

Great Britain. London and Home Counties Traffic Advisory
Committee: Fourth annual report for the year 1928-29
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Great Britain. Ministry of Transport: Report on the fatal ^{road} accidents
which occurred during the year 1933 Pp. 25-51
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Great Britain. Road and rail traffic act, 1933, Second
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Great Britain. Road and rail traffic act 1933; Third
annual reports of the licensing Authorities 1936-37
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4 8) Mysore. Mysore Motor Transport Committee
1932-33. V.1 Report and ~~proposals~~ propositions.
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MINISTRY OF TRANSPORT

Fourth Annual Report of the
London and Home Counties
Traffic Advisory Committee
for the Year 1928-29

London Traffic Act, 1924

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The following Report of the proceedings of the London and Home Counties Traffic Advisory Committee is presented to Parliament in pursuance of Section 1 (11) of the London Traffic Act, 1924. The Report covers the period from 1st October, 1928, to 30th September, 1929.

Section 8 of the Act requires omnibus proprietors operating vehicles on regular services to furnish the Minister of Transport with such returns as he may require, and an obligation is placed on him to report annually to Parliament thereon. Under these provisions certain returns have been furnished by omnibus proprietors, and statistics based on these returns, together with a table summarising the results of certain special returns of omnibus and tramcar traffic, are set out on pages 35 to 39 inclusive of this volume. A statement on page 40 shows particulars of the operation of tramway undertakings during the year ended 31st March, 1929, in the case of Local Authorities, and the 31st December, 1928, in the case of Companies. The figures in respect of the number of passengers carried during the four years 1925-26 to 1928-29, inclusive, have been summarised on page 41. A statement is also given on page 42 relating to the number of passengers originating on the London Underground Group of Railways during the years 1925-1928 inclusive.

Section 12 of the Act confers upon the Minister certain powers of enquiry in regard to street accidents occurring in the London Traffic Area. A statement respecting the action taken under this section will be found on page 43.

Ministry of Transport.

June, 1930.

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THE
MYSORE MOTOR TRANSPORT
..
COMMITTEE

1932-33

VOLUME I
REPORT AND PROPOSITIONS



BANGALORE:
PRINTED AT THE GOVERNMENT PRESS
1933

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PERSONNEL OF THE COMMITTEE.

Sir Charles Todhunter, K.C.S.I., J.P., (*Chairman*).

Mr. B. Abdur Rahmon, B.A.

„ B. K. Garudachar.

„ F. A. Hamilton, C.I.E.

Khan Bahadur Pheroshaw Pollanjee.

Mr. B. S. Puttaswamy, B.A., B.L.

„ S. K. Rajagopala Iyer, B.A.

„ H. V. Ramasvami, M.A., B.L.

„ M. G. Rangaiya, B.A., B.E.

„ H. Rangachar, M.A., (*Secretary*).

BANGALORE,
2nd April 1933.

MOTOR TRANSPORT COMMITTEE.

The Committee appointed in G. O. No. P. 21-29—Legis. 36-32-3, dated the 10th October 1932, to enquire into the matter of the regulation and taxation of motor transport, beg to submit their report.

The Committee have held twelve meetings and have examined 47 witnesses. They have also received a large amount of literature from other States and Provinces, and desire to express their special acknowledgments in this respect to Mr. N. N. Ayyangar, Deputy Secretary to the Government of Bombay, Public Works Department, to the officials of the Indian Roads and Transport Development Association, and to the Report of Messrs. Mitchell and Kirkness, which reached them just in time for consideration in connection with the latter part of their enquiry.

Owing to pressure of time, the form in which the Report is presented is unusual. It can best be explained by a reference to the procedure adopted by the Committee. This was, as the study of each branch of the subject was completed, for a note to be prepared for presentation to the Committee, together with a series of propositions arising out of the note. The Committee then discussed and modified the propositions so prepared, and made a record in their proceedings of the reasons for the amendments made. What is now presented to the Government is (1) a complete list of the propositions as finally arrived at, backed by (2) a copy of the notes on which the original propositions were based, and (3) a copy of the proceedings which explain the reasons why some of these were modified.

