehicle, there should be a clear space of not less than 450 millimeters between the front edge of the seats placed along the vehicles and parts of the adjoining seats. In such case the maximum width of the gangway should not be more than 526 mms.

7.95. Condition regarding permission to carry standees. (MMV R

173)— (1) Passengers should not be permitted to be carried standing in any public service vehicle unless it has provision for the same.

(2) Standing passengers be carried on the lower deck of any public service vehicle, if there is a grab-bar fixed with hanger straps fixed in the roof of the gangway;

(3) If a public service vehicle is operated within the limits of a municipal corporation, or a municipality, including an area, within a radius of eight kilometers from such limits, the Regional Transport Authority, is empowered to direct that passengers be carried standing in such public service vehicle, if there is a clear space serving as a gangway of greater width than that prescribed in MMV R 172.

(4) The Regional Transport Authority is empowered to direct that in addition to the standing passengers permitted to be carried in any public service vehicle twelve school children be permitted to be carried therein, during school periods periods.

(5) The Regional Transport Authority is empowered to direct that passengers be carried standing in a private service vehicle if there is a minimum head room of not less than 1.7 meters and a grab-bar with hanger straps fixed in the roof of the gangway. Such vehicles should also have a clear space serving as a gangway as mentioned in MMVR 172.

7.96. Head room. (MMV R 174)— Every public service vehicle other than a motor cab Should have the following internal height or head-room,—

(i) in the case of a single-decked vehicle and the lower-deck of a double decked vehicle it should be between 1.75 meters and 2 meters. This provision is not applicable to last row of seats in the public service vehicle having engine at the rear side.

(ii) in case of upper-deck of a double-decked vehicle, it should not be less than 1.7 meters. The Regional Transport Authority is empowered to vary the above measurements in respect of any public service vehicle plying solely in municipal or cantonment limits.

7.97. Driver's seat. (MMV R 175)— (1) Every public service vehicle should be driven from the right hand side of the vehicle.

(2) A driver's seat should be provided in every public service vehicle to allow him to have full and unimpeded control of the vehicle and in particular,—

(i) the part of the seat against which the driver, back rests, should not be less than 280 millimeters from the nearest point of the steering wheel;

(ii) Arm-rests for the driver, not more than 100 millimeters wide is required to be provided.

(3) No public service vehicle should be so constructed that any person can sit or any luggage can be carried on the right hand side of the driver.

(4) Every public service vehicle other than a motor cab is required to be constructed in such a way that there should be a separate compartment for the driver. This compartment is required to be separated by suitable rigid partition of metal bar or adequately spaced metal bars, both on the side and on the rear so as to isolate the driver without obstructing his vision.

(5) Government is empowered to exempt any public service vehicle or class of such vehicles from the purview of above provision considering the use of such vehicle in public interest.

7.98. Width of doors. (MMV R 176)— (1) Entrance and exit of a public service vehicle other than a motor cab should be at least 540 millimeters in width and of sufficient height.

(2) Entrance and exit of a stage carriage, operating in other than municipal area should be fitted with doors so as to prevent the passengers from falling out.

7.99. Grab rail (MMV R 177) — Grab rail should be fitted to entrance or exit of a public service vehicle other than a motor cab, to assist passengers in holding or alighting from the vehicle.

7.100. Steps. (MMV R 178) — (1) In all public service vehicles, other than a motor cab, the top of the lowest step of any entrance or exit, should not be at a height of more than 520 millimetres or less than 250 millimetres, above the ground level.

(2) All steps should be fitted with non-slip treads. Fixed steps should not be less than 230 millimetres wide.

(3) In case of a double decked vehicle,—

(i) the risers of all steps leading from the lower to the upper deck should be closed.

(ii) all steps leading from the lower to the upper deck should be fitted with non-slip treads;

7.101. Cushions. (MMV R 179) — The seats of all public service vehicles should be provided with fixed or moveable foam or soft cushions. The cushions should be covered with leather cloth of good quality or other suitable material.

