

**GOVERNMENT OF MANIPUR
SECRETARIAT: TRANSPORT DEPARTMENT**

NOTIFICATION

Imphal, the 5th January, 2022

No. RWS-206/1/2021-T(MV)-TPT: In exercise of the powers conferred by Section 67(1)(d)(i) of the Motor Vehicles Act 1988 (Act No. 59 of 1988) and in super-session of all previous notifications issued in this regard and after due consideration of the Report of Committee constituted by the State Government vide Orders No.RWS-206/1/2021-T(MV)- TPT dated 25-02-2021 to develop rational fare rate structure and fare fixation formula for auto-rickshaws, magic, maxi cabs, motor cabs, car taxis and buses, etc., which is based on methodology covering due consideration of factors necessary to be incorporated in the fixation of fare, freight and hiring charges of motor vehicles including due consultations with representatives of the concerned stakeholders and as duly recommended by the Director (Transport), Government of Manipur, the State Government hereby notify the revised rates of passenger fares, freight charges and hiring rates of Motor Vehicles plying in the State of Manipur as appended in ANNEXURE-A with the following directions with effect from the date of publication of this Notification in the Official Gazette under Sub-Section 3 of Section 68 of MV Act 1988 thereof:

1. DIRECTIONS:

(A) Calculation of Fare:

- a) For calculation of fare, vehicles will be classified into 2 groups – Express Vehicles and Stage Carriage. Further, Stage Carriage vehicles are classified into 2 sub-groups – (A) City Carriage (upto 20 Km) and (B) Inter-City Carriage (above 20 Km).
- b) For the Express vehicles, the minimum distance for pick up and drop of passengers will be 10 Km and accordingly an extra amount of Rs. 2/- per completed 10 Kms over and above the normal fare. Fractions of distance covered will be counted as full for the purpose of calculation.
- c) For Stage Carriage, one stage will be equivalent to 4 Km and fractions of distance covered will be counted as full for the purpose of calculation.
- d) For the purpose of definition of City carriage, the radius distance upto 20 Km from the city or a town or District or Sub-Divisional Headquarter.
- e) The minimum fare for Stage Carriages and City Carriages, minimum fare will be fixed separately for
 - i. For carriage of 13 and above capacity (Buses and Omni Buses): Fare for 1st two stages (8 Km) of either buses/omni bus whichever is higher.
 - ii. For carriage of 7-12 capacity (Maxi Cabs) & for carriages up to 6 capacity (Motor Cabs): Fare for 2 Km for 7:2 passengers for the most



common type of maxi cabs carriage in the group (Tata Magic) "OR" Fare for 2 Km for 5-1 passengers for the most common type of motor cabs carriage in the group (Diesel Auto Rickshaw), whichever is higher will be minimum fare for both the cases.

- iii. Minimum fare in the case of routes of vehicles having Hill and Valley portion, the minimum fare for hills shall be applied.
 - f) Subsequent fares after minimum fare for Stage Carriages shall be calculated as given below :
 - I. For carriage of 13 and above capacity (Buses and Omni Buses) : (Minimum fare upto 8 km) + (Total Distance Travelled - 8 Km) x Cost of Operation per Km per Pax
 - II. For carriage of 7-12 capacity (Maxi Cabs) & For carriages up to 6 capacity (Motor Cabs) : (Minimum fare upto 2 km) + (Total Distance Travelled - 2 Km) x Cost of Operation per Km per Pax.
 - g) **For Inter-State Bus (Luxury):** The fare rate shall be calculated as : **(Total Km in Valley X fare rate for Valley) + (Total Km in Hills X fare rate for Hills) + (Completed 10 Km X 2)**. Fraction of completed 10 Km shall be treated as full.
 - h) For Heavy Buses (41-51-seater), 70% seat occupancy and for Mini & Omni buses (13-31-seater), 90% seat occupancy is taken into account for the purpose of calculation of fare rate.
 - i) Fare shall be calculated by rounding of (above 50 paise as Rs. 1/- and less than 50 paise to be neglected).
- (B) Calculation of Freight Charge:** 2.5 to 3.5 times that of freight charges fixed in 2008 so as to fix the rate in multiples of Rs. 0.1/- and minimum freight charges at Rs. 1/- per quintal.

(C) Calculation of Hiring rate:

- a) For the purpose of calculation of hiring rates of trucks/good carriage, the rate will be grouped as follows:
 - i. For 15 Ton Inter-State Trucks
 - ii. For 15 Ton local Trucks
 - iii. For 7.5 to 9 Ton Trucks
 - iv. For 5 Ton Trucks
 - v. For 3 Ton Carriage
 - vi. For 1 Ton Carriage

For all the above groups, the minimum rate of hiring with fuel shall be fixed at half the daily hiring rate (without fuel) or hiring rate with fuel for actual Km run within 6 hours and waiting charge for minimum 6 hours whichever is higher. Further, the minimum rate of hiring without fuel shall be fixed at one-third of the daily hiring rate (without fuel) or hiring rate without fuel for actual km run within 6 hours and waiting charge for minimum 6 hours whichever is higher.

b) For the calculation of hiring rates of non-good carriage, the rate will be grouped as :

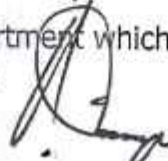
- i. For Private vehicles;
- ii. For Commercial vehicles.

For all the above groups, the minimum rate of hiring with fuel shall be fixed at half the daily hiring rate (without fuel) or hiring rate with fuel for actual km run within 6 hours and waiting charge for minimum 6 hours whichever is higher. Further, the minimum rate of hiring without fuel shall be fixed at one-third of the daily hiring rate (without fuel) or hiring rate without fuel for actual Km run within 6 hours and waiting charge for minimum 6 hours whichever is higher.

c) The hiring rate per day developed shall be applicable only for hiring up to 120 km in the case of good carriage and 130-150km for non-good carriage vehicles depending on the type of vehicles and the hiring rate over and above the above specified km run shall be fixed as hiring rate for the km run + waiting charge subject to the minimum of 12 hours.

2. Director/Transport shall be the Nodal Officer for its implementation, etc.

3. This is issued with concurrence of Finance Department which had examined it in FD's File No.FX-26/176/2021-e-FD.


(P. Vaiphei) 05/01/22

Additional Chief Secretary (Transport),
Government of Manipur.

Memo No.:RWS-206/1/2021-T(MV)-TPT

Imphal, the 5th January, 2022

Copy to:

- 1) Secretary to Chief Minister, Manipur.
- 2) PPS to Minister (Transport), Manipur.
- 3) Chief Secretary, Government of Manipur.
- 4) Director General of Police, Manipur.
- 5) All Administrative Secretaries, Government of Manipur.
- 6) The Chief Electoral Officer (CEO), Manipur.
- 7) All Deputy Commissioners, Manipur.
- 8) All HoDs of all Departments of Manipur.
- 9) The Director (Transport), Manipur.
- 10) The Director (Printing & Stationery), Manipur - for publication of the above notification in Official Gazette of Manipur.
- 11) All District Transport Officers, Manipur
- 12) All Transport Associations/ Transport Service Providers operating in the State of Manipur.
- 13) Notice Board.
- 14) Relevant files.

Handwritten initials/signature


5/1/22

(ST Rithung Anal)
Deputy Secretary (Transport),
Government of Manipur.

(A) FARE RATES

Type of Vehicle:	Bus (41 and 51 Seater)		
FARE RATE (Cost of Operation per Km per Pax)	Valley	1.41206999	
	Hills	1.694483988	20% extra for Hills
	Valley	Hills	
Minimum fare upto 8 km / Pax of Heavy Bus	11.2965 6	13.5558 7	Will compare with minimum fare for first 2 stage of City Bus and the bigger figure will be the minimum fare. Therefore, the rate for City Bus will be the minimum fare for Stage Carriage.
Minimum fare upto 8 km / Pax of City Bus	15.6513 8	18.7816 6	
After 8 Km onwards	(Minimum fare upto 8 km / Pax) + (Total Distance Travelled - 8 Km) x Cost of Operation (Grand Total) per Km per Pax		
*** Rs 2 for every completed 10 Km in case of Expressed Vehicles and fractions of completed 10 km shall be rounded to next integer			

Type of Vehicle:	Omni Bus (13-31 Seater)		
FARE RATE (Cost of Operation per Km per Pax)	Valley	1.565138265	
	Hills	1.878165918	20% extra for Hills
	Valley	Hills	
Minimum fare upto 8 km / Pax of Heavy Bus	11.2965 6	13.5558 7	Will compare with minimum fare for first 2 stage of City Bus and the bigger figure will be the minimum fare. Therefore, the rate for City Bus will be the minimum fare for Stage Carriage.
Minimum fare upto 8 km / Pax of City Bus	15.6513 8	18.7816 6	
After 8 Km onwards	(Minimum fare upto 8 km / Pax) + (Total Distance Travelled - 8 Km) x Cost of Operation (Grand Total) per Km per Pax		
*** Rs 2 for every completed 10 Km in case of Expressed Vehicles and fractions of completed 10 km shall be rounded to next integer			


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Type of Vehicle:	MAXI Cabs (6-12 Seater)		
Cost of Operation (Grand Total) per Km per Pax	Valley		1.722577982
	Hills		2.067093578
	Valley	Hills	20% extra for Hills
Minimum fare upto 2km / Pax	17.2257 8	20.6709 4	Even for one Passenger, fare for 7-2 Pax is to be given.
	Will compare minimum fare for first 2 Km of Motor and Maxi Cabs ; and the bigger figure will be the minimum fare. Therefore, the rate for Maxi cabs will be the minimum fare for both Motor and Maxi Cabs.		
After 2 Km onwards	(Minimum fare upto 2 km / Pax) + (Total Distance Travelled - 2 Km) x Cost of Operation (Grand Total) per Km per Pax		

Type of Vehicle:	Motor Cabs (upto 5 Seater)		
Cost of Operation (Grand Total) per Km per Pax	Valley		1.972071944
	Hills		2.366486333
	Valley	Hills	20% extra for Hills
Minimum fare upto 2km / Pax for Motor Cab	15.7765 8	18.9318 9	Even for one Passenger, fare for 5-1 Pax is to be given.
	Will compare minimum fare for first 2 Km of Motor and Maxi Cabs ; and the bigger figure will be the minimum fare. Therefore, the rate for Maxi cabs will be the minimum fare for both Motor and Maxi Cabs.		
Minimum fare upto 2km / Pax for Maxi Cab	17.2257 8	20.6709 4	Even for one Passenger, fare for 7-2 Pax is to be given.
	Will compare minimum fare for first 2 Km of Motor and Maxi Cabs ; and the bigger figure will be the minimum fare. Therefore, the rate for Maxi cabs will be the minimum fare for both Motor and Maxi Cabs.		
From 2 Km onwards	(Minimum fare upto 2 km / Pax) + (Total Distance Travelled - 2 Km) x Cost of Operation (Grand Total) per Km per Pax		

Type of Vehicle:	Bus (41 and 51 Seater)- Luxury		
FARE RATE	Valley		1.481421204
	Hills		1.777705445
	20% extra for Hills		

Fare	(Total Km in Valley X fare rate for Valley) + (Total Km in Hills X fare rate for Hill) + (Completed 10 Km X 2) *** Fraction of completed 10 Km shall be treated as full.		
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(B) FRIEGHT CHARGES

Type of Vehicle	Valley (in Rs.)	Hill (in Rs.)
Interstate Trucks		1
Local Truck (9 Ton and above)		1.1
Local Truck (upto 7.5 Tonner Truck)	1	1.5

(C) HIRING RATES OF MOTOR VEHICLES

Type of Vehicle:	Bus (41 and 51 Seater)			
Item	Terrain	Without Fuel	With Fuel	Remarks/ Additional Chrg
Daily	Valley	3768.925808	7057.525808	Limited to 140 Km only and 20% extra for Hills
	Hills	4522.71097	8469.03097	
Hiring Rate per Km	Valley	26.92089863	50.41089863	Additional waiting Charge per hour=Detention Charge/24 hrs=70.03973
	Hills	32.30507836	60.49307836	
Daily Detention Charge	Both Hills and Valley	1777.650411		

Type of Vehicle:	Bus Bus (31 Seater)			
Item	Terrain	Without Fuel	With Fuel	Remarks/ Additional Chrg
Daily	Valley	3085.160055	5434.160055	Limited to 140 Km only and 20% extra for Hills
	Hills	3702.192066	6520.992066	
Hiring Rate per Km	Valley	22.03685753	38.81542996	Additional waiting Charge per hour=Detention Charge/24 hrs=57.131093
	Hills	26.44422904	46.57651476	
Daily Detention Charge	Both Hills and Valley	1371.146331		

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Type of Vehicle:		Inter State Bus (41 and 51 Seater)- Luxury		
Item	Terrain	Without Fuel	With Fuel	Remarks/ Additional Chrg
Daily	Valley	4115.543178	7464.145273	Limited to 140 Km only and 20% extra for Hills
	Hills	4938.651814	8884.971814	
Hiring Rate per Km	Valley	29.39673699	52.88673699	Additional waiting Charge per hour=Detention Charge/24 hrs= 87.8234
	Hills	35.27608438	63.46403438	
Daily Detention Charge	Both Hills and Valley	2107.762192		

Type of Vehicle:		Winger		
Item	Terrain	Without Fuel	With Fuel	Remarks/ Additional Chrg
Daily	Valley	1772.80274	3197.86274	Limited to 130 Km only and 20% extra for Hills
	Hills	2127.363288	3837.435288	
Hiring Rate per Km	Valley	13.63694415	24.59894415	Additional waiting Charge per hour=Detention Charge/24 hrs= 41.4564
	Hills	16.36433298	29.51873298	
Daily Detention Charge	Both Hills and Valley	994.9545205		

Type of Vehicle:		Tata Magic		
Item	Terrain	Without Fuel	With Fuel	Remarks/ Additional Chrg
Daily	Valley	931.746881	1808.706881	Limited to 150 Km only and 20% extra for Hills
	Hills	1118.096257	2170.448257	
Hiring Rate per Km	Valley	6.211645873	11.30441801	Additional waiting Charge per hour=Detention Charge/24 hrs= 21.3643
	Hills	7.453975048	13.56530161	
Daily Detention Charge	Both Hills and Valley	512.7434723		


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Type of Vehicle:		Auto		
Item	Terrain	Without Fuel	With Fuel	Remarks/ Additional Chrg
Daily	Valley	602.0939578	1479.053958	Limited to 150 Km only and 20% extra for Hills
	Hills	722.5127494	1774.864749	
Hiring Rate per Km	Valley	3.763087236	9.860359719	Additional waiting Charge per hour=Detention Charge/24 hrs= 16.7321
	Hills	4.515704684	11.83245186	
Daily Detention Charge	Both Hills and Valley	401.5709485		

Type of Vehicle:		15 Ton Truck- Inter State		
Item	Terrain	Without Fuel	With Fuel	Remarks/ Additional Chrg
Daily	Valley	3971.154082	6821.274082	Limited to 120 Km only and 20% extra for Hills
	Hills	4765.384899	8185.528899	
Hiring Rate per Km	Valley	28.3653863	48.7233863	Additional waiting Charge per hour=Detention Charge/24 hrs= 74.9101
	Hills	34.03846356	58.46806356	
Daily Detention Charge	Both Hills and Valley	1797.843288		

