

Government of Jammu and Kashmir
Transport Department
Civil Secretariat, Jammu

Subject:- Jammu & Kashmir Transport Subsidy Scheme.

Ref:- i. U. O. No. FD-VII-29(06)2012-13 dated 24.09.2019 from Finance Department.
ii. U.O No. GDC-129/CM/2019 dated 07.11.2019 from General Administration Department.

Government Order No: - 73 -TR of 2019
Dated: - 19 - 11 - 2019

Sanction is accorded to the introduction of "Jammu and Kashmir Transport Subsidy Scheme" for replacement of old buses, appended as Annexure to this Government Order.

The scheme shall come into force with immediate effect.

By order of the Lieutenant Governor of Jammu & Kashmir.

Sd/-

(Dr. Assgar Hassan Samoon) IAS
Principal Secretary to Government
Transport Department

Dated: -19-11-2019

No:-TR-19/MVD/2017-II

Copy to the:-

1. Joint Secretary, Government of India, Department of Road, Transport and Highways, Transport Bhawan, 1 Parliamentary Street, New Delhi.
2. All Financial Commissioners
3. Principal Secretary to Lt. Governor.
4. All Principal Secretaries to Government
5. All Commissioners/Secretaries to Government
6. All Divisional Commissioners
7. Transport Commissioner, J&K Jammu.
8. Private Secretary to Principal Secretary to Government, Transport Department for information of Principal Secretary.
9. Government order (w.2 sc)
10. Monday return
11. In-charge Website.

(S.Chand Singh)KAS

Under Secretary to Government
Transport Department.

Annexure to Government order No.73-TR of 2019 Dated 19.11.2019

Short title and commencement

1. This scheme shall be called the Jammu and Kashmir Transport Subsidy Scheme for replacement of old buses/matadors/mini buses.
2. This shall come into force with immediate effect.
3. **Objectives of the Scheme: -**
 - a) The objectives of the scheme is to provide impetus to the public transport by providing subsidy to the transporters for introducing new eco-friendly fuel efficient buses compliant to BS-IV and above norms. Further it will also ensure optimum usage of available road space by transporting maximum number of people per unit of road space, which would obviate the problem of congestion, traffic jams and pollution.
 - b) Besides the scheme shall also prove to be beneficial for curtailing rising car ownership, problem of vehicle parking and reduced road space.

4. Backdrop of subsidy scheme:-

Revised action plan for the control of air pollution in Non-attainment cities Jammu & Srinagar pursuant to Hon'ble National Green Tribunal's (NGT) order Dated 8th of October 2018 has been prepared by State Pollution Control Board and submitted to Central Pollution Control Board for further submission to NGT. Meeting for implementation of revised plan pertaining to Transport Department was convened on 12/06/2019 in which inter-alia it was decided:

“Restriction on plying and phasing out of 15 years old commercial Diesel Driven Vehicles: In terms of Hon'ble High Court orders dated 18-05-2006, a high level coordination committee headed by Chief Secretary was formulated to seek expert advice and formulate definite stand in the matter. Accordingly an Expert Committee headed by Chairman, State Pollution Control Board, J&K was constituted which submitted its report on 10-02-2007, which inter-alia, contained recommendation with regard to phasing out of 15 years old commercial Diesel Driven Vehicles:

“With the futuristic objective of promoting clean technology, there should be provision for phasing out vehicles in the range of 15-20 years age, within a time slot, that may be prescribed with incentives of modern fleet”.

This subsidy scheme would help in providing impetus to introduction of fuel efficient public transport system on the one hand, on the other would help in complying the directions enunciated in Action Plan formulated by CPCB on the recommendation of SPCB, delineated pursuant to NGT Order dated 8th October, 2018.