The Report is presented in this form in view of the fact that it is understood that the Dewan desires to be in possession of the recommendations of the Committee before he leaves for Europe, and of the fact that the general conference on the Mitchell-Kirkness Report is to be held on the 24th April 1933. It can be replaced, if the Government so desire, by a coherent report, in which the original notes are modified in terms of the subsequent proceedings, and the propositions take their place as a summary of the whole. As, however, the Simla Conference is likely to involve far-reaching decisions on the whole subject, it may perhaps be doubted if it is worth while to recast the material collected by the Committee in the manner suggested.

While realising that the scheme of taxation that they put forward is far from ideal, the Committee think it right to point out that it has been arrived at only after a prolonged consideration of different alternatives and a prolonged balancing of the claims of different interests; and they feel they are entitled to ask that it be considered as a whole, and that single features of it, which may have been adjusted to meet the claims of other parts of the scheme, should not be considered as if they stood alone.

The Committee desire to record their acknowledgments to Mr. H. Rangachar, M.A., whose intimate knowledge of the railway side of the case, coupled with his untiring industry in the study of the other aspects of it, has been of the greatest value to them, and also to the members of the staff, Messrs. Zia Muhammad, B.A., Hanumanthappa and Vancheswara Iyer, B.A., who have shown unfailing diligence in the duties allotted to them.

P. POLLANJEE,
 B. A. RAHMON,
 M. G. RANGAIYA,
 F. A. HAMILTON,
 S. K. RAJAGOPALA IYER,
 B. K. GARUDACHAR,
 B. S. PUTTASWAMY,
 H. V. RAMASVAMI,

Members.

H. RANGACHAR,
Secretary.

C. G. TODHUNTER,
Chairman.

PROPOSITIONS.

Introductory.

1. The development of motor transport has introduced a new factor in the life of nations. [1]*
2. While this is beneficial in its general results, it has given rise to many problems. [2 to 5]
3. The progress of social organisation has not kept pace with that of invention. [2 to 5]
4. The growth of vested interests has increased the difficulties. [2 to 5]
5. The whole world is now in process of dealing with the problems raised. [7]
6. In the case of problems connected with railways, the chief directions in which remedies are being sought are:—
 - (a) Co-ordination of policy;
 - (b) Substitution of co-ordination in practice for competition;
 - (c) Improvement of the railway services;
 - (d) The granting of complete or partial monopolies of road services to railway companies. [10 to 64]

Stage Carriages.

7. In the case of the bus traffic generally, there is a tendency everywhere, with one or two exceptions, to a greater or less degree of State control, extending in extreme cases to complete socialisation. [10 to 64]
8. The system adopted under the English Road Traffic Act seems to be the best adapted to meet the difficulties that have arisen in Mysore. [240]
9. Under this system, the licensing of public service vehicles is entrusted to Commissioners, who are required to satisfy themselves as to—
 - (a) the suitability of the route or routes for the traffic;
 - (b) the extent to which the needs of the proposed routes are adequately served;
 - (c) the extent to which the proposed service is desirable in the interest of the public;
 - (d) the needs of the area as a whole in relation to traffic;
 - (e) the co-ordination of all forms of passenger transport, including transport by rail. [12]
10. They may also make conditions for securing that:—
 - (1) the fares shall not be unreasonable;
 - (2) the rates shall be so fixed as to prevent, in the public interest, wasteful competition with alternative forms of transport;
 - (3) copies of time and fare tables shall be carried on the vehicle;
 - (4) passengers shall not be set down or picked up at other than specified places.
11. Other important provisions of the Act are—
 - (i) making compulsory the insurance of all motor vehicles against third party risks;
 - (ii) requiring that the wages paid to road service employees shall be fair wages, and providing for appeal by any organisation of employees to the Industrial Courts. [13]
12. The existing system in Mysore is in advance of many others, especially in respect of the levy of taxation on the mileage run. [59 to 65, 75]

* The numbers in brackets indicate the paragraphs of the Note for the Committee in which the subject is dealt with.