Type of Vehicle:		15 Ton Truck- Local		
Item	Terrain	Without Fuel	With Fuel	Remarks/ Additional Chrg
Daily	Valley	3646.074082	6496.194082	Limited to 120 Km only and 20% extra for Hills
	Hills	4375.288899	7795.432899	
Hiring Rate per Km	Valley	30.38395068	54.13495068	Additional waiting Charge per hour=Detention Charge/24 hrs= 61.2601
	Hills	36.46074082	64.96194082	
Daily Detention Charge	Both Hills and Valley	1470.243288		


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Type of Vehicle:		9 & 7.5 Tonneer Truck- Local		
Item	Terrain	Without Fuel	With Fuel	Remarks/ Additional Chrg
Daily	Valley	3073.516274	5923.636274	Limited to 120 Km only and 20% extra for Hills
	Hills	3688.219529	7108.363529	
Hiring Rate per Km	Valley	25.61263562	49.3536	Additional waiting Charge per hour=Detention Charge/24 hrs= 55.9711
	Hills	30.73516274	59.23636	
Daily Detention Charge	Both Hills and Valley	1343.30671		

Type of Vehicle:		5 Tonneer Truck- Local		
Item	Terrain	Without Fuel	With Fuel	Remarks/ Additional Chrg
Daily	Valley	2423.354548	5273.474548	Limited to 120 Km only and 20% extra for Hills
	Hills	2908.025458	6328.169458	
Hiring Rate per Km	Valley	20.19462123	43.94562123	Additional waiting Charge per hour=Detention Charge/24 hrs= 56.534
	Hills	24.23354548	52.73474548	
Daily Detention Charge	Both Hills and Valley	1356.8159		

Type of Vehicle:		407 Truck & other 3 on Carrier		
Item	Terrain	Without Fuel	With Fuel	Remarks/ Additional Chrg
Daily	Valley	1617.731548	3810.131548	Limited to 140 Km only and 20% extra for Hills
	Hills	1941.277858	4572.157858	
Hiring Rate per Km	Valley	11.55522534	27.21522534	Additional waiting Charge per hour=Detention Charge/24 hrs= 38.769
	Hills	13.86627041	32.65827041	
Daily Detention Charge	Both Hills and Valley	930.4556164		

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Type of Vehicle:		DI/Camper/ Xenon 72 Tonner		
Item	Terrain	Without Fuel	With Fuel	Remarks/ Additional Chrg
Daily	Valley	1184.230274	2280.430274	Limited to 140 Km only and 20% extra for Hills
	Hills	1421.076329	2736.516329	
Hiring Rate per Km	Valley	8.458787671	16.28878767	Additional waiting Charge per hour=Detention Charge/24 hrs= 23.0193
	Hills	10.15054521	19.54654521	
Daily Detention Charge	Both Hills and Valley	552.4630137		

Type of Vehicle:		Gypsy		
Item	Terrain	Without Fuel	With Fuel	Remarks/ Additional Chrg
Daily	Valley	1055.099566	2706.845021	Limited to 140 Km only and 20% extra for Hills
	Hills	1266.11948	3248.214025	
Hiring Rate per Km	Valley	7.536425474	19.33460729	Additional waiting Charge per hour=Detention Charge/24 hrs= 24.3239
	Hills	9.043710569	23.20152875	
Daily Detention Charge	Both Hills and Valley	583.772449		

Type of Vehicle:		Scorpio/Safari		
Item	Terrain	Without Fuel	With Fuel	Remarks/ Additional Chrg
Daily	Valley	2110.621558	3133.741558	Limited to 140 Km only and 20% extra for Hills
	Hills	2532.745869	3760.489869	
Hiring Rate per Km	Valley	15.07586827	22.38381927	Additional waiting Charge per hour=Detention Charge/24 hrs= 42.8347
	Hills	18.09104192	26.86064192	
Daily Detention Charge	Both Hills and Valley	1028.033041		


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Type of Vehicle:		Bolero/ Tata Sumo		
Item	Terrain	Without Fuel	With Fuel	Remarks/ Additional Chrg
Daily	Valley	2110.621558	3133.741558	Limited to 140 Km only and 20% extra for Hills
	Hills	2532.745869	3760.489869	
Hiring Rate per Km	Valley	9.145570932	15.99682093	Additional waiting Charge per hour=Detention Charge/24 hrs= 28.1625
	Hills	10.97468512	19.19618512	
Daily Detention Charge	Both Hills and Valley	675.8988822		

Type of Vehicle:		Maruti Van / Eco Van		
Item	Terrain	Without Fuel	With Fuel	Remarks/ Additional Chrg
Daily	Valley	795.8726965	1864.649167	Limited to 140 Km only and 20% extra for Hills
	Hills	955.0472359	2237.579001	
Hiring Rate per Km	Valley	5.684804975	13.31892262	Additional waiting Charge per hour=Detention Charge/24 hrs= 20.0277
	Hills	6.82176597	15.98270715	
Daily Detention Charge	Both Hills and Valley	480.6647145		

Type of Vehicle:		Innova / other equivalent Luxury Cars		
Item	Terrain	Without Fuel	With Fuel	Remarks/ Additional Chrg
Daily	Valley	2557.621932	3952.785568	Limited to 140 Km only
	Hills	3069.146318	4743.342681	
Hiring Rate per Km	Valley	18.26872808	28.23418263	Additional waiting Charge per hour=Detention Charge/24 hrs= 49.3966
	Hills	21.9224737	33.88101915	
Daily Detention Charge	Both Hills and Valley	1185.519178		

***The minimum rate of hiring with fuel shall be fixed at half the daily hiring rate (without fuel) or hiring rate with fuel for actual km run within 6 hours and waiting charge for minimum 6 hours whichever is higher.**

****And the minimum rate of hiring without fuel shall be fixed at one-third of the daily hiring rate (without fuel) or hiring rate without fuel for actual km run within 6 hours and waiting charge for minimum 6 hours whichever is higher.**

*****The hiring rate per day developed shall be applicable only for hiring up to 120 km in**


5/11/22

the case of good carriage and 130-150 km for non-good carriage vehicles depending on the type of vehicles and the hiring rate over and above the above specified km run shall be fixed as hiring rate for the km run + waiting charge subject to the minimum of 12 hours.

ILLUSTRATIVE CALCULATION OF FARE FOR MAXI AND MOTOR CABS

Name of Route	Distance (in Km)	Amount	
		Maxicab (6-12 seater)	Motor Cab (upto 5 seater)
Bazar to naoremthong	4	20.67	21.17
bazar to lilong	14	37.90	40.89
bazar to canchipur	9	29.28	31.03
bazar to iroisemba	6	24.12	25.11
bazar to nambol	17	43.06	46.81
bazar to langthabal	9	29.28	31.03
bazar to airport	7	25.84	27.09
bazar to kwakelthel	6	24.12	25.11
imphal to mayangimphal	28	62.01	68.50
imphal to shamurou	16	41.34	44.83
imphal to wangjing	30	65.46	72.44
imphal to thoubal	24	55.12	60.61

ILLUSTRATIVE CALCULATION OF FARE FOR BUSES

Sl.No.	Name of Route	Distance (in Km)	Fare Amount (in Rs)	
			Buses (>31 upto 51 seater)	Buses (13 to 31 seater)
1	Imphal - MayangImphal	28	49.89	52.95
2	Imphal - Bishnupur	29	51.30	54.52
3	Imphal - Kakching	46	79.31	85.13
4	Imphal - Wabagai	39	67.43	72.17
5	Imphal - Moirang	45	77.90	83.56
6	Imphal - Senapati	22 (V-uptoKanglatombi) + 85 (H) = 107	202.32	219.83
7	Imphal - Kangpokpi	22 (V uptoKanglatombi) + 23 (H) = 45	85.26	91.39
8	Imphal - Moreh	48 (V uptoPallel) + 60 (H) = 108	196.67	213.57
9	Imphal - Jiribam	17 (V uptoKelthelmanbi) + 189 (H) = 206	391.49	427.34
10	Imphal - Thoubal	24	44.24	46.69
11	Imphal - Wangjing	30	52.72	56.08
12	Imphal - Canchipur	9	19.06	19.22

[Signature]
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13	Imphal - Tamenglong	17 (V uptoKeithelmanbi) + 146(H)= 163	310.63	338.58
14	Imphal - Nungba	17 (V uptoKeithelmanbi) + 102(H)=119	226.07	245.94
15	Imphal - Noney	17 (V uptoKeithelmanbi) + 48(H)= 65	124.57	134.52
16	Imphal - Ukhrul	24 (V uptoYalngangpokpi) + 60 (H) =84	158.78	172.01
17	Imphal - Churachandpur	53 (V uptoKangvai) + 11 (H) = 64	112.70	121.37
18	Imphal - Kangvai	53	91.19	116.08
Inter-State Luxury Buses				
19	Imphal - Dimapur	204	383.91	
20	Imphal - Guwahati	486	857.67	


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MANIPUR



GAZETTE

PUBLISHED BY AUTHORITY

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(Sravana 2, 1946)

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(Separate paging is given on each part in order that it may be filed as a separate compilation)

PART-II(A)

**GOVERNMENT OF MANIPUR
SECRETARIAT : EDUCATION (S) DEPARTMENT**

ORDER BY THE GOVERNOR : MANIPUR

Imphal, the 1st July, 2024

(Order No. 53 of 2024)

NO. AS/1/11/2023-EDN(S)-EDN(S) : Under Section 18 of the Right of Children to Free and Compulsory Education Act, 2009 and under the Manipur Non-Government Schools and Colleges Recognition Rules, 1975, the Governor of Manipur is pleased to grant the provisional recognition upto Class VIII in respect of The Child Care and Educational Foundation (CCEF), Wangjing Sorokhaibam Leikai, Thoubal, Manipur and for affiliation to the Board of Secondary Education, Manipur from the Academic Session, 2024-2025 subject to the condition that the School shall abide by the provisions of Right Children to Free and Compulsory Education Act, 2009, the Right of Children to Free and Compulsory Education Rules, 2010 and the Manipur Non-Government School and Colleges Recognition Rules, 1975.

Further, the School shall ensure that the provisional recognition is renewed on expiry of 2 (two) years from the date of issue.

By orders and in the name of the Governor,

KHUMUKCHAM RENUKA,
Under Secretary Education (S),
Government of Manipur.

**GOVERNMENT OF MANIPUR
SECRETARIAT : TRANSPORT DEPARTMENT**

OFFICE MEMORANDUM

Imphal 15th July, 2024

Subject: Condemnation of Government owned vehicles.

No. RWS-301/9/2021-T(MV)-TPT: Pursuant to the decision of State Cabinet meeting held on 14th February, 2023 adopting Rule 52A of the Central Motor Vehicles Rules, 1989 issued by the Ministry of Road Transport and Highways, Government of India vide Notification No.G.S.R.29(E) dated 16th January, 2023 wherein it was stated that (i) no renewal of the certificate of registration of Government owned vehicles which are 15 years old from the date of its initial registration is allowed and (ii) the disposal of such vehicles shall be carried out through the Registered Vehicle Scrapping Facility set up in accordance with the Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021, as amended from time to time.

2. Disposal of such vehicles shall, after expiring of the fifteen years from the date of initial Registration of the vehicle, be ensured through the Registered Vehicle Scrapping facilities set up in accordance with the Motor vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021, as amended from time to time. All the vehicles covered under the Rule 52A of the Central Motor Vehicles Rules, 1989, if condemned, following the procedures prescribed in OM of Finance Department, shall be disposed at the Registered Vehicle Scrapping Facility.

3. Now, for fixing the minimum/reserved price of the vehicles to be condemned, the formula suggested in the Office Memorandum issued by the Ministry of Steel (MF Division), Government of India vide No.S-31037/1/2022-MFH dated 23/01/2023 shall be adopted. **The reserved price fixed is the starting price for e-auction process.** The assessment for fixing the minimum/reserved price of the vehicle will be conducted by a mechanical team (not below the rank of Inspector mechanical) of Transport Department.

4. The condemned vehicle shall be e-auction through the platform developed by MSTC (Metal Scrap Trade Corporation Limited) portal which is a Mini Ratna company-I PSU under Ministry of Steel, Government of India where the Registered Vehicle Scrapping facilities will participate in e-auction of the vehicles.

5. The Departments to register themselves in the portal and upload the reserved price and associated tolerance percent, details of the vehicles (type, model, vintage, images, location, ownership etc) into the MSTC portal for e-auction. Department also to provide the appropriate Government bank account in which the highest bidder could transfer the bid amount through MSTC along with the "Certificate of Deposit".
6. Save the process prescribed at aforesaid paras, the procedures laid down by the Finance Department for condemnation of Government Vehicles vide OM dated shall be followed.
7. The above notification is issued with the approval of the competent authority after vetted by the Finance and Law Departments.

DR. DAVID ELANGBAM,
Joint Secretary (Transport),
Government of Manipur.

**GOVERNMENT OF MANIPUR
SECRETARIAT : EDUCATION (S) DEPARTMENT**

ORDERS BY THE GOVERNOR : MANIPUR

Imphal, the 15th July, 2024

(Order No. 57 of 2024)

No. AS-1/2/2024-EDN(S)-EDN(S) : Under Section 18 of the Right of Children to Free and Compulsory Education Act, 2009 and under the Manipur Non-Government Schools and Colleges Recognition Rules, 1975, the Governor of Manipur is pleased to grant the provisional recognition and No Objection Certificate (NOC) upto Class VIII in respect of The Pebble Stone International School, Sonapur Part – II, Jiribam, Manipur and for affiliation to the Central Board of Education, New Delhi from the Academic Session, 2024-2025 subject to the condition that the School shall abide by the provision of Right to Free and Compulsory Education Act, 2009, the Right of Children to Free and Compulsory Education Rules, 2010 and the Manipur Non-Government Schools and Colleges Recognition, 1975.

Further, the School shall ensure that the provisional recognition is renewed on expiry of 2 (two) years from the date of issue.

By orders and in the name of the Governor,

KHUMUKCHAM RENUKA,
Under Secretary Education (S),
Government of Manipur.

MANIPUR GAZETTE



EXTRAORDINARY
PUBLISHED BY AUTHORITY

No. 256

Imphal, Wednesday, August 24, 2022

(Bhadra 2, 1944)

GOVERNMENT OF MANIPUR
SECRETARIAT : TRANSPORT DEPARTMENT

NOTIFICATION

Imphal, the 16th August, 2022

No. RWS-601/4/2020-T (MV)-TPT: In pursuance to the Cabinet decision under Agenda no. 20 dated the 8th July, 2022 and in exercise of the power conferred by Section (3) of the Manipur Motor Vehicles Taxation Act, 1998, it is hereby notified for all concerned that **"the Manipur Electric Mobility Policy, 2022"** in r/o Manipur State shall come into force with effect from the date of publication of this Notification in the Extraordinary Gazette.

1. INTRODUCTION

Manipur literally meaning "A jewelled land" nestle deep within a lush green corner of North East India. It seems much like an exquisite work of art executed by superb hands of Nature and is indeed a state of exquisite natural beauty and splendors, the beauty of which once inspired Mrs. St. Clair Grimwood described it as "A Pretty Place more beautiful than many show places of the world" Late Pandit Jawaharlal Nehru paid a fitting tribute by describing it as "Jewel of India". The state covers an area of 22,327 square kilometres (8,621 sq mi) with a population of almost 3 million and forest cover an area of about 14,365 square kilometres (5,546 sq mi), nearly 67% of the total geographical area of the state. Forest cover contributes to better air quality of the state.

However, increasing pollution levels due to steep rise of conventional internal combustion engine (ICE) vehicles in the State is a major concern for the Transport Department, Government of Manipur.

