AGENDA

FOR

15th Meeting of National Road Safety Council
&
36th Meeting of Transport Development Council

AT

INDIAN COUNCIL OF AGRICULTURAL RESEARCH (ICAR), NASC COMPLEX, TODAPUR, NEW DELHI

ON

Tuesday, 28th October 2014

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS

INDEX

15th Meeting of National Road Safety Council (NRSC) meeting on 28.10.2014

Agenda Item No.1

Draft Road Transport and Safety Bill, 2014

Ministry intends to replace the existing "Motor Vehicles Act, 1988" with a new Act i.e, "Road Transport and Safety Bill, 2014". The draft Bill has been uploaded on the Ministry's Official website: www.morth.nic.in for seeking comments/suggestions from citizens.

The "Road Transport and Safety Bill, 2014" can be seen at following link-

http://morth.nic.in/writereaddata/linkimages/RTSB%20BILL-5241785876.pdf

The brief of the said bill are as follows-

Current Scenario

- India has the highest number of deaths caused by road accidents; a **dubious distinction, we must get rid of urgently.**
- In 2012, more than 1,38,000 fellow Indians lost their lives in road accidents
- Road Safety is a public health issue.
- Apart from safety the current road transport infrastructure causes inconvenience to all road users e.g. to obtain driving licences, to register their motor vehicle, payment of applicable taxes etc.

Road Transport and Safety Bill, 2014

- To modernise the road transport infrastructure in India to promote safety of all classes of road users.
- To **improve the quality of vehicles** on the roads
- To remove **obstacles and inconvenience from the path of road users** in obtaining driving licence, registration, payment of taxes, permits etc.
- Promote **good driving skills and road safety**

Motor Vehicle Regulation and Road Safety Authority of India

- The Bill provides for an Independent lead agency for vehicle regulation and road safety. Its reports will be placed before Parliament.
- It shall regulate motor vehicle safety design standards, driver licensing, registration of motor vehicles, road safety and traffic management standards.
- Staffed **with experts in fields of transport, urban planning, law, medical sciences and trauma care, accident investigation and forensics, air pollution, road safety, insurance, motor vehicles, civil engineering**
- The Authority shall develop and maintain a **National Unified Information System for Driving Licences, Motor Vehicle Registration, Insurance, Vehicle Data from Manufacturers, Permits, Road Accidents Offences and Penalties.**

Motor Vehicle Regulation

- The bill will promote innovation and adoption of new technology
- Aim is to improve vehicle design for safer travel by adoption of standards for **crash testing, energy efficiency and environmental protection**
- The bill also aims to promote a **vibrant secondary market in vehicle parts, equipment and accessories**.
- The bill provides for **time bound vehicle type approval** to promote innovation.
- Road-worthiness testing to screen out old, unsafe vehicles from the roads
- The bill provides for recall of vehicles for safety defects

Driver Licensing

- The Bill provides for a **Unified Driver Licencing System** throughout India
- Simplified single-window application and issuance procedure
- **Unified biometric system** to avoid duplication
- **Automated testing** to be introduced which shall eliminate human bias in testing and will only provide driving licence to thoroughly trained drivers. This will increase road safety. (e.g. Swarnim RTO in Gujarat)
- Private sector participation in establishing test centres which will create more jobs
- Different categories of licences with different eligibility criteria for driving different vehicles. **More skill required for driving commercial vehicles, school buses**

Vehicle Registration

- **Unified Vehicle Registration System** in India linked with insurance, vehicle offences and fitness
- **Electronic and Online submission of application for registration**
- **Ease of registration of vehicle in a new state of residence upon transfer**
- Insurance to be compulsory for registration of motor vehicle
- Private sector participation in establishing fitness certification centres which will create more jobs
- **Development of electronic platform to ensure collection, distribution and reconciliation of revenue between the various state and local governments is carried out in a seamless manner thereby removing the inconvenience the current taxpayer** is put through and to prevent revenue leakage

National Road Transport & Multimodal Coordination Authority

- The Bill provides an Independent lead agency for improving quality of road transportation and multi-modal integration
- **Staffed by experts in transport, logistics and freight movement, urban planning, law, road safety, motor vehicles, infrastructure development, civil engineering**
- It will promote efficient movement of passengers and goods in a safer, faster, cost-effective and inclusive manner
- It will promote development of integrated transport systems and multimodal hubs (e.g. integration of current city bus routes with metro rail routes to increase mobility of public transportation) with **special provisions for needs of vulnerable road users, children, women and persons with disabilities**

Passenger and Good Transport

- The bill promotes **eco-friendly public transportation** for improving road safety and transport efficiency in a cost-effective manner
- The bill provides impetus to Buss Rapid Transit systems and intra-city transport
- The bill will enable Indian manufacturing sector to become globally competitive by **increasing efficiency in logistics and developing freight networks**, **Reduce Inflation, promote "Make in India".**
- **Simplified permits and single portal clearances**
- The bill will promote increase in the share of public passenger transport, thereby reducing the burden on our roads, improve environment and reduce India's hefty import bill due to lesser import of petroleum products.
- The bill provides for making of standards and guidelines for road infrastructure development, classification, design and construction. **Formal audits will be required for new road construction.**
- The bill provides for monitoring and evaluation systems for monitoring performance targets
- **Better Road Quality = Better Road Driving = Better Road Safety**