13. The defects that have been noticed arise, not so much out of the rules themselves, as out of the way in which they have been administered. [94]

14. The absence of co-ordination of the policy of district authorities is particularly noticeable. [246]

15. The services could have been run at reasonable profit if reasonable fares had been charged. But the grant of an excessive number of licenses has led to cut-throat competition and widespread loss. [97]

16. The first condition of the improvement of the system is the appointment of a central authority, which should lay down complete conditions governing fares, time-tables, number of vehicles to be run, nature of vehicles to be used, rates of wages and hours of work, and other matters. [95, 238, 254]

17. Another essential should be insurance against third party risks. [117]

18. These conditions being laid down, a definite schedule of services should be framed and licensees for these services should be selected by the central authority, regard being had to the following matters among others:—

(a) the licensees must be of sufficient substance to manage the services efficiently, and to that end, it is desirable that they should make a deposit which can be drawn upon in case of breach of the rules;

(b) some provision for competition should be maintained, but, the rates being fixed, the competition must be in respect of the efficiency of the service;

(c) for services other than inter-provincial services, preference may be given to Mysoreans as against outsiders;

(d) other things being equal, preference should be given to the existing permit holders as against new comers.

(e) it should be a condition of licensing a motor bus service that the licensee has ample garage accommodation.

(f) preference should be given to applicants who can show that they have made adequate provision for running repairs. [96 and 98; Proceedings page 24]

19. The principal tax should still be on the mileage run. [189]

20. If reasonable fares are charged, there is a margin of 2 annas a mile out of which taxes can be paid. [120]

21. In the case of what are known as "Railway Competition Roads," the only logical solution, when the road runs parallel and close to the railway, as in the case of the routes from Bangalore to Chamarajanagar and from Bangalore to Chickballapur, is for the Railway Department to be given the exclusive option of running such services as the controlling authority may lay down. [121, 122]

22. These may include extensions which form feeders to the railway when the controlling authority cannot secure independent licensees to run them. [121, 122]

23. On roads that short-circuit the railway, the railway need not be given a monopoly, but may be favourably considered in making the selection of licensees. [121, 122]

Tolls.*

24. Theoretically, tolls are an unsound method of taxation. Practically, they afford the only means of levying from the bullock cart a payment proportionate to the use made of the metalled roads; and if they are retained for that purpose, it is sound policy to retain them also for the purpose of the taxation of motor vehicles coming from other jurisdictions. [148, 149, 153, 155]

25. Practically, the working of the toll-gates in Mysore is worse than it need be. This is due to the multiplicity of authorities under whose orders tolls are levied, to the confusion of the law and rules, and to the practice of employing the system of farming. [146, 150]

26. Tolls levied in small municipalities are not taxes on transit, nor are they spent on the roads. They are merely terminal taxes, and should be given that name. [152]

* Note.—Mr. Puttaswamy was not wholly convinced in regard to these propositions. While conceding that the Committee's proposals were logical, if only the question of taxation on transport was under consideration, he contended that, when the whole of taxation of all sorts, direct and indirect, was taken into account, the agriculturist was paying more than other classes of the community and therefore should be exempted from tolls.

27. The tolls levied in the Bangalore and Mysore Cities are supplements to the vehicle tax. If, as is proposed later, that tax is made leviable on all cars possessed in the State, the collection of tolls from motor cars at these gates may cease. [167, 196]

28. The Provincial and District Board gates should be managed by one traffic authority, under one law, and distributed throughout the State in such a way as to equalise the burden of the tax so far as possible. These gates should be provided with proper buildings, and with barriers that can be easily seen and quickly removed. The business of the gates should be conducted by a Government staff, in uniform and under proper control, the members of which should also perform duties connected with traffic control and traffic registration. [151, 249]

29. Buses which pay mileage cess should be exempt from tolls. In other cases, tolls should be levied. [149, 172, 180]

30. The rate of tolls levied on bullock carts should be halved. That on lorries of unladen weight of over 30 cwt. should be raised to Rs. 3. [155; Proceedings page 18]