As on 30th September, 2021, a total of 4,54,114 vehicles have already been registered in Manipur (Source: <https://parivahan.gov.in>) which has made mobility a challenge. Further, huge number of vehicles plying from the neighbouring States as well as from other parts of the country adds to the vehicular population resulting in road accidents and air pollution. Government of Manipur has taken several initiatives to improve the conditions of roads, upgrading and widening the National Highway etc. to ensure smooth mobility, reduction of air pollution and mitigating climate change. Electric Vehicles (EV) or e-mobility is proposed to be another step forward. Adoption of Electric Vehicles (EVs) for road transport contributes to a wide range of goals. These include better air quality, reduced noise pollution, enhanced energy security and in combination with a low carbon power generation mix - reduced greenhouse emissions.

Government of India has created momentum through its Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles (FAME) schemes that encourage, and

In some segments mandates the adoption of electric vehicles (EV), with a goal of reaching 30% EV penetration by 2030. At the end of FAME Phase-I, the electric vehicle penetration remained low in Manipur. A dedicated strategy to address price of EVs, public charging infrastructure and investment in EV manufacturing and charging infrastructure is required to promote adoption of EVs in the state. Government of Manipur plans to ensure a robust infrastructure for electric vehicles that includes adequate power availability, network of charging points and favourable power tariff.

The Government of Manipur is committed to do its part by contributing towards clean and green environment and an energy secure India. Towards achieving this objective, requisite thrust will be provided for increased and faster adoption of Electric Vehicles for a clean and green environment in the State through the Manipur Electric Mobility Policy 2022.

2. VISION

- 2.1 To establish Manipur State as a model of International Standards for Electric Vehicle adoption across passenger and commercial segments supported by a world-class charging infrastructure and eco-system and to embrace and accelerate the pace of adoption of electric mobility as a tool to promote clean transportation to ensure environmental sustainability and to bring about improvement in the air quality.

3. TITLE

- 3.1 This Policy shall be known as the "**Manipur Electric Mobility Policy-2022**".

4. KEY DEFINITIONS

- 4.1. **Electric Vehicle (EV):** An electric vehicle or EV uses energy stored in its rechargeable batteries, which are recharged by common household electricity. EV includes electric scooters/ motorcycles, electric three wheelers, electric cars, vans, buses and other electric passenger vehicles.
- 4.2. **EV Components:** Major components of EV include motor controller, electric engine (motor), regenerative braking, drive system and related parts/assemblies.
- 4.3. **EV Battery:** An electric-vehicle battery (EVB) or traction battery is a battery used to power the propulsion of battery electric vehicles (BEVs). Vehicle batteries are usually a secondary (rechargeable) battery. EV battery will not include Lead acid batteries.
- 4.4. **EV Battery Components:** Battery pack consists of many discrete cells connected in series and parallel to achieve the total voltage and

current requirements of the pack. A battery comprises of smaller stacks called modules, which are placed into a single pack. Modules also incorporate cooling mechanisms, temperature monitors, other devices and Battery Management System (BMS).

- 4.5. **EV Charging Station & Equipment:** An electric vehicle charging station is an infrastructure that supplies electric energy for the recharging of electric vehicles. The charging station equipment shall include charging posts, charging cabinets etc.

5. POLICY PERIOD

The **Manipur Electric Mobility Policy-2022** will remain in operation and valid for a period of 5 (five) years from the date of its notification or till such time the Government may deem fit and proper.

6. OBJECTIVES

- (i) **To facilitate adoption of at least 20 % EVs in the State by 2026.**
- (ii) To provide support towards adoption of EVs by providing subsidy on payment of MV Tax for early adoption of EVs based on the energy capacity in kWh of battery.
- (iii) To support the setting up of robust infrastructure for EVs including adequate power supply, network of charging points with favourable power tariff and adequate service centres.
- (iv) To create a pool of skilled workforce for the EVs industry in collaboration with technical institutions available in the State, encourage entrepreneurship and create new jobs in the EVs industry.
- (v) To mandate adoption of EVs in the Government and its Boards, Corporations, Government undertakings, Development Authorities, Municipalities in a phased manner.
- (vi) To replace the Manipur State Transport buses with battery electric vehicles in a phased manner.
- (vii) To provide a clean and green environment at tourist spots.
- (viii) To facilitate in creating an ecosystem for recycling and reuse batteries and disposal of rejected batteries in an environment friendly manner to avoid environmental pollution.
- (ix) To align with the latest guidelines, standards and rules governing Battery EVs in India issued, inter alia by the Ministry of Road Transport & Highways (MoRTH), Ministry of Environment, Forest and Climate Change, Ministry of Power, Ministry of New and Renewable Energy (MNRE) and the National Institution for Transforming India (NITI) Aayog.

7. STRATEGY

- 7.1 Promotion of adoption of EV technology: To increase the viability of EV by way of waiving in the MV tax during the time of registration.
- 7.2 Promotion of R&D and Innovation: To promote the establishment of Research & Development Centres and Centre of Excellence across the State.

8. ADOPTION SUPPORT AND SUBSIDY

8.1 Purchase subsidy for Early Adopters:

The purchase subsidy to be provided by the Government will be in the form of waiver in the Motor Vehicle Tax (MV Tax) levied at the time of registration of newly purchase EVs in the State.

The Government of Manipur shall provide MV Tax waiver for the following EVs purchase and registered in the State during the policy period.

Sl. No.	Type of Electric Vehicle	Nos. of vehicle targeted in 5 yrs.	Subsidy per vehicle
1	2 wheelers	1000	30% waiver on MV Tax
2	3 wheelers/ E-Rickshaws /E-Carts	3000	30% waiver on MV Tax
3	4 wheelers	1500	20% waiver on MV Tax
4	Strong Hybrid 4 wheelers	30	20% waiver on MV Tax
5	E- Buses	8	20% waiver on MV Tax

8.1.1 The benefits given in Para 8.1 above will be provided only during the policy period and shall be on first come first basis.

8.2 Support for Charging Stations (EVCS):

(i) Availability of charging stations is key for adoption of EVs. To further facilitate in the setting up of EVs charging stations, the Government will encourage investments in setting up both slow and fast charging networks in Government buildings and other public places through active participation of public and private players.

(ii) In order to boost EVs charging station ecosystem, the State Government will undertake appropriate steps including identification of land and encouraging private investments at key locations.

(iii) The State will facilitate setting up charging stations at several key locations such as Manipur State Transport Complex, Inter State Bus

Terminal, Deputy Commissioner's Offices, Civil Secretariat, State Central Library, Corporations and Municipals parking lots, other State Government offices and facilities, along with facilitating permissions for commercial buildings such as hotels, shopping malls, cinema halls and apartments in setting up EV charging stations.

(iv) The State will endeavour to provide attractive electricity tariff including fixed demand charges for the EVCS.

(v) The State will facilitate to provide priority electricity connections to EVCS.

(vi) The State Government will endeavour to provide Government land, wherever available, free of cost, to any Government Agency (both State and Central) including Public Sector Undertakings (PSUs) or any private agency on Public Private Partnership (PPP) basis, for the first five years in order to make the EVCS economically viable. Thereafter, the EVCS may be operated on a revenue sharing basis.

(vii) State Govt. will facilitate to provide credit facilities to the infrastructure developers through financial institutions. Permit for starting EV Charging stations and window clearance for development purpose will be facilitated by Government.

(viii) All EV charging stations shall adhere to the charging guidelines and standards defined by the Ministry of Power, Government of India and Power Department, Government of Manipur.

(ix) Petrol Pumps will be allowed to set up charging stations subject to qualifying fire & safety standard norms issued by the competent authorities.

8.3 Supports for Start-ups

(i) The skilling and mentoring support shall be provided to EV related start-ups for encouraging the EV eco-system in the State.

(ii) The Incentives for start-ups shall be as applicable under the Manipur Start-up Policy, 2022.

8.4 Reserving areas exclusively for EVs in Tourism sector

The Government through the Tourism Department shall endeavour to identify certain tourist spots where tourists shall avail transport services in an environmental-friendly manner by exclusively using EVs. The details of such tourist spots and the modality for operation including charging infrastructure support shall be worked out by the Department of Tourism along with relevant stakeholders.

8.5 EVs at Industrial estates, Export Promotion Parks and Technology Park

The Government will promote plying of EVs In Industrial Estates, Export Promotion Parks and Technology Parks. Support will be extended for setting up of EV Charging Stations (EVCS) at such locations as per requirements.

8.6 Other Benefits

- (i) Priority registration will be provided to EVs over ICE vehicles by the respective RTOs in the State.
- (ii) In case the Government decides to implement Odd-Even system for plying of vehicles in order to curb pollution, the EVs shall be exempted from such arrangement.
- (iii) In order to support the EV ecosystem, the Government will undertake appropriate steps to reserve parking slots for EVs at key locations.
- (iv) 100% waiver on parking fee charges for EVs for 5 (five) years i.e during the policy period.
- (v) Registration Fees for all EVs shall be exempted.

8.7 Towards Funding of Subsidies

The subsidy to be provided will be borne by the Government by providing 20-30% waiver in the Motor vehicle tax levied at the time of Registration of the EVs.

- 8.8 All the benefits/subsidies provided by the Government shall stand terminated with the expiry of the policy period.

9. RECYCLING ECOSYSTEM – BATTERY AND EVs

- (i) The State Government will encourage the re-use of EV batteries that have reached the end of life by facilitating in the setting up of recycling units in collaboration with battery and EV manufacturers that focus on "Urban Mining" of rare materials within the battery for re-use by battery manufacturers.
- (ii) Charging Station operators will be encouraged to operate as end-of-life battery recycling agencies where Electric Vehicle owners can deposit their vehicle batteries that have reached their end of life and in return get a remunerative price for the battery. Disposal of EV batteries in any other manner – e.g., in or scrap, will not be allowed.
- (iii) The State Government will facilitate in inviting battery recycling business to establish their presence in the State.
- (iv) Appropriate protocols and investment subsidies for setting up such units shall be notified by the Government in consultation with stakeholders. Original Equipment Manufacturers (OEMs) shall also be held responsible for recycling of old batteries and their components.

10. CAPACITY BUILDING

- (i) The State Government shall facilitate in introducing short-term (viz. 4-6 months) courses, related to Electric Vehicles (EV), EV Charging Stations, and other EV system related courses in collaboration with academia including Polytechnics & Engineering Colleges.
- (ii) These courses shall be designed and reviewed in consultation with EV Industry and shall include short internship module at partnering Original Equipment Manufacturers (OEMs).
- (iii) The State Government shall endeavour to focus on skill development in light and precision assemblies, electrical power trains and mechatronics which shall contribute towards improving the entrepreneurship ecosystem in the State. The skilling will provide man-power pool to cater to Service centres, Retrofitting and Recycling of used Batteries.
- (iv) The State Government will consider a certification mechanism for the relevant courses through appropriate agencies.

11. NODAL AGENCY

- (i) The Directorate of Transport will be the Nodal Agency for implementation of the provisions of this Policy.
- (ii) Detailed scheme along with operational guidelines shall be put in place by the Nodal Agency for administering the programmes under this Policy and the same shall be reviewed periodically.
- (iii) The Nodal Agency may notify separate Registration and Road tax post the policy period for the electric vehicles.
- (iv) The Nodal Agency shall disburse the incentives / subsidies under this Policy on the basis of the recommendation of State Level Committee.

12. STATE LEVEL COMMITTEE FOR APPROVAL:

A State Level Committee (SLC) will be constituted with the following members to monitor implementation of the Policy and develop procedures and modalities as required:

- | | |
|---|--------------------|
| 1. Administrative Secretary (Transport), Govt. of Manipur | : Chairman |
| 2. Administrative Secretary (Finance), Govt. of Manipur or his representative not below the rank of Joint Secretary. | : Member |
| 3. Administrative Secretary (Textile, Commerce & Industry), Govt. of Manipur or his representative not below the rank of Joint Secretary. | : Member |
| 4. Administrative Secretary (Power), Govt. of Manipur or his representative not below the rank of Joint Secretary. | : Member |
| 5. Administrative Secretary (Tourism), Govt. of Manipur or his representative not below the rank of Joint Secretary. | : Member |
| 6. Director (Environment & Forest), Manipur | : Member |
| 7. Member Secretary, Pollution Control Board, Manipur | : Member |
| 8. Director (Transport), Manipur | : Member Secretary |

12.1 TERMS OF REFERENCE OF THE STATE LEVEL COMMITTEE:

- (i) Monitor Implementation of the provisions under the policy in a time bound manner.
- (ii) Ensure timely Issue of relevant Orders / Government Notifications and amendments as required.
- (iii) Bring about inter-departmental co-ordination in respect of matters related to this Policy.
- (iv) Approve Fiscal Incentives under the Policy.
- (v) Review the best practices adopted by different states/countries.
- (vi) Committee may co-opt experts in the field as member of the Committee
- (vii) Review the definition of EV, EV components, Battery and Charging Station or any other related definitions and approve the amendments as may be appropriate
- (viii) The High-Power Committee shall review the implementation and effectiveness of the Policy every six months and corrective measures / changes / amendments if required shall be done.
- (ix) Put in place an institutional mechanism required to implement this policy (e.g. notifying the list of approved vehicles, identifying public charging spaces and battery swapping locations etc.

13. APPROVAL OF INCENTIVES/SUBSIDIES:

- (i) State Level Committee constituted shall be empowered to go into the claim details and to decide for the grant of subsidy / Incentives.
- (ii) The percentage waive of MV tax for electric vehicles shall be channelled through the authorised registered Dealers of Electric Vehicles.

14. OTHER TERMS AND CONDITIONS

- (i) The percentage waive in MV tax provided under the Policy will be applicable only to those electric vehicle and hybrid electric vehicles, which conform to the latest notification, including for FAME-II, by the Department of Heavy Industries, Ministry of Heavy Industries and Public Enterprises, Government of India. The registered Dealers of EVs shall ensure conformity to the latest scheme and technology specifications of the Government of India, for the EVs eligible for subsidy under this Policy.
- (ii) The percentage waive In MV tax provided under this Policy shall be fungible with the approval of the State Level Committee.
- (iv) No Battery EVs registered in Manipur, having benefitted under this Policy, shall be issued No-Objection Certificate (NOC) for transfer to another State / UT until the expiry of 5 years from the date of registration of a new electric vehicle. However, in exceptional cases, if an EV is required to be shifted out of MANIPUR, then the matter will be referred to and decided by the State Level Committee.

- (v) All electric vehicles registered in Manipur shall be issued a green number plate in accordance with the latest notification of the Ministry of Road Transport and Highways, Government of India.
- (vi) All electric vehicles availing any kind of subsidy / fee waiver under this Policy should appropriately display a sticker indicating that it has been purchased under this Policy / scheme. The format of the sticker shall be provided by the Nodal Agency.
- (vii) Doubts relating to interpretation of any term or dispute relating to the operation of any provision under this policy shall have to be referred to the Nodal Agency for clarification/resolution and the decision of the Nodal Agency in this regard shall be final and binding on all concerned.
- (viii) No right or claim for any subsidy under this Policy shall be deemed to have been conferred merely on the ground of provision in this policy. Implementation of various provisions covering the subsidy, concessions etc. will be subject to the issue of detailed scheme/guidelines/statutory notifications wherever necessary in respect of each item by the concerned Nodal Agency / Administrative Department.
- (ix) If the State Government is satisfied that the benefits under the policy have been obtained by misrepresentation as to an essential fact or furnishing of false information, the Nodal Agency / Administrative Department Government may ask the concerned Dealer(s) / beneficiary(s) to refund the grant of MV tax waived after giving an opportunity to the Dealer(s) / beneficiary(s) of being heard.
- (x) The waive in MV tax being offered under this Policy shall be in addition to the demand incentives available in the FAME India Phase-II or latest scheme of the Government of India.
- (xi) The State Government reserves the right to modify any part of this Policy in public interest.