7.102. Body dimensions, guard rail and life guards. (MMV R 180) — (1) All public service vehicles, other than a motor cab, are required to be so constructed that,—

(2) A single-decked vehicle with an enclosed body, the height of the body sides from the floor of the height to the sills of the window, should not be less than 715 millimetres. If the height of the sides of the body or the sills of the windows, above the highest part of any seat is less than 460 millimetres, provision should be made by means of guard rails, to prevent the arms of seated passengers being thrust through and being injured by passing vehicle. The extent to which the side windows can be lowered, is such that when lowered their top edge should not be less than 460 millimetres above the highest part of any seat;

(3) A single-decked vehicle with open sides, guard rails should be provided along the right hand side of the vehicle to prevent any person other than the driver from mounting or alighting from the vehicle.

(4) A double-decked vehicle with an uncovered top deck, the top deck should be provided at least 915 millimetres above highest part of any seat, and the top of front and back rails should be at least 990 millimetres above the deck boards or battens.

7.103. Protection of passengers from weather. (MMV R 181) — (1) All public service vehicles should be constructed with a fixed and water tight roof. Every motor cab should be constructed and equipped with fixed and

water tight roof or with a water tight hood that be raised or lowered as required.

(2) Every public service vehicle should have suitable windows fitted with glass panels capable at all times of protecting the passengers from the weather without preventing adequate ventilation of the vehicle.

(3) The glass windows must be provided with effective means to prevent their rattling.

7.104. Internal lighting. (MMV R 182) — All public service vehicles, other than a motor cab, having a permanent roof, should be provided with one or more electric lights adequate to give reasonable illumination throughout the passengers compartment.

7.105. Body construction. (MMV R 183) — The body of all public service vehicles is required to be constructed and fastened to the frame of the vehicle in compliance with the directions given by the State Transport Authority.

7.106. Definition of Sleeper Coach (MMV R 159) — "*sleeper coach*" is a public service vehicle constructed or adapted to carry more than six passengers, provided with sleeper berth for which construction specifications are given in MMVR 183A. Sleeper coach is also known as "Sleeper Bus".

7.107. Special provisions for Sleeper Coach. (MMV R 183A) — (1) The special provisions for Sleeper Coach are as under :—

(2) Powers to grant relaxation. — The State Government or the Transport Commissioner are empowered to grant relaxation to the vehicles registered as Sleeper Coach or Sleeper Bus by giving reasons in writing.

(3) Age of the Sleeper Coach. — A permit of a Sleeper Coach is deemed to be invalid when the motor vehicle covered by the permit completes twelve years from the date of its initial registration .

(4) The sleeper coach to be replaced should not be more than five (5) years old on the date of such replacement.

(5) Construction of Sleeper Coach- The construction of sleeper coach in relation to

(a) Berth Arrangements. —

(b) Headroom. —

(c) Body Mounting. —

(d) Flooring. —

(e) Roof. —

(f) Light. —

(g) Painting and finishing. —

(h) Air-condition Unit Mounting. —

(i) Windows. —

Is provided under MMV R 183A.

7.108. Compulsory electric lighting. (MMV R 184) — Only electric lights should be provided in public service vehicle.

7.109. Fuel tanks. (MMV R 185) — (1) A fuel tank should not be placed in any public service vehicle within sixty centimeters of any entrance or exit of a single-decked vehicle or lower deck of a double-decked vehicle.

(2) The fuel tank of every public service vehicle should be so placed that no overflow of fuel should fall upon any woodwork or accumulate where it can be readily ignited. The filling points of all fuel tanks should be outside the body of the vehicle.

7.110. Carburetors. (MMV R 186) — In every public service vehicle, any carburetor and apparatus associated therewith should be so placed and shielded that no fuel leaking should fall upon any part of fittings that is capable of igniting it.

7.111. Electric wires. (MMV R 187) — All electric wires should be adequately insulated.

7.112. Fire extinguishers. (MMV R 188) — Every public service vehicle other than a motor cab is required to be equipped with one or more fire extinguishers as specified by the State Transport Authority.