31. The rules relating to exemption from tolls should be drastically revised, and exemptions limited to (1) the case of actual agriculturists, using the roads for agricultural purposes, and (2) the case of privileged persons and of goods belonging to them. It is economically unsound to exempt from tolls goods belonging to a commercial Government Department in order to give them an advantage in competition, and all existing exemptions of this nature should be cancelled. [Proceedings page 18]

32. Active endeavours should be made to popularise the use of wider tyres and better fitting axle-boxes on bullock-carts, and lower rates of tolls should be levied in the case of carts with tyres of a width of over 2½". [154]

33. The Forest Department should compel their contractors to use broad wheeled vehicles, which should pay tolls at the usual rates. All other timber carts should pay at the rate of eight annas for carts with narrow wheels and drawn by two bullocks and four annas for similar carts with broad wheels. [155]

34. The above proposals relate to tolls levied for maintenance. In the case of development works, it is legitimate, after construction of a work, to levy tolls on all traffic for a term of years in order to pay for the work. [156]

35. The following tables exhibit the rates of tolls proposed to be levied and enumerates the exemptions proposed to be given:— [155; Proceedings page 18]

BRIEF SCHEDULE OF RATES OF TOLLS.

A. Motor Vehicles.—		Rs.	a.	p.
1.	On every motor cycle with or without a side car	0	4	0
2.	On every four-wheeled motor passenger-vehicle constructed to carry less than eight persons	1	0	0
3.	On every motor bus as defined in the Mysore Motor Vehicles Rules..	2	0	0
4.	On every motor lorry, the unladen weight of which does not exceed 30 cwt.	2	0	0
5.	On every motor lorry, the unladen weight of which exceeds 30 cwt....	3	0	0
6.	On every other four-wheeled vehicle propelled by steam or other motor power	3	0	0
B. Other Vehicles.—				
1.	On every four-wheeled carriage	0	8	0
2.	On every two-wheeled carriage on springs other than a jutka or ekka.	0	4	0
3.	On every two-wheeled ekka or jutka laden	0	2	0
4.	Do do unladen	0	1	0
5.	On every other vehicle with springs, including tricycles ...	0	2	0
6.	Do cart or other vehicle drawn by two bullocks, buffaloes, horses, ponies, asses or mules, if laden with goods other than timber	0	2	0
7.	Do do do *with timber	0	8	0
8.	Do do do if not laden	0	1	0

Half of the above rates are leviable on bullock carts with tyres over 2½" wide.

The rates are increased proportionately for carts drawn by a larger number of animals, and reduced for carts drawn by single animals.

* P. S. by Chairman.—Stone might also have been included.

EXEMPTIONS FROM TOLLS.

- (i) Vehicles belonging to His Highness the Maharaja and His Highness the Yuvaraja of Mysore.
- (ii) Vehicles belonging to the Hon'ble the Resident in Mysore.
- (iii) Vehicles belonging to the Dewan of Mysore.
- (iv) Vehicles belonging to the Postal Department and used exclusively for the carriage of mails.
- (v) Vehicles belonging to or exclusively engaged by British or Mysore Military or Police Officers in uniform and on duty.
- (vi) Vehicles belonging to members of the traffic staff or to officers of the Public Works Department when engaged on duties connected with the roads within their jurisdiction.
- (vii) Vehicles belonging to the Presidents of District Boards, when used by them on duty within their districts.
- (viii) Vehicles of States or Provinces with which reciprocal arrangements for exemption have been come to.
- (ix) Vehicles belonging to the Sanitary Bureau.
- (x) Vehicles used for ambulance purposes.
- (xi) Motor cycles and cars which have paid the road tax.
- (xii) Motor buses on account of which mileage cess is paid.
- (xiii) Motor lorries that pay service tax.
- (xiv) Motor lorries that pay road tax, when plying within the radius fixed.
- (xv) Carts of agriculturists living within a radius of 5 miles of any toll-gate should be free from tolls in respect of such gates when employed for agricultural purposes.
- (xvi) Bullock carts which within the previous 24 hours have paid tolls at any other Government toll-gate in Mysore.