By orders and in the name of Governor,

MICHAEL ACHOM,
Secretary (Transport),
Government of Manipur.



EXTRAORDINARY
PUBLISHED BY AUTHORITY

No. 381

Imphal, Wednesday, February 17, 2021

(Magha 28, 1942)

GOVERNMENT OF MANIPUR
SECRETARIAT : TRANSPORT DEPARTMENT

NOTIFICATIONImphal, dated 17th February, 2021

No. 13/4/2005-T(MV) Pt: Whereas the draft Manipur Motor Vehicles (Pollution under Control) Rules, 2020 was published in the Manipur Gazette on 09-09-2020 vide notification of even number dated 01-09-2020 as required under sub-section 212 of the Motor Vehicles Act, 1988 (59 of 1988);

Whereas, objections and suggestions were invited till the expiry of 30(thirty) days from the date of publication of the notification in the Official Gazette from all persons likely to be affected thereby;

And whereas, no objections and suggestions were received by the Transport Department, Manipur within the stipulated 20(thirty) days' time.

Now, therefore, in exercise of the powers conferred by section 111(2)(d) and section 211A(1)(b),(c) and (2)(b) of the Motor Vehicles Act, 1988(59 of 1988), the State Government hereby makes the following rules, namely:-

THE MANIPUR MOTOR VEHICLES (POLLUTION UNDER CONTROL) RULES, 2021**CHAPTER- 1**
PRELIMINARY**1. Short title, extent and commencement, -**

- (i) These rules may be called The Manipur Motor Vehicles (Pollution under Control) Rules, 2021.
- (ii) They shall extend to the whole of the State of Manipur.
- (iii) They shall come into force from the date of their publication in the Official Gazette.

2. Definitions --- In these rules, unless the context otherwise requires, ---

- (i) "Act" means the Motor Vehicles Act, 1988 (59 of 1988);
- (ii) "AMC" means Annual Maintenance Contract;
- (iii) "ARAI, Pune" means Automotive Research Association of India, Pune;
- (iv) "BPL" means Bharat Petroleum Limited;
- (v) "CMV Rules" means the Central Motor Vehicles Rules, 1989;
- (vi) "Director of Transport" means the Head of Department of the Directorate of Transport, Government of Manipur.
- (vii) "DTC" means Departmental Technical Committee of the Transport Department, Government of Manipur, constituted under the Chairmanship of Administrative Secretary (Transport), Government of Manipur with the following members:-

(a) Director (Transport), Manipur	----- Member
(b) Joint Director (Transport), Manipur	----- Member/Secretary
(c) Deputy Director (Transport), Manipur	----- Member
(d) Representative of Member/Secretary, Manipur Pollution Control Board not below the rank of Junior Environmental Engineer/Manipur Pollution Control Board	
- (viii) "DTO" means District Transport Officer of the Transport Department, Government of Manipur duly appointed by the State Government for establishment and running of the Motor Vehicles Department under the provisions of section 213 of the Motor Vehicles Act, 1988;
- (ix) "Form" means Form appended to these rules;
- (x) "Gas Analyser" means an equipment used for the measurement of carbon monoxide among the gases in the exhaust caused by abnormal combustions of petrol driven vehicles;
- (xi) "GST" means Goods & Services Tax;

- (xii) "IOCL" means Indian Oil Corporation Limited;
- (xiii) "Licence" means a licence granted or renewed under these rules for establishment and running of a Pollution Checking Centre;
- (xiv) "Licensing Authority" means the Director (Transport), Manipur or any of his/her subordinate officer duly appointed in this regard.
- (xv) "Operator" means the holder of a licence granted for establishment and running of a Pollution Checking Centre;
- (xvi) "PUC" means Pollution Under Control;
- (xvii) "PUCC" means Pollution Under Control Certificate;
- (xviii) "Secretary (Transport)" means Administrative Secretary of the Transport Department, Government of Manipur; and
- (xix) "Smoke Meter" means an equipment used to detect and measure light blocked in smoke emitted by diesel driven vehicles.

CHAPTER-II

GENERAL

3. **Supersession of rule 198 of the Motor Vehicles Rules for Manipur, 1951.**

- (i) Rule 198 of the Motor Vehicles Rules for Manipur, 1951 is hereby superseded and shall be redundant.
- (ii) Notwithstanding such supersession, anything done or any action taken under the said rules shall be deemed to have been done or taken under the said rules.

4. **Testing fees for smoke emission and carbon monoxide levels for Motor Vehicles.**

(a) The fee for testing shall be as follows:-

- (i) 2 & 3 wheelers (both petrol & diesel driven) @ Rs. 50/-
- (ii) 4 wheelers /light motor vehicles (both petrol & diesel driven) @ Rs. 75/-
- (iii) 4 wheelers/medium vehicles (both petrol & diesel driven) @ Rs 85/-
- (iv) Heavy vehicles (bus & trucks) @ Rs 100/-

(b) Fee for re-testing after rectification shall be as follows:-

- (i) 2 & 3 wheelers (both petrol & diesel driven) @ Rs. 30/-
- (ii) 4 wheelers /light motor vehicles (both petrol & diesel driven) @ Rs. 50/-
- (iii) 4 wheelers/medium vehicles (both petrol & diesel driven) @ Rs 70/-
- (iv) Heavy vehicles (bus & trucks) @ Rs 80/-

5. (i) **Pollution Testing Officers:** The following officers/staff of Transport Department (MVD) and Manipur Pollution Control Board are designated as Pollution Testing Officers:-

(a) Motor Vehicles Department:

- (i) Motor Vehicles Inspectors (Mechanical/Enforcement)
- (ii) Sub- Inspectors (Enforcement)
- (iii) Assistant Sub- Inspectors (Enforcement)

(b) **Manipur Pollution Control Board:** Representatives of Member/Secretary, Manipur Pollution Control Board not below the rank of Junior Environmental Engineers (Mech) and Smoke Testers (equivalent to SO/ Grade -III) of MPCB.

(c) Authorized operators for pollution checking who are manning Pollution Checking Centres under the licence granted by the Transport Department, Government of Manipur.

(ii) **Trainings:** The Enforcement officers and the Authorized operators for pollution checking who are manning Pollution Checking Centres under the licence granted by the Transport Department, Government of Manipur listed above shall have to undergo proper training on handling the testing machines (smoke meter & gas analyser) to be imparted by the service engineers of the standard equipment manufacturers/suppliers/dealers concerned or by the Mechanical Inspectors of the Transport Department who are handling /manning the Smoke Testing Centres from time to time.

CHAPTER-III
SPECIAL FEATURES

6. Outsourcing of Pollution Testing Centres under the Public Private Partnership (PPP) Mode:

- (a) (i) The State Transport Department shall mandate a PUC centre at every fuel station in their State.
(ii) The Calibration of PUC machines shall be done at regular periodicity by third party agencies duly authorised by the Transport Department of the State. Further, the Transport Departments shall conduct random checks of the PUC centres and also enforcement drive for PUC compliance by Motor Vehicles Owners.
(iii) Pre-payment of PUC fee before the test shall be conducted.
(iv) Well-equipped mobile test centre and a programme to check visibly polluting vehicles shall be introduced.
(v) Penalty shall be as per section 190 of the Motor Vehicles Act, 2019, for PUC centres for non-compliance and malpractices and to cancel the authorization of non-compliance PUC centres.

Note:

Rule 6 (a) In accordance with the Advisory to the State Governments in terms of Hon'ble Supreme Court's order dated 10-08-2017 passed on the matter of W.P.(C) No. 13029 of 1985, M.C Mehta V/s Union of India circulated vide Ministry of Road Transport & Highways letter no. RT-11021/47/2014-MVL dated 29th August, 2017.

(b) Eligibility Criteria for establishment/running of Pollution Checking Centres: Authorised Motor Dealers who are the holders of valid Trade Certificates issued by the Department of Transport/District Transport Officers from time to time and designated Petrol Pump Retailers who are possessing valid licences issued by the Indian Oil Corporation Ltd. (IOCL) or Bharat Petroleum Ltd. (BPL)/NRL etc shall be eligible to establish/run Pollution Checking Centres within their premises subject to the standard terms & conditions/standard operating procedure as prescribed in this rules.

(c) And any other Private Firm/Private Limited Company registered under the Companies Act, 2013 (No. 18 of 2013) or under any other relevant Corporate Regulatory Act or any interested/competent individual, having intimate knowledge of environmental hazards due to vehicular emissions, protection of ambient air standard, pollution control aspects etc. shall also be eligible to establish/run Pollution Checking Centres subject to fulfilment of various service conditions as laid down in this rule.

7. Licensing of operator: No person shall engage himself in the business of establishment and running of Pollution Checking Centre under this Rule without licence.

8. Application for grant or renewal of licence: An application for the grant or renewal of a licence for establishment and running of Pollution Checking Centre under this Rule shall be made in FORM-1 along with a self-declaration made in FORM-2 to the Licensing Authority of the State in which he resides or has his principal place of business and shall be accompanied by a fee of Rs. 5,000/- per annum and Rs. 1,000/- per sub-centre per annum.

9. Security of application: A licensing authority shall, before granting or renewing a licence take into consideration the following namely: -

- (i) That applicant has a good moral character and has intimate knowledge of environmental hazards due to vehicular emissions, protection of ambient air standard, pollution control aspects etc.
(ii) That the main centre or the sub centres of the applicant is either owned by the applicant or is taken on lease by him or is hired his name and it has adequate space for reception room, administrative section and equipment section etc.
(iii) That the applicant has necessary facilities for the housing, maintenance and repair of his equipment.
(iv) That the financial resources of the applicant are sufficient to provide for the continued maintenance of his staff under payroll and procurement/periodic maintenance of requisite/standard equipment.
(v) That the applicant has to recruit minimum skeleton staff/tester for the establishment and running of Pollution Testing Centre/Sub Centres if any under his payroll.

10. Grant of licence: The licensing authority may, on received an application in FORM-1 along with FORM-2 (self declaration) and after satisfying that the applicant has complied with general conditions / standard operating procedures (SOPs) prescribed under Rule 15 (i) to (vi) and Rule 17 (i) to (xxxii), grant or renew

the licence in FORM-3 after payment of prescribed fee and subject to approval of the Departmental Technical Committee (DTC).

11. Power of licensing authority to suspend or cancel the licence:

(1). If the licensing authority is satisfied after giving the holder of the licence, an opportunity of being heard, that he has

- (i) failed to comply with the provisions of general conditions and standard operating procedures (SOPs) prescribed under **Rule 15 (i) to (vi) and Rule 17 (i) to (xxxii)**,
- (ii) any one of his employees has misbehaved with the customers; or
- (iii) any complaint against the licensee by any stakeholder has been proved beyond reasonable doubt;
 - (a) suspend the licence for a specified period, or
 - (b) cancel the licence.

(2). Where the licence is liable to be cancelled or suspended and the licensing authority is of opinion that having regard to the circumstances of the case, it would not be necessary or expedient to cancel or suspend the licence, if the holder of the licence agrees to pay the fine that may be imposed by the Licensing Authority, then notwithstanding anything contained in clause (1), the Licensing Authority may instead of cancelling or suspending the licence, as the case may be, recover from the holder of the licence, the said fine.

(3). When the licence is suspended or cancelled under clause (1), the holder of the licence shall surrender the licence to the Licensing Authority.

12. Appeal: Any person aggrieved by any order of the Licensing Authority under rule 10 (1), may within 30 days of the receipt of the order appeal to the State Transport Appellate Tribunal (Administrative Secretary/Transport).

13. Procedure for appeal:

- (a) An appeal under Rule 12 shall be preferred in duplicate in the form of a memorandum setting forth the ground of objections to the order of the Licensing Authority.
- (b) The State Transport Appellate Tribunal may after giving an opportunity to the parties to be heard and after such enquiry as it may deem necessary, pass appropriate orders.

14. Voluntary surrender of the licence: The holder of a licence may at any time surrender the licence issued to him to his Licensing Authority which granted the licence and, on such surrender, the Licensing Authority shall cancel the licence. The holder of the licence before surrendering the licence shall clear any outstanding dues if any.

15. General conditions to be observed by the holder of the licence: The holder of a licence shall—(i) maintain a register separately for diesel or petrol driven vehicles for recording all the physical affects for pollution checks done on daily basis in FORM-4.

- (ii) not to shift the principal place of Pollution Checking Centre/Sub-Centres mentioned in the licence without the prior approval in writing of the licensing authority which granted the licence;
- (iii) keep the premises and all the records and registers maintained, open for inspection at all reasonable times by the licensing authority or by any person not below the rank of motor vehicle inspector as may be authorised in this behalf by the licensing authority;
- (iv) submit from time to time, to the licensing authority such information and return as may be called for by it;
- (v) display at a prominent place in its main centre and its sub centres, the licence issued in original and certified copies thereof, attested by its licensing authority;
- (vi) maintain in their main office and branch offices at a conspicuous place a "Complaint Book" in the Form 5 with serially numbered pages in triplicate. The licensee shall despatch the duplicate copy of complaint, if any, to the licensing authority by registered post expeditiously and in any case not later than 3 days;
- (vii) maintain a suggestion box in their main centre and branch centres and forward their suggestions received with their comments, if any, to the licensing authority, once a month.

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CHAPTER-IV
INTEGRATION OF PUC DATA WITH VAHAN

16. Online uploading of emission results: The emission results obtained during testing as per clause (i) or clause (ii) of sub-rule (2) of rule 115 of the Central Motor Vehicles Rules, 1989, shall be electronically uploaded through online process to the State Register of Motor Vehicles.

Note:

As laid down in Document No. MoRTH/CMVR/TAP-115/116 as amended from time to time vide Gazette of India Extraordinary, part II -Section 3- Sub-section(i) published by the Ministry of Road Transport and Highways, Government of India under Notification No. G.S.R. 527(E), New Delhi, the 6th June, 2018(may refer to <https://morth.nic.in>).

CHAPTER-V
STANDARD OPERATING PROCEDURES (SOPS)

17. Standard Operating Procedures:

(i) The authorized Pollution Checking Centres shall display banners/boards/hoardings prominently for public views as per specimen given by the Department.

(ii) The Centre shall set up cabin (of minimum size of 2.5 meter long, 2 meter wide and 2 meter high) for placing the equipment and computer hardware. There shall be sufficient space for the operator to move inside the cabin. The cabin shall be appropriately designed to protect the system from heat, direct sunlight and rain and should be properly ventilated.

(iii) The Centre shall deploy the authorized operator for pollution checking trained by the service engineers of the concerned manufacturer/supplier/dealer at the time of initial appointment and subsequent training as directed by Transport Department, Government of Manipur from time to time. The authorized pollution checking operator shall have minimum qualification of ITI in Motor Mechanic/Auto Mechanic/ Scooter Mechanic/Diesel Mechanic or its equivalent and should be in regular employment of the concerned Centre.

(iv) The Centre shall take prior approval of the Transport Department, Government of Manipur in respect of pollution checking operator to check and issue Pollution Under Control Certificate (herein after referred to as PUCC). They shall also submit specimen signatures of proposed authorized operators duly attested in prescribed Performa.