Improved Safety Requirements and Rational Penalties

- The bill provides for mandatory use of improved safety equipment including helmets, Seatbelts mandatory for all passengers including those in rear seats and in buses, airbags, high visibility clothing for two wheelers.
- The bill provides that all protective equipment must be compliant with standards laid down by the Motor Vehicle Regulation and Road Safety Authority of India.
- The bill provides for improved safety of children by requiring use **of child safety and restraint systems**
- Cities with population over 10 Lakh will be equipped with **automated traffic law enforcement systems** comprising of CCTV cameras, speed cameras and e-challan systems. This automated system will be extended to cover cities with population over 5 lakhs.
- The bill introduces a **single nationwide road accident emergency access telephone number** to alert first responder emergency services
- The bill introduces **penalty points** on driving licences based on record of driving history and incentivise good driving.
- The bill introduces **driver refresher and retraining courses** for repeat offenders so that such offender learn good driving skills and thereby improve road safety.
- The bill provides for **strict penalties against driving under the influence of drugs or alcohol and over-speeding**.
- The bill provides for **strict penalties for overloading of vehicles** including vehicles with protruding goods which are a danger to life and limb of other road users
- The bill discourages distracted driving by prohibiting use of mobile phones while driving
- Monetary penalties in the 1988 Act have been updated to keep pace with inflation.
- Centralised database of offences to indentify repeat offenders

Insurance, Claims Tribunal and Trauma Care

- **Compulsory third party insurance** to cover all vehicles and drivers
- Requirement of insurance companies to comply with policies, procedures for investigation and settlement of claims
- The bill provides for cashless treatment of victims of accidents during the **Golden Hour**

- The bill provides for a **Motor Accident Fund** to provide compulsory insurance cover to all road users especially for victims of hit and run accidents or where no fault can be fixed upon any person
- The bill provides for **faster settlement and adjudication of claims** of victims of road accidents.
- The bill provides for standard crash investigation procedure, detailed accident investigation report and a database of all drivers, vehicles and accidents

National Highway Traffic Regulation and Protection Force

- The Bill provides for a **single dedicated law enforcement force** for the national highways
- The force will enforce traffic rules and regulations on the highways, investigate road accidents on the national highways and assist in providing emergency care to road accident victims

What the Bill will do

- Save 2 lakh lives in the first five years
- Increase national GDP by 4% by improving safety and efficiency of road transport – Make in India
- Create 10 lakh jobs with increase investment in the road transport sector

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36th Transport Development Council Meeting on 28.10.2014

Agenda Item No.2:

Follow up on the decision taken by the 35th TDC to rationalise Motor Vehicle Taxes in respect of two wheelers, cars/LMVs and taxis/maxis:

1. As per Constitution of India, taxation of motor vehicles, including on tourists vehicles, is a State subject. Road tax, passenger taxes etc., are governed by respective State Taxation Laws. There is vide variation of taxes on motor vehicles from State to State not only in terms of quantum of tax but also in terms of basic taxation structure whereas some States are charging Passenger Tax in terms of capacity of the vehicle, some are charging on per passenger basis.

2. Realizing the complexity in levying different Motor Vehicle Taxes by State/UTs, the issue was discussed in the 34th Transport development Council Meeting held at New Delhi on 13.2.2012. In that meeting, there was an "in-principle" consensus on bringing of floor rate of Motor Vehicle Taxes in respect of two wheelers and cars/LMVs at 6% lifetime tax using sale price as a base rate. Empowered Group of Transport Ministers of State were constituted for deciding modalities for the implementation of the decision taken on some of the issues including rationalisation of Motor Vehicles Taxes of two wheelers/cars/LMVs. To assist the Empowered Group of State Transport Ministers, an Official Committee under the Chairmanship of Principal Secretary, Transport, Government of Rajasthan and consisting of Members from the States of Gujarat, Bihar, Orissa, Andhra Pradesh, Nagaland, Delhi and Assam was constituted.

3. The Official Committee gave its recommendation on the rationalisation of Motor Vehicle Taxes across the States which was also considered by the State Group of Transport Ministers in its meeting held on 22nd October, 2013.

4. The recommendations of the Official Committee constituted for rationalisation of Motor Vehicles Taxes were elaborately discussed with the representatives from various State Governments and other stake holders who were present in the 35th Meeting of the Transport Development Meeting held on 23.10.2013. The following decisions were taken in that meeting:-

A) Two-wheelers:

i) To levy life time tax (no recurring tax) on two-wheelers @ 6% or more on the sale price, before VAT.

ii) No tax to be charged on inter-state movement of vehicles temporarily (for a period upto three months).

iii) Full tax may be charged in new State if the vehicle is less than two years old with refund from original State if vehicle is moved inter-state permanently.

iv) No tax may be charged in new State if the vehicle is more than two years old and no refund given from original State in such cases.

v) Flexibility may be available to the States to charge higher rate of tax in general or on specific model.

vi) Rebate may be given on life time tax on incident based cases including eventualities.

vii) Refund and tax calculation structure will be common across the States with suitable common discount rates.