Other taxes on the Motor Traffic.

36. Mileage cess and tolls being accepted as part of the system, it remains to build up round them a balanced scheme of taxation which will be fair to all classes of vehicles. [158]

37. The issues have been a good deal confused by variations in system and by the use of the registration fee for purposes of taxing the traffic. [157, 175, 176, 181]

38. The general tendency is towards adoption of a State or Provincial tax on the basis of seating capacity, weight or area. It is likely that reciprocity will in future depend on payment of this tax, and it is desirable therefore that it should form a part of the system. [161, 162]

39. Another general tendency is to apply an additional tax to vehicles plying for hire.

40. Fees are unnecessarily numerous and should be limited so far as possible. [157]

41. After examining a number of alternatives, the Committee consider that the best general scheme of taxation in the circumstances of Mysore would be one combining the following taxes:—

(a) A 'vehicle' tax, which is partly a tax on status and partly a tax on "availability," and would involve the extension of the existing City Municipal tax throughout the State.

(b) A 'road' tax, which is a payment for use of the roads, throughout the State, and is in effect an optional commutation of tolls. It would be based upon unladen weight.

(c) A 'service' tax, which is a charge for the privilege of plying for hire. This would be based on seating capacity in the case of passenger vehicles and on unladen weight in the case of lorries.

(d) A mileage cess. This is a special charge for the grant of a limited monopoly of the right to ply and pick up and set down passengers along fixed routes.

(e) Tolls.—These are intended primarily for other road users and are the only equitable means of taxing bullock carts for the use of metalled roads. But they also supply a valuable adjunct to the system of taxation of motor vehicles in providing an easy means of collecting their share of road maintenance from cars, whether registered within or outside the State, that have not paid the road tax, and private lorries that are plying outside the fixed radius assigned to them.

42. In applying these taxes it is desirable to maintain the existing City rates for the vehicle tax, and the Madras rates, so far as possible, for the road tax. The rates for the service tax will vary with the nature of the vehicle and the nature of the service. [165, 167, 170]

43. The case of vehicles plying for hire, whether stage or contract carriages, in cities, differs from the case of stage carriages outside, and is subject to a number of special considerations.

All things considered, the fairest way of dealing with these carriages at present seems to be to impose a service tax based on seating capacity at a single rate of Rs. 30 a seat for all classes of carriages, and to remit a number of miscellaneous fees. [190, 191, 192; Proceedings pages 25 and 26]

44. In the following paragraphs, an attempt is made to exhibit the cumulative effect of the Committee's proposals as regards each class of vehicles in turn :—

(1) Motor Cycles

(a) should pay a registration fee for purposes of identification at the rate of Rs. 4 for motor cycles below $3\frac{1}{2}$ horse power, and Rs. 8 for other motor cycles and for motor cycles with side cars.

(b) should pay a vehicle tax of Rs. 10 per annum for motor cycles and Rs. 15 per annum for motor cycles with side cars.

(c) should have the option of paying a road tax at the following rates, or of continuing to pay tolls [165 ; Proceedings pages 20 and 23] :—

(i) Bicycles	...	..	...	...	Rs. 30
(ii) Bicycles, if used for drawing trailers or side cars	...		...	...	40
(iii) Tricycles	...	...	...	...	40

(2) Motor Cars

(a) should pay a registration fee for purposes of identification at the following rates :—

For light cars	...	..	...	...	Rs. 16
For heavy cars	...	..	...	...	32

A car registered in some jurisdiction other than the Mysore State or the Civil and Military Station which is freshly registered with a Mysore number should pay a fee of Rs. 8.

(b) should pay a vehicle tax of Rs. 18 per annum for cars below 15 cwt., and Rs. 30 per annum for cars above 15 cwt.