(v) The Centre shall have all the requisite licenses and permissions from local bodies and other authorities such as Taxation Department etc.

(vi) The Centre shall procure and use only the approved machines as per rule 116 (3) of Central Motor Vehicles Rules, 1989. The Centre shall also procure and use Computer, Web Camera, Inkjet Printer and other accessories as deemed fit for the purpose. The Centre shall subject to inspection and approval by the Transport Department, Government of Manipur to ensure proper functioning.

(vii) The Centre shall scrupulously follow the code of practice as prescribed by Automotive Research Association of India (ARAI), Pune.

(viii) The Centre shall have an Annual Maintenance Contract (AMC) for Smoke meter/Gas Analyzer and other equipment like Computer, Printer, Web camera etc. with their manufacturer or its authorized dealer to ensure the pollution checking equipment is regularly serviced and calibrated. The valid calibration certificate in prescribed Performa of ARAI calibration issued by equipment manufactures shall be displayed in cabin used for pollution checking centres.

(ix) The Centre shall carry the span calibration of the analyzer using gas bottle at least once in four months and whenever analyzer is moved to a different place (as per the guidelines issued by ARAI). The total record of calibration should be maintained and in case of shift of calibration beyond accuracy (3% of full scale), calibration period shall be suitably reduced.

(x) The Centre shall procure a dedicated internet connection either through a "Broadband" or "Data Card" having continuous connectivity with the central server with a minimum speed of 1 mbps, from a

company of repute duly authorized by the Telecom Regulatory Authority of India (TRAI). It shall not be used for any other purpose.

(xi) The Centre shall scrupulously observe testing procedure for pollution checking as prescribed under rule, 115 of Central Motor Vehicles Rules, 1989 and in accordance with equipment operation manual and guidelines issued by Transport Department, Government of Manipur.

(xii) The Testing Centres shall charge the testing/re-testing fees as prescribed by the Transport Department, Government of Manipur (with the revisions made from time to time).

(xiii) The Centre shall perform pollution checking of only those types of vehicles for which it has been authorized. The PUCC shall be issued only for those vehicles, which conform to the standard prescribed under rule 115(2) of CMV Rules, 1989.

(xiv) The Centre shall issue the PUCC strictly as per the sample and manner given by the Transport Department, Government of Manipur along with photograph number plate of vehicle captured by web camera. None of the entries in the PUCC would be made manually except the signature of authorized operator.

(xv) The Centre shall maintain the counterfoils of PUCC for a minimum period of one year and detailed pollution checking record (Daily Report) for minimum period of five years.

(xvi) The Centre shall periodically submit daily checking record, monthly report and other information relating to pollution checking to the Transport Department, Government of Manipur in the format, manner and periodicity as prescribed by the Department.

(xvii) At any stage, if it is found that the Centre is violating the terms and condition as prescribed by the Transport Department, Government of Manipur or indulging in any unlawful activity or the analyzer or other equipment are not functioning properly, the Transport Department, Government of Manipur may suspend the pollution checking activities of the Centre after serving proper notice.

(xviii) The Centre shall always remain open to permit inspection by the inspecting staff of Transport Department, Government of Manipur so as to ensure proper facilities to the customers/motorists.

(xix) The Centre shall deposit prescribed fee of Rs 5000/- per annum by demand draft drawn in favour of Director (Transport), Government of Manipur from any nationalised/scheduled bank and payable at Imphal or by e-transfer through designated payment Gateway of Transport Department, Government of Manipur for grant/renewal of authorization by the prescribed date.

(xx) The authority for grant, renewal and cancellation of authorization to function as Pollution Checking Centres shall solely vest with the Transport Department, Government of Manipur.

(xxi) The Centre shall abide all the rules/ law of the land and shall not cause inconvenience to general public.

(xxii) The Centre shall upgrade/replace its pollution checking equipment, if so, directed by the Transport Department, Government of Manipur, from time to time so as to comply with the revised tail pipe emission norms and/ or procedure of their measurement.

(xxiii) Once the authorization of the Pollution Checking Centre is cancelled, the same would be barred for a period of one year from the date of cancellation from applying for reauthorization as Pollution Checking Centre.

(xxiv) The owner(s) of the cancelled Centre is/are not given authorization before the expiry of the barred period, even if he/they applies/apply for such authorization at some other location/place which is also owned by him/them or rented, leased etc.

(xxv) Such cancelled centre is /are not given authorization before the expiry of the barred period, at the same place, if application is made in some other applicant name(s).

(xxvi) Pollution Checking Centre cancelled for issuance of fake/ fraudulent Pollution Under Control/Certificate(s) shall be considered for re-authorization only if it deposits a performance security of Rs.25,000/- (Rupees twenty five thousand only) by Demand Draft drawn in favour of Director

authorization shall be initially granted temporarily for the period of one year and shall be further renewed only if the performance of the PCC is found to be satisfactory.

(xxvii) The authorized operator who is found to be involved in a fraudulent activity shall not be engaged as authorized operator by the PCC.

(xxviii) The Centre would meet all the conditions of eligibility criteria and shall continue to fulfil said conditions during the period of authorization by Transport Department.

(xxix) The Centre shall prominently display the prevalent rates for pollution checking as prescribed by the department from time to time, prevalent emission norms/ standards, steps for pollution checking, code No/Nos. and name of pollution checking Centre.

(xxx) The owner of the PUC Centres would neither sublet nor subcontract nor would give the PUC Centres on rent to any third party and would run it through his own employee under his own supervision.

(xxxi) The Transport Department, Government of Manipur shall not bear any claims, damage or loss whatsoever incurred to the Pollution Testing Centre.

(xxxii) The authorised Testing Centre has to abide the provisions of Rule 7 regarding compulsory of linking of PUC data with VAHAN database.

By orders & in the name of the Governor,

P. VAIPHEI,
Additional Chief Secretary (Transport),
Government of Manipur.

MANIPUR



GAZETTE

**EXTRAORDINARY
PUBLISHED BY AUTHORITY**

No. 38

Imphal, Thursday, April 27, 2023

(Vaisakha 7, 1945)

**GOVERNMENT OF MANIPUR
SECRETARIAT : TRANSPORT DEPARTMENT**

NOTIFICATION

Imphal, the 10th April, 2023

RWS-303/17/2020-T(MV)-TPT-Part(1) : The Governor of Manipur is pleased to notify **"Manipur State Road Safety Policy, 2023"** in public interest and safety. The policy shall come into force with effect from the date of publication of this Notification in the Extraordinary Gazette.

Manipur State Road Safety Policy, 2023 is hereunder,

MANIPUR ROAD SAFETY POLICY, 2023

PREAMBLE:

The primary mode of transport in Manipur is road transport. Road transport has been found to be a major contributor of accidents, fatalities and injuries. With the ever-increasing urbanization, and migration to city and towns has put enormous pressure even on the city roads. On the otherhand, hilly districts of the state, which form most of the area of the State, have witnessed major road accidents due to difficult features of hilly terrains and bad road infrastructure.

The efficient, effective and planned transport system is thus not only a desire to be implemented but rather a commitment to manage Road Safety challenges. It requires expansion of capacities, better road engineering, modernization of transportation modes, development of urban transportation, development of trained and skilled human resources and more importantly to organize and introduce efficient and effective smart traffic management system.

2. VISION AND OBJECTIVES

Government of Manipur is committed to :-

- I. Rise awareness about road safety issues– The Government would make a concerted campaign to promote awareness about the various aspects of road safety, the social and economic implications of road accidents and what needs to be done to curb the rising menace of road accidents. This would enable and empower the different stakeholders to play a meaningful role in promoting road safety.
- II. Improve the quality of crash investigation and of data collection, transmission and analysis.
- III. Strengthen the system of driver licensing and training to improve the competence and capability of drivers.
- IV. Take steps to save the precious lives which are lost in the road accidents and to take comprehensive measures covering engineering, architecture, enlargement, education, emergency care and use of advanced technology to stop and reverse increasing trend of road accidents, number of deaths and injuries. The objective of the policy is to provide safe road and safe passage to users for both personal as well as commercial transport modes. The intent is to reduce the fatalities and injuries by 50% by the year 2030 considering 2022 as the base year.

3. MEANS TO ACHIEVE OBJECTIVES :

To realize the vision and objective of this policy, the Government commits to take following measures:-

3.1 SAFE ROAD AND MOBILITY :

- (i) Black spots have been found to be the main cause of the road accidents. The black spots thus shall be identified as per the protocol i.e., annual time table to be drawn up by Works Department for necessary rectification. Moreover, it is proposed that in order to implement Road Safety initiatives, new developments of roads will be put to safety audit system and the design of roads will also follow a protocol to avoid any future black spots in the network. Government will create a permanent task force for this purpose.
- (ii) All the existing and new roads shall be equipped with standard traffic control features like Signs, Marking, Crash Barriers, Delineators and natural plantation barrier alongside the State Highways and other roads etc.
- (iii) The encroachment of roads, pathways and pedestrian paths has become one of the reasons for road accidents and congestion. In order to provide safer roads, the removal of encroachment of roads and pathways shall be strictly enforced. The Police, Municipal Corporations shall be made accountable to ensure encroachments on roads, pathways and pedestrian paths are removed.
- (iv) In order to provide safer roads and mobility, the Government after due process and consultation with stake holders, shall declare certain business areas as traffic free areas. The Government will encourage the general public to walk shorter distances.

- (v) In order to decrease the vehicle population on roads, the Government will adopt innovative features and modernize the public Transport System. In order to achieve the objective, the Government will increase the operations of Manipur State Transport buses and shall also encourage private bus owners to introduce smart buses to reduce private transport as far as possible.
- (vi) Safer roads and free mobility cannot be achieved unless sufficient parking spaces are made available. Particularly in Imphal Municipality area, MAHUD Department will be entrusted with responsibility to create multi-level car parking buildings and other parking spaces within Imphal City. It will also be endeavour of the Government to encourage non-governmental institutions/individuals to develop private lands for parking purposes. Building by-laws shall be amended to make it happen and to provide incentives to encourage this. In addition to this Government will also encourage setting up of Bus Terminals in every district headquarter.
- (vii) No new commercial vehicle shall be allowed to be registered and introduced in the State without installing speed limit device (Speed Governor) as is now required under Motor Vehicle Rules. The installation of Speed Limiting Device to the private vehicles registered prior to 1st October 2015 shall be strictly implemented.
- (viii) Installation of vehicle location tracking devices to all the passenger transport vehicles will be made compulsory for safety of women and children.

2. INSTITUTIONAL FRAMEWORK & FUNDING:

- (i) The Government constituted a Manipur Road Safety Council headed by Minister Transport, Manipur. The Council is tasked with responsibility to advise the Government for steps to be taken for achieving the objectives of safe roads.
- (ii) The Council shall ensure implementation of the directions issued from time to time by the Supreme Court Committee on Road Safety and furnish Compliance Report in a time bound manner.
- (iii) A dedicated and non-lapsable State Road Safety Fund shall be created to fund various road safety activities on coordination with all stakeholder and concerned government agencies. The Council shall manage the State Road Safety Fund and ensure that the fund is effectively utilized.
- (iv) Funding of Road Safety measures shall be achieved through Manipur Road Safety Fund Scheme, 2019 which is created mainly by contributing 50% of the penalties collected from the traffic rule violators and this fund will be a non-lapsable corpus fund for funding for Road Safety initiative. Other road safety funds released from the Central Government will also be clubbed to this road safety fund.
- (v) MPs/MLAs shall be requested to use some portion of constituency development fund for undertaking road safety works.

- (vi) The business/industrialists and others from the public shall be encouraged to contribute and donate towards the Road Safety Fund.
- (vii) The motor vehicle Dealers will also be requested to donate fund in road safety fund as well as to conduct road safety awareness programs at least twice in a year.

3. EMERGENCY MEDICAL SERVICES FOR ROAD ACCIDENTS:

- (i) In order to reduce fatalities and deaths, effective post-crash response shall be a great help, as such creating of network of Trauma Health Care facilities on National Highways and State Highways shall be the endeavour of the Government.
- (ii) In order to increase post-crash response, Trauma Health Care Centres shall be established at accident prone stretches of the roads with critical care ambulances and basic life support devices. The Government will strengthen the Hospitals/Primary Health Centres nearer to roads to cater the requirements of post-crash responses.
- (iii) The District Administration shall be sensitized to establish first response care through community living on the road sides and train able bodied persons living along National Highways/State Highways in the art of Trauma Care.
- (iv) The principle of "bring them alive", "keeping them alive" till they reach hospital/trauma centre can be achieved, if critical ambulances reach the accident spot(s) without any loss of time. Hence, it shall be the endeavor of the Government to provide clear route path for ambulances or other alternatetransport through a legal mechanism. In this regard, the Home Department shall formulate standards and protocols for providing obstruction free path to critical trauma patient carrier. Police, Home guards, School Teachers and local health workers shall be made part of this legal mechanism to provide obstruction free road to trauma patient carrier.
- (v) To improve communication system available with police & other emergency services as a means to reduce response time and to assist err planning and implementation of Traffic Aid Post Scheme.
- (vi) Health Department to train police, fire and other emergency service personnel such as those on ambulances and paramedics involved in basic first aid for road crash victims.
- (vii) To involve Volunteers of organizations like Civil Defense Organization, Red Cross, etc. To develop local and regional trauma plans based on study of post-accident assistance and consequences of road traffic accident casualties.
- (viii) The State Government to come up with an award scheme to those vehicle owners who carry victims in road accidents to the nearby hospital.

4. ESTABLISHMENT OF SAFE TRANSPORT INFRASTRUCTURE:

- (i) In order to improve Road Safety, it shall be the endeavor of the Government to provide safe transportation infrastructure, systematic improvement of safety for impaired/elderly and children shall be ensured during the mobility.
- (ii) Operation of smart transportation modes with GPS/GIS Vehicle Tracking System and CCTVs by Public/Private Transporters shall be ensured.
- (iii) The Government will ensure that Municipal Corporation and Municipalities establishment to install, monitor and maintain traffic signals at all congested crossings to ensure safe and pleasant driving.
- (iv) The Government will take steps to ensure that safety aspects are built in at the state of design, manufacture, usage operation and maintenance of all types of vehicles in line with prevailing standards in order to minimize adverse safety and environment effects of vehicle operation on road users and infrastructure.
- (v) The behaviour of a driver is the major cause of traffic/road accidents, yet investment is concentrated on road facilities under the present circumstances. It is necessary to spend some road facility budget on driver education and training to improve the competence and capability of driver. The Government shall in this regard open training/education Centres at different places of state and shall also strengthen the driving licensing system and policy to ensure that driving license holder has basic knowledge of the road safety measures.

5. ENFORCEMENT:

- (i) Violation of traffic laws and regulations has been found as one of the reasons for road accidents. In order to reduce and prevent violation of traffic laws/regulations, the Government shall take appropriate measures to improve and enhance the capacity of Enforcement Agencies. In this regard, the Law Enforcement Agencies shall be equipped with advanced devices to detect over speeding, red light jumping, drunken driving, illegal movement obstruction and helmet/seat belt violation etc.
- (ii) The Law Enforcement Agencies shall be sensitized to ensure checking of fitness of the vehicles as per the protocol/time schedule, detection of unauthorized driving and driving by minors. The Government has already introduced computerization of the Motor Vehicles Department. The Transport Department in collaboration with Health Department will ensure that periodic Eye/Health checkup of drivers is conducted from time to time. The road accidents data will be analysed from iRAD (Integrated Road Accident Database) to check and find out means to reduce its rate.
- (iii) To take appropriate measures to improve the capacity of Transport Department and the Traffic Police Department.