B) Cars/LMVs:

i) To levy life time tax (no recurring tax) on cars/LMVs @ 6% or more on the sale price, before VAT.

ii) No tax to be charged on inter-state movement of vehicles temporarily (for a period upto three months).

iii) Full tax may be charged in new State if the vehicle is less than two years old with refund from original State if vehicle is moved inter-state permanently.

iv) No tax may be charged in new State if the vehicle is more than two years old and no refund given from original State in such cases.

v) Tax on luxury car (having sale price of Rs.10 lakh or more) at a discounted rate depending on age of car with refund from original State.

vi) Flexibility may be available to the States to charge higher rate of tax in general or on specific model.

vii) Rebate may be given on life time tax on incident based cases including eventualities.

viii) Refund and tax calculation structure will be common across the States with suitable common discount rates.

C) Taxi/maxi operating within the State:

- life time tax instead of recurring tax on all types of taxi/maxi.
- sale price as the base for taxation.
- floor rate of tax @ 6%.
- flexibility may be available to the States to charge higher rate of tax in general or on specific model (at the same rate at which a particular State is charging for cars of that type / category).
- Rebate may be given on life time tax on incident based cases including eventualities.
- Refund and tax calculation structure will be common across the States with suitable common discount rates.
- fitness norms may be made tougher.

D) Taxi/maxi operating on inter-state movement:

- Permanently

  – life time tax, at a discounted rate depending on age of car in new State.
- Temporarily:

  – no tax in new State

  - higher permit fee going to new State for which permit has been issued. Permit fee may be graded depending upon duration (with one week as minimum).

  - online portal for issuance of permit and collection of fee.

It was also decided that the timeline for rationalisation of taxes for the category mentioned above at A, B, & C will be 31.3.2014 and for category D it will be 30.09.2014 and the State Governments will take necessary action to adhere to deadline for rationalization of taxes.

5. However, despite reminding the State Government/UTs to inform about the action taken by them by issuing notifications in respect of the decisions taken above in the 35th meeting of TDC, none of the State Governments have communicated their decisions to the MoRTH. Accordingly, all the State Governments/UTs are requested to bring their Action Taken Report (ATR) in the 36th Meeting of TDC.

Agenda Item No.3

All India Tourist Permit for Tourist Buses

1. According to Section 88 (9) of Motor Vehicles Act 1988, State Transport Authority may, 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 less than three in number including the State in which the permit is issued. As per the existing provisions of CMVR 1989 (Rule 83) national permit authorization for tourist bus is issued for operation throughout the territory of India or at least three contiguous States including the home State (the State where the vehicle is registered) subject to payment of authorization fee of Rs.500/- p.a. in the form of a bank draft and the payment of taxes or fees, if any, levied by the concerned State. The authority which grants the authorization shall issue to the permit-holder separate receipts for such taxes or fees in respect of each bank draft. The bank draft received in respect of taxes or fees shall invariably be forwarded by the authority which grants the authorization to the respective States. The period of validity of an authorization shall be for a period of one year at a time.

2. Similar process as mentioned above was in operation for grant of national permit for goods vehicles before the New National Permit Scheme came into existence in the year 2010. As per the New National Permit Scheme for goods transport, the transporters are required to pay a consolidated fee of Rs.16,500/- p.a. per vehicle plus Rs.1,000/- authorization home State fee for grant of National Permit authorizing the goods vehicle to move across the country. Under the approved accounting procedure, the collection of consolidated fee is allowed online or through payment by cash or demand draft at designated branches of State Bank of India. National Permit authorization portal for e-collection has also been made effective from 15.09.2010.

3. The consolidated fee collected for grant of National Permit is distributed by Ministry of Road Transport & Highways to all the State Governments / UTs as per an agreed formula on monthly basis. The new system is working very smoothly.

4. There are wide variations across States on all the above three issues. There is a strong need for evolving a national consensus on introduction of a system for grant of National Permit to buses on similar lines as being implemented in the case of goods transport in the country.

Bus transport sector suffers from significant issues which relates to

(i) Tax
(ii) Permit; and
(iii) Nationalization of routes.

5. A decision was taken in the 35th Meeting of the Transport development Council meeting held on 23.10.2012 to constitute a Committee to on the National Permit System for Tourist Buses.

6. **Existing system for grant of Permit for tourist buses :**

As per Section 88 (9) of the Motor Vehicle Act, 1988 Permits can be granted to tourist vehicles valid for the whole of India or in such contiguous States not being less than three in number including the States in which the permit is issued.

7. Accordingly the following rules have been made to obtain the Permit by Tourist Vehicles:-

i) Tourist Permit can be obtained either under Rules 82 to 85 A of the Motor Vehicle Rules, 1989 or permit under The Motor Vehicles (All India Permit for Tourist Transport Operators) Rules, 1993.

ii) Applications under Rules 82 (1) & 83 (1) of the Motor Vehicle Rules, 1989 can be made in Form 45 & 46 for grant of tourist permit and grant of authorization for a tourist permit respectively. Under rule 84, tourist permit holder has to make payment of tax / fees, if any leviable of the respective States.

iii) Application under Rule 4(1) of The Motor Vehicles (All India Permit for Tourist Transport Operators) Rules, 1993 can be made under Schedule I for obtaining permit and authorization certificate for tourist transport operators on payment of composite fee as levied by the respective States.