(c) should have the option of paying a road tax at the following rates or of continuing to be liable to tolls [166 ; Proceedings pages 20, 21 and 23] :—

Class of vehicles	For vehicles fitted with pneumatic tyres	For other vehicles
	Annual Tax	Annual Tax
	Rs.	Rs.
<i>Motor vehicles</i>		
(a) weighing not more than 15 cwt., unladen	70	100
(b) weighing more than 15 cwt., but not more than 30 cwt., unladen.	100	150
(c) weighing more than 30 cwt., but not more than 45 cwt., unladen.	130	200
(d) weighing more than 45 cwt., but not more than 60 cwt., unladen.	160	240
(e) weighing more than 60 cwt., unladen	200	300
(f) Additional tax payable in respect of such vehicles when used for drawing trailers—		
(i) for each trailer not exceeding 1 ton in weight unladen.	40	60
(ii) for each trailer exceeding 1 ton in weight unladen.	80	120
Provided that two or more vehicles shall not be chargeable under this class in respect of the same trailer.		

(d) if licensed to ply for hire, should be free of vehicle tax, but should pay a tax on seating capacity of Rs. 30 per seat, excluding the driver's seat, and should be liable to tolls. [192; Proceedings pages 25 and 26]

(3) Motor Buses

(a) should pay a registration fee for purposes of identification at the following rates :—

Light	...	..	..	Rs. 16
Heavy	..	...	...	.. 32

(b) if not licensed to ply for hire, should pay a vehicle tax of Rs. 60 per annum.

(c) if licensed to ply for hire, but for a strictly limited purpose only, e.g., in the case of a hotel bus, should pay a vehicle tax of Rs. 100 per annum.

(d) if licensed to ply for hire in any other case, should pay a service tax on seating capacity at Rs. 7-8-0 a quarter, or Rs. 30 a year: the driver's and conductor's seats not to be counted in calculating this tax.

(e) should have the option of paying a road tax at the rates shown under motor cars or of continuing to be liable to tolls.

(f) if used as part of a service running on a fixed route in a rural area, should pay mileage cess at 6 pies a mile, and should be exempted from tolls.

(g) There should be no extra charge for railway competition roads, but the Railway Department might be given a partial or complete monopoly subject to their paying the tax on seating capacity and mileage cess.

(h) if licensed to run on special trips, should pay mileage cess at 9 pies per mile and should be exempted from tolls.

(i) should be subject to periodical examination, but should be exempted from inspection fees. [121, 122, 170, 171, 189; Proceedings pages 21, 22, 23 and 26]

(4) Lorries

(a) should pay registration fee for purposes of identification at the following rates :—

Light	...	..	...	Rs. 16
Heavy, i.e., over 2 tons in weight unladen	...	...	...	.. 32

(b) should pay a road tax on unladen weight at the following rates [174; Proceedings pages 26 and 27]:—

Class of Vehicles	Quarterly tax	
	For vehicles fitted with pneumatic tyres	For other vehicles
	Rs.	Rs.
Motor vehicles used in the course of trade and industry for the transport or haulage of goods or materials, including tricycles weighing more than 8 cwt. unladen.		
(a) Vehicles not exceeding 15 cwt., in weight, unladen ...	30	45
(b) Vehicles exceeding 15 cwt., but not exceeding 25 cwt. in weight, unladen.	50	70
(c) Vehicles exceeding 25 cwt., but not exceeding 30 cwt. in weight, unladen.	70	90
(d) Vehicles exceeding 30 cwt., but not exceeding 35 cwt. in weight, unladen.	90	115
(e) Vehicles exceeding 35 cwt., but not exceeding 50 cwt. in weight, unladen.	112½	150
(f) Vehicles exceeding 50 cwt., but not exceeding 70 cwt. in weight, unladen.	150	185
(g) Vehicles exceeding 70 cwt., but not exceeding 100 cwt., in weight, unladen.	175	225
(h) Additional tax payable in respect of such vehicles when used for drawing trailers.		
(a) For each trailer not exceeding 1 ton in weight, unladen ...	60	85
(b) For each trailer exceeding 1 ton in weight, unladen ...	125	160
Provided that two or more vehicles shall not be chargeable under this clause in respect of the same trailer.	..	...

Lorries with two wheels fitted with solid tyres and others fitted with pneumatic tyres should pay at the rates for those with solid tyres.

(c) should be subject to periodical examination, but should be exempted from inspection fees.