- (iv) To take appropriate steps to ensure that the enforcement authorities are adequately strengthened, upgraded, manned, trained, and equipped and empowered to carry out their functions by ensuring safe road use and orderly traffic flow including the traffic situation, land use and road network planning, etc.
- (v) To form flying squads and establish Road safety check points at vital points to check the menace of overloading both passenger and goods. The penalties imposed will include Suspension/cancellation of Route Permits/Driving License and Agents License besides fine as envisaged under Motor Vehicle Act, 1988 and denial of further Permits/Licenses/Agent License to the violators.

6. RAISING AWARENESS ABOUT ROAD SAFETY, EDUCATION AND TRAINING:

- (i) Raising awareness among key decision-makers, stakeholders and NGOs to facilitate them for planning and promoting road safety.
- (ii) Raising awareness about the gravity of road safety issues amongst all citizens of the state and particularly the youths, elders and the school students.
- (iii) To enlighten various road user groups with respect to their roles and responsibilities.
- (iv) To Encourage the inclusion of road safety awareness as part of educational curriculum for students of various age groups. To involve the school and college students in road safety awareness activities. To establish Road Safety Clubs in Schools/Colleges/Universities.
- (v) Creating awareness to parents, students, school van/bus owners on the guidelines regarding carrying capacity of school vehicles to avoid overloading.
- (vi) Creating awareness to parents and vehicle owners regarding the legal provisions against allowing the use of vehicles by underage students.
- (vii) To develop and implement road safety publicity campaigns by using the creative resources of both Government and professional agencies and NGOs for various target groups as per their respective requirements.
- (viii) Also Planning and implementing community-based road safety programme to engage local as well as non-government partners in the areas of road traffic safety that most affect their daily lives.
- (ix) Planning designing and implementing training programmes for various specific groups involved in road safety management tasks e.g., Traffic Personnel, Highways, Engineers, School Teachers, Town Planners, NGOs/SHGs.
- (x) It shall be the 'Endeavour of the State Government to celebrate Road Safety Traffic Week in the month of January and World Road Safety Victims Day on 3rd Sunday in November every year.

- (xi) Develop awareness about the Supreme Court's guidelines for the protection of Good Samaritans in road accidents.

7. HRD, RESEARCH & INTELLIGENT INFORMATION SYSTEM FOR ROAD SAFETY:

- (i) The reporting of important details at the scene of accident shortly after the occurrence of the accident which is also done in iRAD.
- (ii) To set up a system for identifying new areas for research with a special attention to safety of the vulnerable road users.
- (iii) To consolidate the results already available from research projects and resource material nationally & internationally for widespread dissemination among engineers, concerned Departments, NGOs & road safety professionals.
- (iv) In order to provide safer roads and mobility, the Government will establish center of excellence in the State to create capacity in road safety research as well as human resource for road safety engineering.
- (v) Identify and nominate key institutions to carry out road safety research in the State in collaboration with other hilly States. Formulate strategies for implementing Road Safety Initiatives in the State.

8. SOCIAL SECURITY FOR THE ROAD ACCIDENT VICTIMS:

- (i) Every accident victim to be treated on priority in nearest hospital free of cost.
- (ii) Building information system to report accidents and help the victims in the shortest possible time and provide immediate medical care without asking for any legal formalities in the first instance. In this regard, Hon'ble Supreme court has already ordered that accident victim should be attended without any formality either by Police or Doctor. Government of India has already issued notification in this regard; Government will ensure that Good Samaritan isn't put to any legal formalities.
- (iii) In case of major injuries involving higher treatments and expenses and in some cases deaths also the next of kins shall be suitably compensated by the insurance companies through Third Party Insurance.

9. SAFETY FOR VULNERABLE ROAD USERS:

- (i) Manipur State Government will consider all the needs of the non-motorized vehicles, pedestrians, children, elderly and persons with disability in appropriate manner in designing and construction of all roads/intersections in both the rural and urban areas of Manipur.

- (ii) The encroachments on roads, pathways and pedestrian paths have become one reason for road accidents and congestion. In order to provide safety for vulnerable road users, the removal of encroachment of roads and pathways shall be strictly enforced and building pedestrians pathways and bicycle lanes in selected areas to be ensured.

10. IMPLEMENTATION AND AMENDMENT TO THE POLICY:

- (i) This Policy indicates a broad outline of the measures to be taken for road safety. The various departments/stakeholders of the State Government will formulate specific measures and take appropriate action to give effect to this policy. Departments will submit their proposal and/or any difficulty in implementation to the Manipur Road Safety Council through Lead Agency with a copy to the Director (Transport).
- (ii) The State Road Safety Council shall periodically review the implementation and proposals for amendment to the policy by stake holder, if any, and make recommendations to the Government as and when required.
- (iii) Government of Manipur shall have the right to review the provisions of this policy from time to time and include/amend/delete provisions as it may deem fit.

By orders and in the name of Governor,

MICHAEL ACHOM,
Secretary (Transport),
Government of Manipur.

**GOVERNMENT OF MANIPUR
SECRETARIAT: TRANSPORT DEPARTMENT**

NOTIFICATION
Imphal, the 13th February, 2025

No.RWS-503/1/2022-T(MV)-TPT: In exercise of the powers conferred by the Motor Vehicles (Registration and functions of Vehicle Crapping Facility) Rules,2021 vide G.S.R.653(E) dated 23-09-2021 of the Motor Vehicle Act, 1988, the Governor of Manipur is pleased to notify **"THE MANIPUR VEHICLE SCRAPING POLICY, 2024"** as given below:

"THE MANIPUR VEHICLE SCRAPING POLICY, 2024"

INTRODUCTION

The rapidly growing Indian population, when coupled with increasing economic levels, leads to substantial vehicular growth. This phenomenon of increase in growth of vehicular ownership has far reaching effect on the environment. The rise in vehicle population is also one of the major factors of environmental pollution. The need for controlling environmental pollution coupled with providing safe mode of transportation, there is a need to scrap the unfit vehicle or in other words to take away the unfit and unsafe vehicle from the road. In this backdrop, the Ministry of Road Transport and Highways (MoRTH) notified the Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 vide G.S.R. 653(E), dt. 23rd September, 2021 with the aim to reduce pollution by scrapping 1 Cr vehicles without valid fitness and registration, improve road, passenger and vehicular safety, improve fuel efficiency and reduce maintenance cost for vehicle owners, to boost auto sector sales and generate employment, to formalize the currently informal vehicle scrapping industry, to boost availability of low-cost raw materials for automotive, steel and electronics industry lays down the procedure for establishment of "Registered Vehicle Scrapping Facility" (RVSF) for carrying out dismantling and scrapping operations of "End of Life" vehicles, which is applicable to all vehicles and their last registered owners, Automobile collection centres, Automotive Dismantling, Scrapping and Recycling Facilities and recyclers of all types of automotive waste products.



Keeping in view of the above, the Department of Transport, Government of Manipur in order to provide safe environment to public is to introduce the "Vehicle Scrapage Policy of Manipur,2024".

2. OBJECTIVES OF THE POLICY

- 2.1 Scrapping out or phasing out the old and unfit vehicles in order to provide road safety and clean environment.
- 2.2 Creating incentives in the form of rebate in motor vehicle tax or registration fees.
- 2.3 Establishing Automated Testing Stations.
- 2.4 Establishing Registered Vehicle Scrapping Facilities - public or private
- 2.5 Creating employment opportunities
- 2.6 Creating dis-incentives in the form of higher fees for renewal of registration or green tax
- 2.7 Promoting of circular economy in an eco-friendly manner.

3. DEFINITIONS

- 3.1 "Act": The Motor Vehicle Act, 1988 (Central Act 59 of 1988).
- 3.2 "Age of Operation": It is the age beyond which no permit shall be issued.
- 3.3 "Critical Age": 10 years of vehicle from the year of manufacture.
- 3.4 "Environment Compensation Charge": This is the charge to be collected from the vehicle of age more than critical age for causing more damage to the environment.
- 3.5 "Road Risk Charge": This is the charge to be collected from vehicles of age more than critical age for causing more road risks for the road users and the general public.
- 3.6 "Scraping Incentives": These are the rebates and discounts provided in the form of either motor vehicle tax or registration fees.
- 3.7 "Scrap Value": It means the value of the vehicle as mutually agreed through a digital portal to be provided by the State Government and paid to the vehicle owner or the authority depositing a vehicle to the registered scrapper for scrapping purposes. Any other term used would have the same meaning as assigned in the Motor Vehicle Act, 1988.



4. **APPLICABILITY**

- 4.1 To all end-of-life vehicles
- 4.2 To all Registered Vehicle Scrapping Facilities (RVSFs)
- 4.3 To all Automated Testing Stations (ATS)
- 4.4 To all registering authorities
- 4.5 To all departments who are supposed to issue a No Objection Certificate (NOC) for the registration of RVSFs.

5. **CRITERIA FOR SCRAPPING OF VEHICLES**

The following vehicles shall be scrapped at an RVSF -

- 5.1 Vehicles which have not renewed their Certificate of Registration (RC).
- 5.2 Vehicles which have not been granted a certificate of fitness.
- 5.3 Vehicles which are 15 years old and above, owned by the Govt./PSUs/Govt agencies/Autonomous Councils, etc., as specify at Rule 52A of the Central Motors Vehicles Rules, 1989.
- 5.4 Vehicles which have been damaged due to fire, riot, natural disaster, accident or any calamity, following which the registered owner self certifies the same as scrap.
- 5.5 Vehicles which have been declared obsolete or surplus or beyond economic repair by the Central or State Organisations of the Government and have been offered for scrapping.
- 5.6 Vehicles bought by any agency including Registered Vehicle Scrapping Facility in an auction for scrapping the vehicles.
- 5.7 Vehicles which have outlived their utility or application particularly for projects in mining, highways, power, farms, etc., as may be self-certified by the owner.
- 5.8. Manufacturing rejects, test vehicles, prototype, vehicles damaged during transportation from vehicle original equipment manufacturer to dealers or Unsold or unregistered vehicles as maybe certified by the vehicle original equipment manufacturer.
- 5.9 Auctioned, impounded or abandoned vehicles by any enforcement agency.
- 5.10. Any other vehicle voluntarily offered to a Registered Vehicle Scrapping Facility for scrapping by the owner.



6. PRINCIPLES

- 6.1 Incentives-based system to facilitate the phasing out of unfit vehicle population
- 6.2 Utilizing disincentives to make use of old/unfit vehicles a costly affair
- 6.3 Creating a compensatory corpus to neutralize the burden of incentives
- 6.4 To generate awareness through media, IEC activities, and programs in educational institutions
- 6.5 Creating environment and road safety
- 6.6 To create a win-win situation for the vehicle owners, the Registered Vehicle Scrap Facilities, the Government, and society.

7. INSTITUTIONAL FRAMEWORK

- 7.1 The Transport Department shall establish the required numbers of Automated Testing Stations (ATS) on its own or through private agencies and facilitate the establishment of scrapping infrastructure through RVSFs for proper disposal of unfit vehicles.
- 7.2 It is the responsibility of the state to ensure safe vehicles on roads through statutory and periodical mandatory fitness testing of the vehicles.
- 7.3 To discharge the duty of statutory fitness testing of vehicles, the fitness process should be controlled and monitored by the state government.
- 7.4 Higher fitness fees will be imposed on the critical age vehicles as a tool to disincentivize the critical age vehicles from being operated. Further, the higher fees shall be taken by the government to neutralize the burden of scrapping incentives.
- 7.5 RVSFs shall be encouraged to be established purely through private investment.
- 7.6 All applications for setting up of RVSFs shall be received through Transport Department only. The permissions shall be issued by the Transport Department, Government of Manipur on satisfaction of all the required criteria as per the Motor Vehicle Scrapping Rule, 2021.
- 7.7 The registration fee for registration of RVSF will be INR 100000.
- 7.8 The applicant will declare the whole process of scrapping under his control and update the department from time to time.
- 7.9 RVSF will function under the Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 as amended time to time which include inter alia maintaining an inventory of cut pieces of the chassis number and their final deposition to any OEM under proper receipt annually.



- 7.10 National Crime Record Bureau and cyber security integration with the RVSF modules provided by the Department.
- 7.11 Transport Department will act as an overall controller of the RVSF system. If any RVSF is found violating the policy or any provisions of the Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 then they may be liable to pay a penalty up to INR 1 lac for each default under a proper receipt of the Government Treasury. But before the imposition of any penalty, the Director (Transport) shall pass a speaking order by affording an opportunity after hearing the RVSF concerned.

8. INCENTIVES

- 8.1 Motor Vehicle Tax concession will be provided @ **10%** of the motor vehicle tax to be charged from the new motor vehicle being purchased on the basis of a Certificate of Deposit (CoD).
- 8.2 All kinds of scrapping incentives shall be available only when the new vehicle is be purchased from the state OEM dealers and registered in the State of Manipur only.

9. DIS-INCENTIVES

- 9.1 After the critical age a higher fitness fee shall be charged from the vehicles as per the Central Motor Vehicle Rules, 1989.
- 9.2 Environment compensation charge will be charged at the rate of INR 1 per CC of the vehicle at the time of its fitness testing for vehicles which have completed critical age.
- 9.3 Road risk charge will be charged at the rate of INR 1 per CC of the vehicle at the time of its fitness testing for vehicles which have completed critical age.
- 9.4 All other transport services like transfer, hypothecation alteration, NOC, etc., shall be extended to the vehicles of critical age at a fee rate of INR 100 more than the fee rate for the vehicles other than that of critical age.

10. PUBLICITY

All OEM dealers shall be bound to display the information about the scrapping facilities available and the processes of available benefits under the scrapping policy.



11. POLICY MONITORING & ENFORCEMENT

A State Monitoring & Enforcement Committee under the chairmanship of Administrative Secretary (Transport) may be constituted consisting with the following members to monitor and enforce the Policy:

1. Administrative Secretary (Transport), Govt. of Manipur : Chairman
2. Administrative Secretary (Finance), Govt. of Manipur or his representative not below the rank of Joint Secretary. : Member
3. Administrative Secretary (Textile, Commerce & Industry), Govt. of Manipur or his representative not below the rank of Joint Secretary. : Member
4. Administrative Secretary (Power), Govt. of Manipur or his representative not below the rank of Joint Secretary. : Member
5. Administrative Secretary (Land Resource), Govt. of Manipur or his representative not below the rank of Joint Secretary. : Member
6. Director (Environment & Forest), Manipur : Member
7. Member Secretary, Pollution Control Board, Manipur : Member
8. Director (Transport), Manipur : Member
Secretary

12. INTERPRETATION:

The decision of the State Government in regards to interpretation of any clause of the policy shall be final and binding.

13. PERIOD

This policy would be effective for five years after the notification in the Official Gazette.

14. AMENDMENTS TO THE POLICY

Transport Department in consultation with other stakeholders, shall have the right to review the provisions of this policy from time to time and include/ amend/ delete provisions as it may deem fit.