8. Recognizing the need to facilitate seamless movement of tourist buses across the States on payment of annual consolidated fee in lieu of taxes or fees being levied by the State Governments/Union Territories, Ministry of Road Transport & Highways proposes to introduce another system for 'All India Permit for Tourist Buses'.

9. The following two options have been considered by MoRTH for introduction of All India Permit for Tourist Busts:-

Option I

The tour operator will be granted a All India Permit for Tourist Buses for a period of at least three months. The tourist Permit fee will be the same as the highest fee structure among all the States/UTs.

As per the data available with MoRTH, average revenue per day per bus, i.e., Rs.3180, is the highest for the State of Andhra Pradesh. The permit fee will be granted for at least a period of 3 months will be Rs.2,86,200 (approx.).

Option II

The proposed 'All India Permit for Tourist Buses' will have the following important features:-

i) 'All India Permit for Tourist Buses' will be valid for a period of five years on payment of annual consolidated fee at the following rates to allow seamless movement of tourist buses across the country :

- Rs.50,000/- for ordinary tourist buses,
- Rs.75,000/- for luxury tourist buses and
- Rs.1,00,000/- for super luxury tourist buses

10. Procedure for Apportionment of the consolidated fee collected:

The procedure for apportionment of the consolidated fee may be as follows:

i) Online collection of consolidated fee by Ministry of Road Transport & Highways through designated banks.

ii) Distribution of the composite fee to the States/UTs on monthly basis as per the following formula:-

SR_n	=	SS_n x (Actual Revenue of Month for the Country)
SR_n	=	Actual State Revenue for the Month for nth State
SS_n	=	State Share of nth State
	=	Average Estimated Revenue for Each State for preceding 3 Financial Years / Average Estimated Revenue of Country for preceding 3 Financial Years

All the State Governments/UTs are requested to bring estimate revenue collection of taxes/fee from Tourist Buses for preceding three financial years.

11. The existing system as mentioned at para 6 above will continue. TDC may decide on implementation of additional system for grant of 'All India Permit for Tourist Buses' from either of the two options mentioned at para 9 above.

Agenda Item No.4

Implementation of the Report of the Task Force for the use of technology by Toll plazas and Border Check posts:

I. Introduction

Road Transport is a critical infrastructure for economic development of a country. It influences the pace, structure and pattern of development. In India, Road infrastructure is used to transport over 60% of total goods and 85% of total passenger traffic. The capacity of National Highways in term of handling traffic (passenger and cargo) needs to be in keeping pace with the growing requirements of industrial development.

India has a network of over 92000 km. National Highways which is about 2% of the total road length in the country and carries over 40% road traffic. National Highways are the lifeline of country's economy. It is therefore necessary to develop standard quality Highways for making travel on the National Highways comfortable. To ensure seamless movements on National Highways and State Highways Central and State Government are using various IT initiatives. These IT initiatives are used for levy and collection of various taxes, goods movements etc. At present movement of goods is the most problematic field as it involved overloading, tax evasions and safety of road users.

II. Background

Prime Minister's Office while finalising the infrastructure targets for 2014-15desired that, "The toll plazas and Border Check Posts should make use of technology so that tax evasion, overloading and delays can be eliminated. The Task Force may be formed to look into these aspects". Accordingly, in order to address the issue holistically and comply with the instructions, Ministry of Road Transport and Highways constituted a task force to give its recommendation

III. Mandate of the Task Force

The Task Force should suggest technology to:

[a] eliminate tax evasion;
[b] eliminate overloading ;
[c] eliminate delays; and
[d] bring States and Central Govt. on Common Platform for seamless movement of vehicles on the roads.

IV. Meetings of the Task Force:-

The Task Force had meetings and discussions over a period of one month from 04.08.2014 to 03.09.2014to deliberate upon the issues and suggest possible solutions.

V. Observations of the Task Force:-

(i) It was observed that State Govts. were adopting various IT initiatives to prevent corruption, reduce Paper work, make system user friendly, and to increase accountability in public services.

(ii) Task force also observed that the IT initiatives were giving impressive results in States where they were implemented and needed replication on pan-India basis.

(iii) Task Force emphasized the need to have standard technologies for monitoring toll and tax collections and for the welfare of road users.

(iv) Task Force studied the Government of India's plan to introduce and implement passive RFID based Electronic Toll Collection(ETC)technology on pan India basis by the end of the current financial year. Members discussed the feasibility of a Single RFID tagbeing used for various activities carried out by different departments on the road. Single RFID tag can bring in transparency, seamless movement, reduction in travel time, fuel savings, reduced emissions and better audit control. This will also be effective in consolidation of Traffic Data for project planning, use of data for revenue sharing and vehicle tracking and enforcement on the national highways.

(v) Members were also informed about the notification issued under the Central Motor Vehicle Rules, 1989 for fitment of RFID tag on vehicles as well as making its implantation mandatory in all passenger vehicles being manufactured from this financial year.