(d) Licenses for private lorries should be granted only when it is established that they are necessary for the applicant's business, and should be limited to a fixed radius. When plying outside that radius such lorries should be liable to tolls.

(e) Lorries licensed to carry goods other than those of the owners should pay a service tax of 50 per cent of the road tax, but should be exempt from tolls.

(f) Lorries and other mechanically propelled vehicles of over five tons should be prohibited from using the roads except on special permission.

(g) Lorries should be prohibited from carrying more than three persons apiece, in addition to the driver, except under a pass given by an authorised person. [173]

45. Drivers and conductors should pay fees at the rates shown below [184]:—

Drivers—		Rs.
First license	... ..	5
Annual renewal	... ..	3
Conductors—		
License	.. ... ..	1

46. The road tax should be leviable quarterly, and a distinctly coloured disc signifying payment of the same should be attached to the wind screen. A disc with a different shape should be issued for vehicles which are exempted from the tax. [179]

47. The Government toll-gate staff should be instructed to allow cars bearing these discs to pass without stopping, but should keep a careful record of vehicles passing their gates both for taxation and for statistical purposes. [151, 179]

48. It is the duty of the Municipal Authority to provide stands for vehicles licensed to ply for hire. [187]

49. The necessity for the provision of places for parking private cars is likely shortly to arise, and the Municipal and Traffic Authorities should be prepared to meet it. [188]

Finance.

50. The Committee have been asked to report on the question of the best method of maintenance of roads under the new conditions. [193]

51. For this purpose, the first thing to be done is to estimate the revenue likely to be available. The following are the details of the Committee's estimate of recurring revenues. [206; Proceedings page 26]:—

		Rs.
Registration fees	... ..	9,600
Drivers' and conductors' licenses	... ..	11,480
Fees for the possession and transport of petrol	.. ..	3,530
Service tax	... ..	29,000
Road tax	... ..	6,89,910
Vehicle tax	... ..	9,000
Mileage cess	... ..	3,91,000
Share of the Local Fund Cess	... ..	3,80,000
Tolls	... ..	1,50,000
Fines and forfeitures	... ..	20,000
Contribution of the general taxpayer	... ..	6,75,000
Total	... ..	23,68,520

52. In addition to these revenues, there is a revenue applicable to development purposes under the following heads. [207, 208]:—

		Rs.
The share of excise duty on petrol	... ..	3,00,000
Interest on railway cess fund	... ..	1,50,000

53. In addition to this again is the capital of the railway cess fund, which is never likely to be expended on railways, amounting to 29 lakhs. [209, 210]

Erratum.—In the above table, the figure under 'Service tax' should be Rs. 5,12,190, and that under 'Road tax' Rs. 1,77,720, the total remaining unchanged.

54. On the expenditure side there have to be dealt with five classes of roads [212] :—

Class I roads			Miles
(a) With very heavy traffic	...	...	453
(b) With heavy traffic	...	...	725
Class II roads			
Other main trunk roads and arterial roads		...	1,737
Class III roads			
Other metalled roads	...	...	1,509
Class IV roads			
Gravelled roads	...	...	1,330

55. The average cost of ordinary and special repairs of all but Class I (a) roads has amounted in the past to Rs. 8,37,291. [214]

The average cost of development works has amounted to Rs. 2,68,000. [215]

Deducting the cost of these works from the total of the recurring revenue available, there is a balance of Rs. 17,13,229 per annum, or Rs. 85,66,145 for a five-year period. [216]

56. The average cost of maintenance of the 453 miles of Class I (a) roads with very heavy traffic for five years would be Rs. 6,08,750. [220 ; Proceedings page 26]

If this is deducted from the amount available, there is left a balance of Rs. 79,57,395. [221]

57. The approximate cost of re-surfacing the 453 miles of roads with very heavy traffic—135 miles with tar grouting and 318 miles with tar surfacing only,—is estimated at Rs. 71,26,200. [219]

58. It is hoped that, if the work were taken up on a five-year programme, this cost could be considerably reduced. [222]

59. On this basis there would be ample funds available for dealing with the whole of the 453 miles of road with very heavy traffic as well as for maintaining the remainder of the roads, and there would be a balance of Rs. 8,31,195, or Rs. 1,66,239 per annum, available to meet the expenses of the Road Board and to cover the cost of the Road Traffic Staff. [221]

60. The compensation to District Boards and Municipalities should be based on the average of their collections for the past three years. This calculation to be subject to revision every three years by an independent tribunal. [237]

District Board Railways.