7.113. Locking of nuts. (MMV R 189) — All moving parts of every public service vehicle is required to be fastened by lock nuts or by nuts with efficient spring or lock nut washers or by castellated nuts and split pins so as to prevent them from becoming loose.

7.114. Floor board. (MMV R 190) — The floor boards of every public service vehicle is required to be strong and closely fitted.

7.115. Spare wheel and tools. (MMV R 191) — (1) Every motor vehicle other than motor cycle is required to be at all times be equipped with not less than one spare wheel or rim, fitted with a pneumatic tyre in good and sound condition ready and inflated.

(2) Every motor vehicle other than motor cycle should have an efficient jack and other tools necessary to change a wheel or rim and tyre.

(3) Every public service vehicle should have one,

- (i) screw driver
- (ii) spare fuse,
- (iii) head-light bulb
- (iv) spare sealed beam unit

- (v) fan belt,
- (vi) inspection lamp with ten meters long wire.

7.116. First-aid Box. (MMV R 192) — (1) Every stage carriage and goods carriages used for transportation of hazardous or dangerous goods should carry First Aid equipment in the aerosol bottles containing medicine for burns, wounds, pain-killers and dressing material as specified by the State Transport Authority. A dust proof first-aid box containing the following articles:—

- (i) a leaflet containing first-aid instructions
- (ii) twenty-four sterilised finger dressings;
- (iii) twelve sterilised hand or foot-dressings;
- (iv) twelve sterilised large or body dressings;
- (v) one extra large, two large and three small sterilised burn dressings;
- (vi) two large packets of sterilised cotton wool;
- (vii) a bottle of two per cent tincture of iodine or a tube of antiseptic cream containing 0.5 per cent of Centrimide B.P. in a non-greasy base;
- (viii) a bottle of Sal Volatile;
- (ix) empty bottle fitted with cork and camel hair brush.for eye drops; and
- (x) two medicine glasses ;

(2) The First Aid kit maintained in goods carriages carrying dangerous and hazardous goods should also contain appropriate antidotes wherever applicable which should be specially designed with reference to such chemicals.

7.117. Inspection of motor vehicles. (MMV R 193) — (1) Owing to the mechanical defects of, any non-transport vehicle and if Registering Authority is satisfied that its use in a public place constitutes a danger to the

public, or the vehicle fails to comply with the requirements of Chapter Construction Equipment and Maintenance of Motor Vehicle, it cause such vehicle to be inspected by an Inspector of Motor Vehicles.

(2) (a) On inspection, if the Inspector of Motor Vehicles is satisfied that such vehicle is in a mechanically defective condition he should issue to the owner, memorandum in Form M. V. Insp.

(b) After receipt of a copy of memorandum, the registering authority, after giving the owner an opportunity of making any representation as required under MVAS 53 (1) , suspend the certificate of registration of the vehicle.

(c) The registering authority should record in the certificate of registration of the vehicle, the date of every inspection and its results.

(3) A fee for every such inspection should be as prescribed in CMVR, 81.

7.118.Clearance. (MMV R 194) — All under parts of the vehicle inside the pivots of the front axle and steering arms which must be paced as near as possible to road wheel as far back at least as the rear axle, should be, above the ground, by not less than 254 millimeters, when the vehicle is fully loaded.

7.119.Springs (MMV R 195) — (1) Springs should be properly hung and must be of sufficient strength and flexibility.

(2) The rear springs should be attached to or bear upon the back axle casting as near to the road wheels as possible and the distance between the springs from inside to outside should not be less than 50 per cent of the overall width of the vehicle.

(3) The front springs should be as wide-apart as possible and the difference between them should not be less than 37 per cent of the overall width of the vehicle.

(4) Cross springs should not be provided.

7.120. Wheel track. (MMV R 196) — The wheel tracks of both front and rear wheels should coincide and the distance between the centre lines of the tracks of the front wheels should not be less than 69 per cent of the overall width of the vehicle.