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5. Procedure for providing subsidy:-

- a) The scheme is conceived in light of budget highlights 2019-20 for replacement of old buses operated by private transporters by new fuel efficient buses in equal proportion for Jammu and Kashmir division initially.
- b) The subsidy for purchasing new buses in private sector by private owners to the tune of Rs. 25 crore has been proposed to be provided as per the budget highlights of 2019-20. The amount of subsidy works out to be Rs. 5 lac per bus. The approximate cost of one bus is Rs. 30.69 lac, a subsidy of Rs. 5 lac will share round about 16% of the cost of the bus and same may be proportionally extended to mini buses/matadors in near future, subject to availability of funds under the scheme.
- c). While implementing the scheme following points shall be observed by the committee:-
 - i) Transparent manner for selection of operators with buses over 15 years of age by way of open advertisement.
 - ii) The subsidy needs to be provided to only those who are in need of loan to raise capital.
 - iii) State Pollution Board be asked to issue appropriate orders regarding age of the vehicle.
 - iv) J&K Bank shall be one of the banks that may provide loan for the purpose.
 - v) Bank shall make the payment to OEM alongwith subsidy.
 - vi) The vehicle operators availing the benefit of scheme must ply these vehicles on identified routes for 5 years for which concerned RTOs shall file 6 monthly compliance report in this regard.

6. Contours of the scheme:-

- I. All the Buses aged above 15 years shall be eligible for availing the subsidy initially on terms and conditions in Rule 5 (c) above.
- II. The said vehicles should have cleared all government dues including Token Tax, Passenger Tax, Fitness Fees, Permit Fee, Bank Liability etc.
- III. The vehicles should have a valid permit renewed up-to-date alongwith valid Insurance Certificate.
- IV. For availing the subsidy, the concerned owners would be required to condemn the vehicle/s and get it scraped and only after de-registration of vehicle/s they shall be allowed to avail the subsidy.
- V. The applicants after approval shall be allowed a three months time to purchase the vehicles after entering into loan agreement with the concerned bank and the subsidy component shall be transferred to the bank on capital investment for subsequent payment to O.E.M.

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7. Committee:- There shall be a committee consisting of following members namely:-

1. Principal Secretary (Administrative Secretary, Transport)-Chairman
2. Transport Commissioner, J&K - Member
3. RTO, Jammu - Member Secretary for Jammu Division
4. RTO, Kashmir - Member Secretary for Kashmir Division

(I) The Committee shall :-

- a) Identify and finalize the list of beneficiaries under the scheme for release of subsidy.
- b) Periodically review the working of the scheme and its implementation and direct the corrective steps, wherever necessary.
- c) The Committee in future may decide to bring under the purview of scheme any class of public service vehicle like diesel driven Matadors/Mini buses plying in the twin capital cities i.e Jammu and Srinagar.

8. Sub-Committee:- There shall be a sub-committee consisting of following members namely:-

- a) Transport Commissioner, J&K - Chairman
- b) Director Motor Garages, J&K, - Member
- c) Managing Director, JKSRTC - Member
- d) RTO of concerned Division - Member Secretary


(I) The Sub-Committee shall ensure that existing 15 years plus buses are not used and allowed plying in any corner of the Union Territory and are scrapped by the transporter in presence of committee within stipulated time lines.

(II) A certificate to this effect shall have to be recorded by the sub-committee, before recommending the case for availing the subsidy to the committee for release of subsidy. Subsequently respective RTO shall issue the condemnation certificate regarding the vehicle to be replaced along with Letter of Authority in favour of eligible applicant/s for availing the benefit under the subsidy scheme. The condemned vehicle shall be parked at designated place to be identified by the Sub-Committee for its auction as scrap. The proceeds of the auction shall however go to the owner of the vehicle/s.

9. Further outreach of the scheme. Approximate cost of the bus is about Rs. 30.69 lacs and a subsidy of Rs. 5 lac works out 16% of the cost of the bus and the same could be proportionately extended to the mini buses/matadors in future by the committee constituted at Rule -7 above with prior concurrence of Finance Department.

K. S. Bhatnagar

10. Relaxation:- Save as otherwise, the Government in Transport Department shall be competent to add any class of vehicles under the purview of scheme, and amend any of the provisions of this scheme as per requirement of the time in future with prior concurrence of Finance Department.


(Dr. Asgar Hassan Samoon) IAS
Principal Secretary to Government
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Dated: - 19 - 11 - 2019

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