(vi) Traffic data is one of the essential elements for highways development and planning. Volume of traffic decides the number of lane in a stretch of the highway, concession period for BOT(Toll) and BOT(Annuity) projects, facilities along highways and land acquisition for present and future expansions. Traditional way of collecting traffic data by conducting traffic surveys manually through regional transport authorities or independent agencies is not a scientific method and needs standardisation. Further, all Toll plazas/check posts should have a system which can identify the class and configuration of the vehicle for the purpose of collecting appropriate fee from the user.

(vii) Overloading in vehicles is a major problem on Indian roads. The highways and pavements are designed based on the estimated total Equivalent Single Axle Loads and the Annual Average Daily Traffic for each class of vehicles. The overloading causes excessive wear and tear and damage to the roads, bridges and pavements reducing their economic life.

Besides, overloading affects safety by making vehicles less stable, difficult to steer and take longer to stop when braking thereby causing severe accidents. Overloading is punishable offence under section 194 of the Motor Vehicles Act, 1988.This necessitated the requirement of Weigh-in-Motion (WIM) Bridges at Toll plazas/check posts.

(viii) Task Force observed that an Automatic vehicle counter-cum-classifier(AVCC) system which refers to various components and processes to determine the configuration of the vehicle for the purpose of charging the appropriate fee/tax/duty from the user is also necessary. An AVCC system consists of sensor devices installed in a lane to record the physical characteristics of vehicles and a processing unit to aggregate the input from various sensor devices and interpret this input to assign a class to each vehicle passing through the lane.

(ix) Task force realized the need to integrate check posts set up by various government departments for collection of taxes, octroi etc and toll plazas for seamless movement of vehicles and to reduce long queues.

Based on detailed deliberations, the task force has proposed the following:

VI. Recommendations

A. Technology:-

[i] Government has already approved use of EPC, Gen-2, ISO 18000-6C Passive Radio Frequency based Identification (RFID) technology for Electronic Toll Collection and same should be used as standard for vehicle identification at the toll plazas and check posts.

B. Roll out and Administration of Technology:-

[ii] RFID Tag presently used for Electronic toll collections (ETC) should have the provision to record vehicle registration and classification details.

[iii] The VAHAN data base should be appropriately integrated with check posts and toll plazas in identification of vehicles and in detection of fraud. IHMCL, the company promoted by NHAI to implement ETC and other IT based projects for national highways may be entrusted with this task.

[iv] State Governments should set up systems at RTO offices to facilitate activation of RFID tag for new vehicles at the time of registration.

[v] All Point of Sales for RFID Tags should have access to National VAHAN data only for identification and classification of vehicles by means of appropriate web services.

[vi] All commercial vehicles not having pre-fitted tags should have RFID Tags fitted in their vehicles within one year.

[vii] For vehicle owners covered by various discounts and concessions under NH Fee Rules, it should be made mandatory to fix RFID tags by March, 2015.

[viii] All other vehicles should be covered by RFID tags by December, 2016.

[ix] Integration of various State check posts as well as their integration with NH Toll Plazas wherever feasible should be completed by 2016.

[x] ETC system using RFID tags at toll plazas should be implemented in at least one lane each on National Highways by the end of March, 2015 and in most lanes by December, 2016.

C. **Eliminate Overloading in vehicles on Roads**

[xi] In order to prevent and eliminate overloading from the roads, Weigh-in-motion (WIM) system should mandatorily be installed in each lane at toll plazas across the National Highways within this financial year and on State Highways by December 2015. There are three standards of WIM system available worldwide which are (i) US Standard ASTM-E-1318-09 (ii) European Standard COST-327 or (iii) OIML R 134-1&2 of International Organization of Legal Metrology. MORTH may adopt any one of the above standard WIM System.

[xii] Automatic Vehicle Counter-cum-Classifier (AVCC) System should mandatorily be installed in each lane at toll plazas across the National Highways within this financial year and on State Highways by December 2015. Dimension measuring system should also be installed to check movement of Over Dimensional cargo/ vehicles on the Roads.

[xiii] Automobile industry should develop technology to install weight governors whereby overloaded vehicles don't move unless excess weight is off loaded.

D. **Payment System:-**

[xiv] State Governments should develop and set up online payment facilities for permit, road tax, sales tax etc so that there is minimum or no physical handling of cash at the check posts. Some states have already set up such facilities. Other states should adopt/ develop this by 2016. This will help in preventing tax evasion. This should be integrated with RFID tag for seamless movement and tracking of vehicles. Other modes of payment like Smart Card may also be introduced.

E. **General:-**

[xv] Build consensus for a uniform tax for passenger vehicles and Buses.

[xvi] Technology to be suitably backed by amendment in Motor vehicles Act to empower Highway Administration to register cases against vehicles involved in traffic violation or overloading or any other act endangering safety and security of life and property.

[xvii] While NIC will develop a suitable system for integration of RFID technology with check posts and toll plazas, MORTH to act as nodal agency to enable and facilitate for adoption of new technology/software by the states.

[xviii] Check posts may set up a system of Green Channel and install full size scanners in each lane to check undisclosed/ undesirable items/ Goods.

F. IT Infrastructure Requirement

[xix] The integration of check posts will actually reduce the requirement of civil infrastructure as all departments could work under one roof. Skilled man power to manage and operate the software's and hardware's will be required. IT Hardware that supports the national VAHAN data and individual revenue and traffic data will be required. Actual requirement of hardware at the check post will be worked out by the NIC.