7.121. Ventilation. (MMV R 197) — Every stage carriage should be provided with adequate means of ventilation, so that there should be proper ventilation. If the carriage is provided with opening windows, suitable provision is required to be made so that opening of the window is adjusted.

7.122. Certain rules to be applicable to private vehicles and certain transport vehicles. (MMV R 198) — (1) The provisions of MMVR 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 180, 181, 182, 183, 185, 186, 187, 188, 189 and 190 relating to public service vehicle are also applicable to private service vehicles registered in the name of educational institutions, which are recognised by the Government or which are managed by societies registered under Societies Registration Act, 1960 :

(2) The Regional Transport Authority is empowered to relax the provisions of condition regarding permission to carry standees and head room, in respect of private service vehicles. After such relaxation, the height of head room should not be less than 1.425 meters.

7.123. Body and loading platform (MMV R 199) — Every goods carriage should be equipped with a strong platform or body so constructed as to be capable of carrying the load for which it is used without danger. The load should be securely packed within or fastened to the body or to the platform.

7.124. Chocks. (MMV R 200) — (1) In order to prevent a goods vehicle other than a light motor vehicle from running backward on slopes, every such vehicle, should be provided with a wedge shaped rigid chocks.

(2) Each such chock should have a hook and be kept,—

(a) in a bracket fitted on the outer skirt of the tail-board of the vehicle;

or

(b) where the vehicle has no tail-board, in a metal carrier fitted between the frame side members.

(3) No person should use any boulder or any substance of a similar nature in lieu of wooden chocks on slopes to prevent the goods vehicle from running backward on slopes.

7.125. Driver's seat. (MMV R 201) — (1) The provisions of MMV R 175 applicable to public service vehicles are also applicable to goods vehicle other than light motor vehicles.

(2) The State Government having regard to the price and utility of any goods vehicle, is satisfied that it is necessary so to do, by general or special order, exempt any goods vehicle fitted with left hand steering control from the provision of MMV R 175.

7.126. Securing of goods in open goods vehicles. (MMV R 202) — Goods transported in an open vehicle should be properly secured within the body of vehicle, in such a manner so as to prevent the goods from falling from such vehicle.

7.127. Application of Rule 191 to goods vehicles. (MMV R 203) — The provisions of spare wheel and tools are also applicable to every goods vehicle.

7.128. Checking of designs of locally manufactured trailers. (MMV R 204) — (1) The manufacturer of a trailer should made an application in triplicate for its design approval to the Transport Commissioner in Form T.L.D.A.. Such application should be accompanied by three copies of each of the following, in addition to other documents mentioned in the form of application —

- (i) Full specifications,
- (ii) Drawing giving all dimension and details, and
- (iii) Set of design calculations of,—
 - (a) Axles,
 - (b) Springs,
 - (c) Long bearers,
 - (d) Cross bearers,
 - (e) Platform tank or anything that be carried on the cross bearers,
 - (f) Tow bar,
 - (g) Turn table two axle trailers,
 - (h) Breaking arrangements, and
- (iv) Any other item such as shock absorbers, if included.

(2) (a) The Transport Commissioner Office should, forward the application and the copies of the documents, to the Veermata Jijabai Technological Institute, Mumbai or any other institute approved by the State Government, for verification and recommendation of the greatest laden and axle weights in respect of the trailer which are compatible with reasonable safety.

(b) The Institute should then go through the design and calculations, and if the design is found satisfactory, it certify, the greatest laden and axle weights of the trailer which are compatible with reasonable safety, as per maximum axle weights notified by the Central Government.

(c) In case, the design is not found satisfactory, the Institute is required to advise the applicant and recommend such changes in the designs, to make the trailers suitable for the desired load.

(d) When a design is found satisfactory, the Institute should return two copies of the approved design, specifications and calculations with its recommendations as to the maximum laden and axle weights compatible with reasonable safety to the Transport Commissioner.

(e) The Transport Commissioner, , then approve the design.

(3) The approval of the design of a trailer manufactured in India by an authority of any other States, should be deemed to be an approval accorded under MMVR 204 subject to the condition that similar provisions exist in that State.