61. The advent of motor transport has completely altered the aspect of District Board railway projects. [223]

62. Even the projects already completed need further examination, but the materials for this are not at present available. [224]

63. The funds accumulated for projects that have not yet been undertaken belong to the districts of Kadur, Tumkur and Chitaldrug. [225]

64. A recent survey shows that none of the projects in these districts can possibly be remunerative. [226, 227, 228]

65. The sum accumulated by the Kadur District Board would amply suffice for re-making the Kadur-Chikmagalur road and for putting a fleet of buses on it, whereas it would only pay a part of the cost of a railway which could never be remunerative. [226]

66. The Tumkur and Chitaldrug Districts are the two districts in the State that need roads more than any other. They also need bridges. [230, 231, 232]

67. The obvious conclusion is that the railway cess funds should be expended on a programme of new road works, which might be made remunerative. The collection of the cess should be discontinued except when it is necessary to meet existing obligations. [223]

68. It would even be legitimate to spend part of them on modernising existing roads. [234]

69. If the Railway Department are to run bus services themselves, they might also undertake them on behalf of District Boards. [235]

• Administration.

70. The first essential of the system of the future is co-ordination at all stages. [238, 245, 254]

71. So far as concerns the law and rules, the All-India Act deals with motor offences and registration for purposes of identification. [239]

72. Taxation has become a matter for provincial legislation. [239, 160, 161]

73. In the case of Mysore a new Regulation will be necessary, if the proposed new taxes are approved, as well as some modifications of the Municipal and District Board laws. It will also be well to borrow several provisions of the English Law. [240]

74. In the matter of rules, the draft model rules now under consideration, with possibly slight additions, seem likely to suit the case of Mysore [241 to 244].

75. Now that motor transport has become a factor in the life of the people, an active 'safety first' campaign is necessary. [243]

76. The bicyclist is a great danger, and it might be considered whether he should not be required to take out a license. [243]

77. There should be special provision for enquiry into motor accidents as in the case of railway accidents. [244]

78. It seems probable that an All-India co-ordinating authority will be set up as a result of the Simla Conference. [245]

79. Meanwhile it is very desirable to secure co-ordination and reciprocity between Mysore and its neighbours, Madras and Coorg. [245]

80. In the case of the Civil and Military Station, something more than co-ordination is necessary, and it is suggested that the Residency should be moved to agree to a joint system of administration. [245]

81. The difficulties that have arisen in the past through different interpretations of the same rules indicate the necessity for a co-ordinating authority as between districts. [246]

82. It is also essential that there should be co-ordination as between the road and the railway policy. [247]

83. And between the State Traffic Authority and the authorities responsible for giving the mail contracts. [248]

84. The co-ordinating authority suggested is a Traffic Board consisting of the following members:—

1. The Member of Council in charge (President).
2. The Inspector-General of Police.
3. The Agent, Mysore Railways.
4. The Chief Engineer, P. W. D.
5. The Director of Industries and Commerce.
6. A representative of motor bus companies.
7. A representative of other motor owners.
8. A representative of the agricultural population.
9. A representative of the Chamber of Commerce.
10. The Traffic Manager (Secretary to the Board).

85. The Secretary to the Board should also be a Traffic Manager with a varied list of duties. [254]

He should be assisted in his functions by District Traffic Inspectors, who should have the powers of Inspectors of Police and should work under the direct orders of the Deputy Commissioners. [251, 252]

Under them, again, should be the traffic controlling staff, who should be fewer in number, but of a higher degree of intelligence and training than at present [250].

86. The staff at toll-gates will also be very valuable in connection both with traffic control and with road registration. [249]