[xx] Payment information under the new IT architecture should be made available to vehicle owners by SMS and e-mail. Similarly, information regarding renewal of permit, road tax, pollution check etc should also be communicated electronically.

All States / UTs may adopt the recommendations of the task force within one year.

Agenda Item No. 5

Implementation of RFID based ETC system at Toll Plazas on State Roads

Government of India, based on the recommendation of an expert committee have decided to implement Passive Radio Frequency Identification (RFID) based on EPC, Gen-2, ISO 18000-6C Standards for Electronic Toll Collection System at Toll Plaza on Highways.

2. NHAI has promoted a company Indian Highways Management Company Ltd. to implement ETC and other IT enables activities on the Highways. For implementation of ETC, service Provider Agreement for Central Clearing House (CCH) Services for Electronic Toll Collection (ETC) between Indian Highways Management Co. Ltd. (IHMCL) and ICICI Bank and Axis Bank has already been signed.

3. A pilot project for interoperable ETC system on 10 toll plazas between Mumbai (Charoti) and Ahmadabad has already been tested and seamless ETC on this section is successfully in operation.

4. PMO has advised that MoRT&H must start a dialogue with the state for coming on a common platform in terms RFID technology as well as the hardware and software infrastructure for the State Highways and also possibly for collection of other taxes/levies on the NHs. States have already appointed the Nodal Officers.

5. States are also levying and collecting toll on State Highways. To bring uniformity and Integration State Govt. should also adopt the same technology and specification.

6. State Government are requested to take steps to implement RFID bases ETC system at Toll Plazas and State Roads.

Agenda Item No.6

Scheme for Security for Women in Public Road Transport in the Country

1. **Name of the Scheme**

This scheme shall be called as 'Security for Women in Public Road Transport in the Country' and will be funded from 'Nirbhaya Fund' set up by Ministry of Finance.

2. **Scope of the Scheme:**

2.1. With the objective of providing safe and secure public road transport to people of the country, and particularly women and girl child, it is proposed to set up an integrated system at the National and State Level. The system will include emergency buttons in vehicles, GPS tracking of the location of vehicles and video recording of incidents in vehicles, in 32 cities of the country with a population of one million or more according to the 2011 census. There will be a provision of City Command and Control Centres, to take immediate action on default and respond in case of emergency in minimum response time.

2.2. The State Government which want to request for the funds under this Scheme should undertake to align the processes for control of public transport, such as making it compulsory for permit holders of the public transport vehicles; to install devices such as panic buttons; CCTV cameras and GPS on their vehicles; establishing City Command and Control Centre with separate or combined data feed with display and response facilities, to be jointly or separately managed by Transport and Police personnel; assist the managed service provider to map all the data related to permits granted to public transport in a time bound manner, through a State Support Agreement, as prescribed by the Government of India.

2.3. The Main Components of the Scheme (to be notified by the Central Government) will include the following:

2.3.1. **On-board Vehicle Security and Tracking System** which will include:

2.3.1.1. **Emergency Buttons**– within easy reach of passengers.

2.3.1.2 **Video recording cameras** (video camera, video recorder and modem), in vehicles with large seating capacity (as jointly notified by the Central and the State Government) with the following functions:

- recording incidents in the vehicles with seven days storage facility in the on-board unit;
- transmitting the conformity of recording to the central unit at regular intervals;
- facility of transmitting the recorded pictures frames from the on-board unit to the central system when need arise; and any other function as notified.

2.3.2. **Global Positioning System or Global Navigation Satellite System or equivalent technology** – to transmit data, such as latitude and longitude of the vehicle to the National Level Vehicle Security and Tracking System.

2.3.3 **Role of Central Government and State Government**

2.3.3.1 **Ministry of Road Transport and Highways** – will notify the minimum specifications of these on-board systems in the vehicles and minimum service conditions of the vendors.

2.3.3.2 **State Government –** will issue fresh / renewed permits to the public transport vehicles only when the vehicle is installed with the operational systems mentioned above, fulfilling notified conditions. They will also notify a list of vendors (minimum two).

2.3.4 **City Command and Control Centre** will include:

2.3.4.1 Adequately furnished and serviced building;

2.3.4.2 Video wall;

2.3.4.3 Internet connectivity with adequate bandwidth size;

2.3.4.4 Call Centre & Help Desk on 24x7 basis;

2.3.4.5 Any other equipment necessary to monitor.

2.3.5 **Role of Central Government and State Government:**

2.3.5.1 **Ministry of Road Transport and Highways** – will approve the minimum specifications of these components.

2.3.5.2 **State Government –** Each State/City will establish this City Command and Control Centre under the administration of the Transport Department. Digital data feeds will be provided by the National Level Vehicle Security and Tracking System to the City Command & Control Centre and the police control rooms.

2.3.6 **National Level Vehicle Security & Tracking System** will include:

2.3.6.1 application software,

2.3.6.2 data centre,

2.3.6.3 disaster recovery centre,

2.3.6.4 help desk,

2.3.6.5 call centres and technical operations support on 24x7 basis.