II. This is issued with concurrence from Finance Department U.O. No. 2/2024-25/FD(06) dated the 7th February, 2025.

III. The policy will come into force with effect from the date of publication in the Official Gazette of Manipur.



(Michael Achom)
Secretary (Transport)
Government of Manipur

Copy to:

1. Secretary to the Governor, Manipur
2. Secretary to Chief Minister, Manipur
3. PPS to the Minister (Transport), Manipur
4. Staff Officer to Chief Secretary, Manipur
5. Staff Officer to the Director General of Police, Manipur
6. All Administrative Secretaries, Govt. of Manipur
7. All Head of Departments, Manipur
8. Director/Transport, Manipur
9. All DCs/ADCs of Manipur
10. Director/Printing & Stationary, Manipur. He is requested to published in the Extra Ordinary Gazette of Manipur and to furnish 20 copies to the Government
11. All DTOs of Transport Department, Manipur
12. Central Despatch, GAD, Manipur Secretariat
13. Guard/Office e-file.



(Dr. David Elangbam)
Joint Secretary (Transport),
Government of Manipur



EXTRAORDINARY
PUBLISHED BY AUTHORITY

No. 57

Imphal, Friday, June 20, 2025

(Jyaistha 30, 1947)

GOVERNMENT OF MANIPUR
DEPARTMENT OF TRANSPORT

NOTIFICATION

Imphal, 19th June, 2025

No. MISC1-104/1/2022-T(MV)-TPT: In exercise of the power conferred under Sub-section (3) of Section (3) of the Manipur Motor Vehicle Taxation Act, 1998, the Governor of Manipur is pleased to revise the Motor Vehicle tax rate for all types of vehicles in the State of Manipur as per the details given below:

2. MOTOR CYCLE & SCOOTERS

(In Rupees)

Sl. No.	Cost of the Vehicle	MV Tax rates		
		MV tax rate for 15 years	MV tax for extension of validity of RC for another 5 years after the end of 15 years	(+) Green Tax for 5 years under Section 5(2) of Manipur Motor Vehicle Taxation (2 nd Amendment), Act, 2015
1	2	3	4	5
1.	Sale price upto 2 lakhs	5% of the sale price before GST/VAT	MV tax for 5 years calculated at pro rata basis on corresponding rate of MV Tax which is prevailing at the time of extension of validity.	1000
2.	Above 2 lakhs upto 5 lakhs	6% of the sale price before GST/VAT		2000
3.	Above 5 lakhs	7% of the sale price before GST/VAT		3000

3. AUTO RICKSHAW (PASSENGER/GOODS)

(In Rupees)

Sl. No.	Cost of the Vehicle	MV Tax rates		
		MV tax rate for 15 years	MV tax for extension of validity of RC for another 5 years after the end of 15 years	(+) Green Tax for 5 years under Section 5(2) of Manipur Motor Vehicle Taxation (2 nd Amendment), Act, 2015
1	2	3	4	5
1.	Sale price upto 2 lakhs	5% of the sale price before GST/VAT	MV tax for 5 years calculated at pro	1500

2.	Sale price above 2 lakhs	6% of the sale price before GST/VAT	rata basis on corresponding rate of MV Tax which is prevailing at the time of extension of validity.	2000
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4. **LIGHT MOTOR VEHICLES (LMVs)**

(In Rupees)

Sl. No.	Cost of the Vehicle	MV Tax rates		
		MV tax rate for 15 years	MV tax for extension of validity of RC for another 5 years	(+) Green Tax for 5 years under Section 5(2) of Manipur Motor Vehicle Taxation (2 nd Amendment), Act, 2015
1	2	3	4	5
1.	Sale price upto 3 lakhs	6% of the sale price before GST/VAT	MV tax for 5 years calculated at pro rata basis on corresponding rate of MV Tax which is prevailing at the time of extension of validity.	1000
2.	Sale price upto 6 lakhs	7% of the sale price before GST/VAT		2000
3.	Sale price upto 10 lakhs	8% of the sale price before GST/VAT		3000
4.	Sale price upto 15 lakhs	9% of the sale price before GST/VAT		3500
5.	Sale price upto 20 lakhs	10% of the sale price before GST/VAT		4000
6.	Sale price upto 25 lakhs	12% of the sale price before GST/VAT		4500
7.	Sale price upto 35 lakhs	14% of the sale price before GST/VAT		5000
8.	Sale price upto 45 lakhs	15% of the sale price before GST/VAT		5500
9.	Sale price above 45 lakhs	16% of the sale price before GST/VAT		6000

Note:

1. The MV tax rate for Motor Cab (upto 6 seats), Maxi Cab (7-12 seats) and school vans carrying school students & staff under contract basis shall be same as the personalized LMVs.

5. GOODS VEHICLES GVW (BELOW 7.5 TONNE & LOCAL)

(In Rupees)

Sl. No.	Type of vehicle	MV Tax rates			
		MV tax rate for initial 15 years	MV tax for extension of validity of RC for another 5 years after the end of 15 years	(+) Green Tax for 5 years under Section 5(2) of Manipur Motor Vehicle Taxation (2 nd Amendment), Act, 2015	(+) Annual Permit Fee
1	2	3	4	5	6
1.	Up to 1 tonner	7% of the sale price before GST/VAT	MV tax for 5 years calculated at pro rata basis on	3000	1000
2.	Above 1 tonner up to 3 tonner	7.5 % of the sale price before GST/VAT	corresponding rate of MV Tax which is prevailing at the time of extension of validity.	3000	1000
3.	Above 3 tonner up to 7.5 tonner	8 % of the sale price before GST/VAT		4000	1000

6. GOODS VEHICLES OF GVW (ABOVE 7.5 TONNE)

(In Rupees)

Sl. No.	Type of vehicle	MV Tax rates			
		MV tax rate (15 years period)	MV tax for extension of validity of RC for another 5 years after the end of 15 years	(+) Green Tax for 5 years under Section 5(2) of Manipur Motor Vehicle Taxation (2 nd Amendment), Act, 2015	(+) Annual Permit Fee
1	2	3	4	5	6
1.	Goods carriage above 7.5 tonne	1100/tonne/year	MV tax for 5 years calculated at pro rata basis on corresponding rate of MV Tax which is prevailing at the	5000	1000

			time of extension of validity.		
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Note:

1. In the case of Inter State Goods Vehicles, there will be 20% increase in the tax slab to the above given rate.

7. ORDINARY BUS (LOCAL)

(In Rupees)

Sl. No.	Type of vehicle	MV Tax rates	
		Annual tax per year	Annual Permit Fee
1	2	3	4
1.	Mini Bus (<12<23 seats)	2600	1000
2.	Medium Bus (>23<34 seats)	3900	
3.	Bus (>34-50 seats)	6500	

Note:

1. In the case of Inter State Buses, there will be 20% increase to the tax rate fixed for local buses listed above.
2. The life span of buses shall be 15 years and there will be no extension of the life of bus with green tax.

8. SPECIAL PURPOSE VEHICLES

(In Rupees)

Sl. No.	Type of vehicle	MV Tax rates			
		Mv Tax (for 15 years)	MV tax for extension of validity of RC for another 5 years after the end of 15 years	(+) Green Tax for 5 years under Section 5(2) of Manipur Motor Vehicle Taxation (2 nd Amendment), Act, 2015	(+)Annual Permit Fee
1	2	3	4	5	6
1.	Special Purpose vehicles	1100/tonne/year	Additional MV tax for 5 years @1100/tonne/year	1000	150/tonne

Bullet proof, display purpose vehicles, etc.,

9. MECHANICAL CRANE MOUNTED ON MOTOR VEHICLES

(In Rupees)

Sl. No.	Type of vehicle	Annual Tax
1.	Un-laden weight upto 3 tonner	600
2.	Un-laden weight upto 3 - 5 tonner	900
3.	Un-laden weight above 5 tonner	1300

Note:

(i) 50% additional tax will be levied on any vehicle authorized to be fitted with solid/semi solid tyres.

(ii) If the mounted crane is utilized for commercial purpose, 25% of the rate of tax payable shall be levied as additional tax.

10. TRACTORS

(In Rupees)

Sl.No.	Type	Annual Tax
1.	Laden weight up to 2 tonnes	300
2.	Laden weight 2 - 4 tonnes	500
3.	Laden weight above 4 tonnes	900

Note: If the tractor is utilized for commercial purposes other than agricultural works, 25% of the rate of tax payable shall be levied as additional tax.

11. OTHER TYPES OF VEHICLES

(In Rupees)

Sl. No	Type	MV Tax rate			
		Tax per year	Life Time Tax (15 years)	MV tax for extension of validity of RC for another 5 years after the end of 15 years	(+) Green Tax for 5 years under Section 5(2) of Manipur Motor Vehicle Taxation (2 nd Amendment), Act, 2015
1	2	3	4	5	6
	Trailers/ Side-car	150	2250	MV tax for 5 years calculated at pro	Nil

1.	attached to 2 wheelers			rata basis on corresponding rate of MV Tax which is prevailing at the time of extension of validity.	
2.	Tricycle/ Three wheelers	500	7500		500
3.	Motor vehicles (adapted & used for invalids carriages)	150	2250		300

- 12.** For all types of e-vehicles, MV tax rate shall be levied at 4% of the sale price before GST/VAT.
- 13.** NIL rate of MV tax for vehicle purchase by departments of the State Government from the fund of State Budget Estimates.
- 14.** MV tax, as applicable for private vehicle, shall be charged for vehicles purchase from other funds such as Central schemes, projects, societies, etc.

The new Motor Vehicle Tax rate shall come into force from 1st July, 2025.

MICHAEL ACHOM,
Secretary (Transport),
Government of Manipur.

MANIPUR GAZETTE



PUBLISHED BY AUTHORITY

No. 27

Imphal, Wednesday, October 16, 2024

(Asvina 24, 1946)

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PART-II(A)

GOVERNMENT OF MANIPUR SECRETARIAT : CO-OPERATION DEPARTMENT

ORDERS

Imphal, 26th September, 2024

No: S/S/P/1/2022-COOP-COOP/2294 : In exercise of powers conferred under Section 157 of Manipur Co-operative Societies Act 1976, the Governor of Manipur is pleased to exempt Manipur Milk Producers' Co-operative Union Ltd. from the provisions of Manipur Co-operative Societies Act 1976 with approval from the competent authority.

Subsequently, in super-session of previous orders and in pursuance of the approval of State Cabinet dated 30th August 2024, hereby appoint National Dairy Development Board as Administrator of Manipur Milk Producers' Co-operative Union Ltd. for a term of 3 (three) years w.e.f the date MoU is signed and effected between Veterinary & Animal Husbandry Department (V & AH), Manipur Milk Producers Cooperative Union (MMPCU) & National Dairy Development Board (NDDB).

By orders & in the name of the Governor,

DR. SHAILESH KUMAR CHOURA,
Commissioner (Co-operation)
Government of Manipur.

**GOVERNMENT OF MANIPUR
SECRETARIAT : TRANSPORT DEPARTMENT**

NOTIFICATION

Imphal, the 12th September, 2024

No.RWS-301/3/2024-T(MV)-TPT: In supersession of all the earlier Notifications issued by Transport Department in this regard and in exercise of the power conferred under Section 200(1) of the Motor Vehicle Act, 1988 and amended by the Motor Vehicles (Amendment) Act, 2019, the Transport Department, Government of Manipur is pleased to empower the officers of Transport Department, Police and Traffic Control Police to compound offences as well as fixing various rates of compound fees/penalties as specified below:

I. Designated Officers of Transport Department: Director of Transport, Joint Director of Transport, Deputy Director of Transport, Assistant Director of Transport, District Transport Officer, All Inspectors (Enforcement/Mechanical/Taxation/Statistics), Sub-Inspector (Enforcement), Assistant Sub-Inspector (Enforcement).

Sl. No.	Offences Committed	Penal Provision (Under Section)	1 st Offence	2 nd & Subsequent Offences
1	General offences	177	500	1500
2	Traveling without ticket	178(1)	500	500
3	Conductor refused to give the ticket	178(2)	500	500
4	Refusing to ply or to carry passengers- 2Wheeled Or 3Wheeled Vehicles	178(3a)	50	50
5	Refusing to ply or to carry passengers- other contract carriage Vehicles	178(3b)	500	500
6	Disobedience of Orders	179(1)	2000	2000
7	Withholding or giving false information	179(2)	2000	2000
8	Allowing unauthorized person to drive vehicles	180	5000	5000
9	Driving (i) without holding an effective driving License (ii) by an under-aged person (minor driving vehicle)	181	5000	5000
10	Driving vehicle with concealment of the facts or disqualification for DL	182(1)	10000	10000
11	Allowing unauthorized conductor in vehicle	182(2)	10000	10000
12	Unauthorized alteration in vehicle	182A	5000 per alteration	5000 per alteration

13	Contravention of section 62A	182B	5000 upto 10000	5000 upto 10000
14	Driving at excessive speed for LMV	183(1)	1000upto 2000	u/s 206(4)
15	Driving at excessive speed for MG, MPV, HGV, HPV	183(1)	2000upto 4000	u/s 206(4)
16	Driving Dangerously: (i) Jumping a red light (ii) Violating a Stop Sign (iii) Use of handheld communication devices while driving (iv) Passing or overtaking other vehicles in a manner contrary to law (v) Driving against the authorised flow of traffic (vi) Driving in any manner that falls far below what would be expected of a competent and careful driver and where it would be obvious to a competent and careful driver that driving in that manner would be dangerous.	184	1000 upto 5000	10000
17	Driving under influence of drug or alcohol	185	10000	15000
18	Driving when mentally and physically unfit to drive	186	1000	2000
19	Owner failing to provide information regarding name, address and licence held by driver or conductor in case of an accident	187	5000	10000
20	Driver not providing medical aid to accident victim or accident information to Police or insurer	187	5000	10000
21	Punishment for abetment of offences u/s 184 (dangerous driving)	188	1000 upto 5000	10000
22	Punishment for abetment of offences u/s 185 (Driving by drunken person/person under influence of drugs)	188	10000	15000
23	Punishment for abetment of offences u/s 186 (driving when mentally/physically unfit)	188	1000	2000
24	Racing and trials of speed	189	5000	10000
25	Driving defective motor vehicle as a source of danger to persons and other vehicles	190(1)	1500	1500
26	Driving defective motor vehicle causing bodily injury or damage to property due to accident	190(1)	5000	10000
27	Violation of standards prescribed in relation to road safety, control of noise and air-pollution	190(2)	10000	10000
28	Violation of provision of M.V.Act or Rules relating to dangerous or hazardous goods	190(3)	10000	20000

29	Sale of vehicle or alteration of vehicle to condition contravening chapter VII of MV Act	191	500	500
30	Using vehicle without fitness certificate	192	2000 upto 5000	5000 upto 10000
31	Using vehicle without registration	192	2000 upto 5000	5000 upto 10000
32	Using vehicle without permit or breach of permit condition	192(A)	10000	10000
33	Punishment of agents and canvasser without proper authority	193	1000	2000
34	Driving vehicle exceeding permissible weight	194(1)	20000+ 2000 per tonne of excess load	20000+ 2000 per tonne of excess load
35	Driving vehicle with load exceeding permissible body dimension	194(1A)	20000	20000
36	Driver refusing to stop and submit his vehicle to weighing or removing the load prior to weighing	194(2)	40000	40000
37	Carrying excess passenger	194(A)	200 per excess passenger	200 per excess passenger
38	Driving without wearing safety belt or carries passengers not wearing safety belts	194B	1000	1000
39	Triple riding on two-wheeler	194C	1000	1000
40	Driving without helmet	194D	1000	1000
41	Non attention to the approach of fire service vehicle/ambulance/other emergency vehicle	194E	10000	10000
42	Blowing horn unnecessarily / needlessly or blowing in prohibited areas or drives a motor vehicle which makes use of a cut-out by which exhaust gases are released other than through the silencer	194F	1000	2000
43	Driving an uninsured vehicle	196	2000	4000
44	Taking Vehicle without Authority	197	5000	5000
45	Unauthorized interference with vehicle	198	1000	1000

II. Designated Officers of Police and Traffic Control: Superintendent of Police, Addl. SPs, DSPs, Inspectors, Sub-Inspectors, Assistant Sub-Inspectors.