2.3.6.6 Any other service necessary for the system

2.3.6.7 IT as a Service (ITaaS) will have an IT organizational structure, that would offer any/or all of the services viz., a cloud like Infrastructure as a Service (IaaS), Software as a Service (SaaS) etc., which is highly scalable, up-gradable and rapidly deployable.

2.3.7 **Role of Central Government and State Government**

2.3.7.1 **Ministry of Road Transport and Highways** – will set up National Level Vehicle Security and Tracking System through managed service provider. The managed service provider will provide detailed technical solutions, on pan India level, but specifically covering within and around the notified 32 cities. Minimum Services and Standards are to be notified.

2.3.7.2 **State Government -** Each State/city will provide assistance in time bound manner to the managed service provider to map all the data related to permits granted to public transport.

2.3.8 The National Level Security & Tracking System will integrate with the National and State Vehicle Registration and Driving Licence databases, and with the vehicle tracking technologies opted by the Central Government and the State Governments.

3 Outcomes:

3.1 The Permit for the vehicles is to be controlled through a software based system by the State Governments. The permits will be linked to the Registration of the Vehicles and

Driving Licences. The cancellation of permit, vehicle registration and the driving licence should be linked, so as to bring in ease and fear of enforcement system.

3.2 Penalties will also be automatically registered in the database.

3.3 Integration through a National Level Vehicle Security and Tracking System will ensure covering routes emanating out of and between major cities.

3.4 Emergency Button will send alerts to the City Command and Control Centre. The picture from vehicles with video recording can immediately pulled in to see the situation. Emergency teams can be moved.

3.5 24x7 City Command and Control Centre can get report thorough voice, text, emails, video etc.

3.6 Area operation of vehicles which are registered within the city and are also currently operating as per the permit & permissions will be mapped.

3.7 Location of vehicle, passenger, driver, conductor, vehicle speed, direction etc from other states or regions currently operating within the city will also be available on real time basis.

3.8 Details of vehicle registration certificates along with the traceability of the operators who are operating those vehicles will be available.

3.9 Information of the vehicles as per the defined routes and timings will be available.

3.10 Complete tracking of vehicles in case of any deviation from the mapped route or other violations will be available. Any violation will be highlighted through visual and text signals.

3.11 Enforcement of certain requirements such as permit, registration and licence cancellation etc. and their integration would enable the concerned agencies of the city and country also to track down the vehicle's exact demographics and coordinates on real time basis in case of an emergency.

3.12 IT as a Service (ITaaS) will ensure faster availability of applications, up and running faster, with improved manageability and less maintenance and enables IT to more rapidly adjust resources to meet fluctuating and unpredictable demands on the Ministry.

3.13 Automated control of route task implantation with warning of their violations through SMS and e-mails to concerned State Transport Authority, State Police and Traffic Police Department and owner of the vehicle.

4 Funding pattern:

4.1 The duration of execution is estimated to be two years.

4.2 The Capital Cost of the Project shall be funded by the Ministry of Finance (Department of Economic Affairs). The operational cost will be funded for the first two years.

4.3 Operational cost after two years will be borne by State Government by collecting fees from permit holder to meet the cost of the City Command and Control Centre at city/State level and National Level Vehicle Security and Tracking System. In case of transitional exigencies the funds will be provided by the Government of India for two more years.

All concerned State Governments / UTs are requested to take immediate step required on their part for implementation of the Scheme.

Agenda Item No.7

Proposed Scheme for Development of Large Bus Terminals on BOT Basis

BACKGROUND

Efficient mobility of people is one of the key factors for the progress and prosperity of a society and a nation. Public transport services play a major role in reducing poverty and keeping deprivation at check in rural areas. Given its operational flexibility and relatively low cost of operations bus transport system is an ideal mode for meeting the increasing demand for passenger transport services.

With increasing income levels, there is also a tendency to shift away from public modes to private modes, which increase congestion – not only within cities but also on inter-city routes. It is therefore important to substantially upgrade the level of service being provided to commuters. This would entail:

- Provision of high quality rolling stock
- Safe and comfortable bus terminals/inter-change facilities
- Reliability of service
- Easy access to Information on services through different modes (mobile phones, Passenger Information Systems etc.)

While STUs focus on profitable bus operations, most of them ignore the development and upkeep of bus terminal facilities. The problem is compounded owing to the fact that barring a few (2-3), all other SRTUs are running into losses. Due to their poor financial health, the SRTUs are not able to provide better infrastructure facility to the general public. At present, such facilities are available only in few cities of some States.

Given that most of the bus terminal lands were acquired quite some time back, these parcels have over time developed into hubs of economic activity and today have good commercial potential. In some cases, these land parcels are situated in the heart of the city which may no longer be appropriate for a full-fledged bus terminal. In such cases, new terminals need to be set up at alternate locations (possibly as directional terminals), thereby freeing up commercially attractive land within the city.

It is now time that we viewed the bus terminals as passenger transit facilities akin to airports and aim to provide the same level of service. In order to develop high quality bus terminal facilities, and more importantly, to ensure its continued operations and maintenance in a

proper manner, it is envisaged to develop these facilities through Public-Private-Participation (PPP) mode. The project involves operation and maintenance of the public transport infrastructure by private sector under a self-sustainable model for optimum utilization of public land.

In the past, many SRTUs have attempted development of bus terminals through PPP route. However, in order to ensure a successful bid and more importantly, a mutually beneficial contractual relationship, it is of utmost importance to have the initial project preparation and contract structuring to be done in a proper manner. Past experience has shown that many entities (Transport Departments/SRTUs) struggle to get a competent consultant who can assist in hand-holding them through this process of identification of the PPP partner through a transparent process in a time-bound manner.

SCOPE OF THE SCHEME

This scheme aims to provide a framework for scaling up the development of bus terminals across the country. As part of this MoRTH shall :

1. Develop the Standard Project Reference Documents which would include:
    a. The technical guidelines for bus terminals. Currently, there are no specific guidelines for passenger amenities for bus terminals in India. This leads to wide divergence in the type of amenities planned within the terminal. The technical guidelines would cover:
        i. Guidelines for passenger movement planning
        ii. Guidelines for bus movement planning (no. of bays, no. of idle bays, free circulation area, night parking requirements)
        iii. Guidelines for passenger amenities (Enquiry, waiting area, ticketing, lighting, passenger conveniences, Tourist Information Centre etc.)
        iv. Guidelines for information dissemination (LED boards, Public Address System,
        v. Guidelines for safety and security (Surveillance & Security System (CCTV), Fire Detection System)
        vi. Guidelines for personal and inter-mediate public transit (IPT) vehicle parking and circulation
    b. Operations and Maintenance guidelines
    c. Standard bidding documents for use by the Transport Department/SRTUs. This would include the standard Contract Document covering following aspects:
        i. Duration of contract
        ii. Extent of commercial exploitation
        iii. Commercial payment structure (Fixed recurring payments, Revenue share etc.)

iv. Suggested non-property development revenue streams

2. Empanel a list of consultants ("Project Development Consultants") who have the requisite expertise and capability to assist the state Transport Departments/SRTUs in undertaking development of bus terminals on PPP basis. The scope of the Project Development Consultants shall cover:
    a. Traffic engineering studies to assess
        i. traffic flows both inside and outside the terminal
        ii. need for bus bays, parking
    b. Technical feasibility studies to assess block costs
    c. Market feasibility studies to assess commercial potential of the site
    d. Financial feasibility studies to assess overall financial viability and project attractiveness
    e. Preparation of bidding documents
    f. Handholding the concerned government agency in bid process management
    g. Assistance in contract negotiation and signing of the final contract between the selected

It is envisaged that the empanelled Project Development Consultants would use the Standard Project Reference Documents in carrying out their scope of work. This would ensure uniformity in the approach adopted by different government agencies.

3. It is expected that once the Standard Project Reference Documents are in place, the concerned government agency would select the Project Development Consultant by simply inviting financial quotes from the empanelled list of consultants. This would vastly reduce the time taken for selection of consultant and also the time taken by the consultant in carrying out the studies.

4. In order to incentivize the government agencies to undertake such scientific studies as part of the project development and bidding process, it is proposed that MoRTH would fund 80% of the cost of the studies. The estimated funding requirement under this scheme over the next 3 years is provided as Annexure B.

5. The suggested milestones for the study would be as follows:
    a. Submission of Inception Report
    b. Submission of Traffic Analysis Report
    c. Submission of Draft Feasibility Report
    d. Approval of Final Feasibility Report
    e. Approval of Bid Document
    f. Assistance in Bid process management and Signing of Agreement

6. The consultant will be paid 75% of quoted fees till Approval of Bid Document. The balance 25% will be paid at the time of signing of agreement with the successful bidder.

The entire cost of the project development consultancy shall be recouped from the successful bidder and will go towards replenishment of the funds spent by the state government and MoRTH in carrying out the project development studies. MoRTH shall utilize these funds for carrying out similar such studies for other bus terminal projects and/or any other transport related project that MoRTH may decide.

7. It is proposed to provide high quality bus stations in all cities and towns as listed in Annexure A.

Annexure – A

List of Cities and Towns

Phase 1

1. All cities with more than 4 million population to have directional terminals in line with the Comprehensive Development Plan/Comprehensive Mobility Plan of such city
2. All cities with population of 1 million-4 million
3. All state capitals

Phase 2

1. All cities/towns that are district headquarters.

Annexure – B

Estimated Fees of Consultants

S. No.	Activity	Rs. Cr.	Remarks
1	Preparation of Standard Project Reference Documents	7	One time expense
2	Cities with > 4 million population	108	9 cities, with 4 directional terminals each @ Rs. 150 Cr per terminal. Fees of 2%
3	Cities with population between 1 million-4 million	220	44 cities, with 2 directional terminals each @ Rs. 100 Cr per terminal. Fees of 2.5%
4	Capital Cities with population less than 1 million	38	17 cities, with 1 terminal each @ Rs. 75 Cr per terminal. Fees of 3%
	Total requirement	**375**	

Funding Plan

S. No.	Funding Plan		
1	Consultancy fees funded by state government/STU + MoRTH	75%	Balance being funded as Success Fees paid by the successful bidder
		281	Rs. Cr.
2	Funding share by MoRTH	80%	Of the fees. Balance being funded by concerned State Government/STU
3	**Funding share by MoRTH**	**225**	**Rs. Cr.**

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