Sl. No.	Offences Committed	Penal Provision (Under Section)	1 st Offence	2 nd & Subsequent Offences
1	General offences	177	500	1500
2	Disobedience of Orders	179(1)	2000	2000
3	Withholding or giving false information	179(2)	2000	2000
4	Allowing unauthorized person to drive vehicles	180	5000	5000
5	Driving (i) without holding an effective driving License (ii) by an under-aged person (minor driving vehicle)	181	5000	5000
6	Driving vehicle with concealment of the facts or disqualification for DL	182(1)	10000	10000
7	Driving at excessive speed for LMV	183(1)	1000 upto 2000	u/s 206(4)
8	Driving at excessive speed for MGV, MPV, HGV, HPV	183(1)	2000 upto 4000	u/s 206(4)
9	Driving Dangerously: (i) Jumping a red light (ii) Violating a Stop Sign (iii) Use of handheld communication devices while driving (iv) Passing or overtaking other vehicles in a manner contrary to law (v) Driving against the authorised flow of traffic (vi) Driving in any manner that falls far below what would be expected of a competent and careful driver and where it would be obvious to a competent and careful driver that driving in that manner would be dangerous.	184	1000 upto 5000	10000
10	Driving under influence of drug or alcohol	185	10000	15000
11	Driving when mentally and physically unfit to drive	186	1000	2000
12	Owner failing to provide information regarding name, address and licence held by driver or conductor in case of an accident	187	5000	10000
13	Driver not providing medical aid to accident victim or accident information to Police or Insurer	187	5000	1000

14	Punishment for abetment of offences u/s 184 (dangerous driving)	188	1000 upto 5000	10000
15	Punishment for abetment of offences u/s 185 (Driving by drunken person/person under influence of drugs)	188	10000	15000
16	Punishment for abetment of offences u/s 186 (driving when mentally/physically unfit)	188	1000	2000
17	Racing and trials of speed	189	5000	10000
18	Violation of standards prescribed in relation to road safety, control of noise and air-pollution	190(2)	10000	10000
19	Using vehicle without fitness certificate	192	2000 upto 5000	5000 upto 10000
20	Using vehicle without registration	192	2000 upto 5000	5000 upto 10000
21	Driving without wearing safety belt or carries passengers not wearing safety belts	194B	1000	1000
22	Triple riding on two-wheeler	194C	1000	1000
23	Driving without helmet	194D	1000	1000
24	Non attention to the approach of fire service vehicle/ambulance/ other emergency vehicle	194E	10000	10000
25	Blowing horn unnecessarily / needlessly or blowing in prohibited areas or drives a motor vehicle which makes use of a cut-out by which exhaust gases are released other than through the silencer	194F	1000	2000
26	Driving an uninsured vehicle	196	2000	4000
27	Taking Vehicle without Authority	197	5000	5000
28	Penalty for causing obstruction to free flow of traffic	201	500/Hour	500/Hour

2. This Notification shall come into force with effect from the date of publication in the Official Gazette.

By Order & in the name of Governor,

MICHAEL ACHOM,
Secretary (Transport),
Government of Manipur.

BAR COUNCIL OF MANIPUR
(A Statutory Body under Advocates Act, 1961)
High Court of Manipur Complex, Mantripukhri, Imphal-795001

NOTIFICATION
Imphal, the 8th April, 2024

No. BCM/5/Appt/2024: Pursuant to Resolution No. 3 of the Council's meeting held on 5th April, 2024 Dr. Manoharmayum Basantakumar Sharma, Retired Deputy Registrar(Accounts & Planning) of the High Court of Manipur is appointed as Secretary of the Bar Council of Manipur on negotiable consolidated pay from time to time until further orders with effect from the date of the joining.

S. BRAJABIHARI SINGH,
Chairman,
Bar Council of Manipur.

PART-IX

**GOVERNMENT OF MANIPUR
OFFICE OF THE DEPUTY REGISTRAR OF SOCIETIES
IMPHAL EAST DISTRICT, MANIPUR**

NOTIFICATION

Porompat, 19th September, 2024

No. 443/SR(IE)/2024:- It is hereby noticed for general information that pursuant of section 7(1) of the Manipur Societies Registrar Act 1989(Manipur Act 1 of 1990) the "**Veteran Association Ningthounai, (VAN)**" having its registered address at **Yairipok, Andro, Imphal East District, Manipur** has been registered and number as 443/SR(IE)/2024 dated, the 19th August, 2024.

T. SOMOKANTA SINGH,
Deputy Registrar of Societies,
Imphal East, Manipur.

**GOVERNMENT OF MANIPUR
SECRETARIAT: TRANSPORT DEPARTMENT**

ORDERS BY THE GOVERNOR: MANIPUR
Imphal, the 5th September, 2001

No.2/14/80-T(MV)Pt: In partial modification of the Government order No.1/2/98-T(MV) of April 24, 1998 on constituting Regional Transport Authorities and in exercise of the powers conferred under Section 68(I) of the Motor Vehicles Act, 1988, the Governor of Manipur is pleased to reconstitute the Regional Transport Authorities of Imphal East, Imphal West, Ukhrul and Tamenglong Districts with immediate effect as given below:-

1) **Regional Transport Authority of Imphal East and Ukhrul Districts with Headquarter at Porompat, Imphal.**

- | | | | |
|------|---|---|------------------|
| (i) | Director of Transport, Imphal | - | Chairman |
| (ii) | Addl. District Magistrate, Imphal East
District or DC's representative not
below the rank of Asstt. Comm. | - | Member |
| (ii) | Addl. District Magistrate, Ukhrul
or DC's representative not below
the rank of Asstt. Commissioner. | - | Member |
| (iv) | District Transport Officer,
Imphal East District, Porompat. | - | Member Secretary |


Contd...2/-

(2) Regional Transport Authority of Imphal West and Tamenglong Districts with Headquarter at Imphal.

- | | | | |
|-------|--|---|------------------|
| (i) | Director of Transport, Imphal | - | Chairman |
| (ii) | Addl. District Magistrate, Tamenglong
or DC's representative not below
the rank of Asstt. Commissioner. | - | Member |
| (iii) | Addl. District Magistrate, Imphal West Distt.-
or DC's representative not below the
rank of Asstt. Commissioner. | - | Member |
| (iv) | District Transport Officer,
Imphal West District, Imphal. | - | Member Secretary |

The powers delegated under the above referred order as well as jurisdiction and Registration No. Code notified vide Govt. Notification No. 1/2/98-T(MV) of 17/7/2000 shall remain unchanged.

By orders & in the name of the
Governor,


(S. Buddhachandra Singh)
Secretary (Transport)
Government of Manipur.

Copy to:-

- 1) The Secretary to the Governor, Raj Bhavan, Imphal.
- 2) The P.S to the Adviser (K)/Adviser (R), Manipur, Imphal.
- 3) The Secretary(Law), Government of Manipur, Imphal.
- 4) The Director General of Police, Manipur, Imphal.
- 5) The All Deputy Commissioners, Manipur.
- 6) The Director (Transport), Manipur, Imphal.
- 7) The Secretary, State Transport Authority, Manipur
- 8) The Director of Information & Public Relations, Manipur.
- 9) The Addl. District Magistrates, Jiriban/Tamenglong/Ukhruk/IW/IE.
- 10) The Director of Printing & Stationary, Manipur.
- for publication in the Extra-ordinary Gazette of Manipur immediately.
- 11) The District Transport Officer, Imphal East/Imphal West Distt.
- 12) All District Transport Officers, Manipur.
- 13) Guard File.

GOVERNMENT OF MANIPUR
SECRETARIAT : TRANSPORT DEPARTMENT

ORDERS BY THE GOVERNOR : MANIPUR
Imphal, the 24th April, 1998.

No.1/2/98-T(NV) : In supersession of orders all previous issued in this regard and in exercise of the powers conferred under Section 68(2) of the Motor Vehicles Act, 1988, the Governor of Manipur is pleased to constitute the following Regional Transport Authorities, specifying their conditions, head quarters, jurisdiction and powers with immediate effect :-

<u>Sl.No.</u>	<u>Name of the District</u>	<u>Regional Transport Authority(RTA)</u>	<u>Head Quarter</u>
1.(a)	Imphal East District	(1) Director of Transport.	- Chairman -Imphal.
(b)	Imphal West District	(2) Addl.District- Magistrate (Tamenglong)	- Member
(c)	Ukhrul District and	(3) Addl.District- Magistrate (Ukhrul)	- Member
(d)	Tamenglong District	(4) District Transport Officer (Imphal)	- Member/Secretary.
2.	Senapati District	(1) Dy. Commissioner (Senapati)	- Chairman-Kangpokpi
		(2) Addl.District- Magistrate (Senapati)	- Member
		(3) District Transport Officer (Kangpokpi)	- Member/Secretary
3.	Churachandpur District	(1) Dy. Commissioner (Churachandpur)	- Chairman-CCPur.
		(2) Addl.District- Magistrate (CCPur)	- Member
		(3) District Transport Officer (Churachandpur)	- Member Secretary.

P.T.O. ...2/-

4. (a) Thoubal District (1) Dy. Commissioner-Chairman-Thoubal (Thoubal)
(b) Chandel District (2) Addl. District Member Magistrate (Chandel)
(3) District Transport Member Officer (Thoubal) Secretary.
5. Bishnupur District (1) Dy. Commissioner-Chairman-Bishnupur. (Bishnupur)
(2) Addl. District Member Magistrate (Bishnupur)
(3) District Transport Member Officer (Bishnupur) Secretary.

POWERS :-

1. Issue of regular and temporary road permits under section 79 and 87 of the Motor Vehicles Act, 1988 for goods vehicles whose taxes are paid in the office of the District Transport Officer of the District.
2. Issue of regular and temporary road permits under section 72 and 87 of the Motor Vehicles Act, 1988 for state carriage operating within the boundary limit of the District Transport Officer concerned.
3. Issue of labour permit under Rules 96 of Motor Vehicles Rules for Manipur, 1951.

Further, the Regional Transport Authority (RTA), shall not have power to issue special permits under section 88(8) of the Motor Vehicles Act, 1988, permits under reciprocal agreement, all-India Tourist Bus permit under Section 88(9) of the Motor Vehicles Act, 1988, and National permit under section 88(11) of the Motor Vehicles Act, 1988, Grant of permit covering of two or more Regional Transport Authorities (RTA) shall be the exclusive responsibility of the Secretary, State Transport Authority (STA), Further, the Regional Transport Authority should hold meeting at least, once in a quarter and the Member Secretary thereof should submit quarterly report of case pending, case disposed of by the Regional Transport Authority to the Secretary, State Transport Authority (STA).

*(3) :-

All powers and functions not assigned to Regional Transport Authorities shall be exercised by the State Transport Authority (STA).

By orders & in the name
of the Governor ;


Sd/-

(Ng. Luikham)
Secretary (Transport), Govt.
of Manipur.

Memo No. 1/2/98-T(MV) : Imphal, the 24th April, 1998.

Copy to :-

1. The P.S. to the Minister (Transport), Manipur.
2. The Secretary (Law), Govt. of Manipur.
3. The Director General of Police, Manipur.
4. All Deputy Commissioners, Manipur.
5. The Director of Transport, Manipur.
6. The Secretary, State Transport Authority, Manipur.
7. All District Transport Officers, Manipur.
8. The Director of Informations & Public Relations, Manipur.
9. The Director of Printing & Stationery, Manipur.
for publication in the Extra-ordinary Gazette of
Manipur immediately.
10. All Members concerned.
11. Guard file.


(Ksh. Tombi Singh)
Deputy Secretary (Transport), Govt.
of Manipur.

MANIPUR



GAZETTE

**EXTRAORDINARY
PUBLISHED BY AUTHORITY**

No. 115

Imphal, Monday, July 29, 2013

(Sravana 7, 1935)

**GOVERNMENT OF MANIPUR
SECRETARIAT: TRANSPORT DEPARTMENT**

ORDERS

Imphal, the 15th July, 2013

No. 4/7/2013-T(MV) Pt.: To regulate transport services provided by private operators for school going children in the State, the following directives are hereby issued for general information and necessary compliance by all concerned.

2. The Supreme Court of India had issued guidelines for operation of school buses to curb road accidents "fatalities" of school going children in several parts of the country. The objective of the guidelines was to incorporate norms for welfare and safety of school children apart from instilling sense of responsibility and adherence to the rule of law.

3. Under Section 2(31) of Motor Vehicle Act, 1988, permit authorizing use of motor vehicle as transport vehicle is mandatory. Under Section 2(47) of Motor Vehicle Act, 1988 an educational institution bus is a transport vehicle and therefore requires permit to ply on the road.

4. Under Section 66 of Motor Vehicle Act, 1988, for control of transport vehicles, it is provided that no owner of motor vehicle shall use or permit the use of vehicle as a transport vehicle in any public place whether or not such vehicle is actually carrying any passengers in accordance with the conditions of a permit granted by Regional or State Transport Authority.

5. It is therefore notified for general information of all concerned and particularly private transport operators carrying school children that the requirement to apply for permits under the Motor Vehicle Act, 1988 and Central Motor Vehicle Rules, 1989 should be complied.

6. Under section 3(1), First Schedule, Part-B of the Manipur Motor Vehicles Taxation (Amendment) Act, 2011, regarding vehicles plying for hire or reward under Group- A; III, Maruti vans carrying school children and staff on contract basis are required to pay Annual Tax and Annual Permit Tax.

7. Under Section 56 of Motor Vehicle Act, 1988, it is provided that subject to the provisions of Section 59 & 60, all transport vehicles shall not be deemed to be validly registered unless it carries

certificate of fitness inter-alia. Under Rule 62 of Central Motor Vehicle Rules, 1989, validity of certificate of fitness for new transport vehicle is two years. Thereafter, renewal of certificate of fitness of vehicle is mandatory for every successive year. This provision is applicable to all commercial vehicles carrying goods or passengers, educational institution bus, transport vehicles or public service vehicle as defined under the Motor Vehicle Act & Central Motor Vehicle Rules.

8. Under Rule 115 inter-alia, it is required under sub-rule (7) that after the expiry of one year from the date on which the motor vehicle was first registered, every such vehicle shall carry a valid 'Pollution under Control' certificate which shall always be carried and produced on demand by the officials referred in Rule 116 of Central Motor Vehicle Rules, 1989.

9. All permit holders engaged in transportation of school children by the school management or by the permit holders is required to conform to the passenger seat carrying capacity prescribed under Section 2 of Motor Vehicle Act, 1988. The seating capacity certification of ARAI shall be also applicable. This norm is to be complied in order to curb overcrowding of vehicles carrying school children.

10. All private transport operators carrying school children are required to make provisions for school bags under the seats to ensure all round safety.

11. Insurance cover as required under the provisions of Motor Vehicle Act and Central Motor Vehicle Rules shall be compulsory.

12. This directives shall come into effect from 15th July, 2013.

S.K. DEV VERMAN,
Principal Secretary (Transport),
Government of Manipur.