

## DECISION OF RTA MALAPPURAM DATED 22.02.2011

### **Item No. 1**

Heard. This is an inter district route, in which 10 Kms lying in Kozhikkode District. Application received after the notification No. GO (P) No. 42/2009/TRAN dtd 14.7.2009. Secretary is directed to seek concurrence from sister RTA Kozhikkode. Hence Adjourned.

### **Item No.2**

Heard. This is an intra District route having route length of 88 Kms for which a distance of 3 Kms overlapping on the notified sector Kozhikkode - Vazhikkadavu from Cherani to Manjeri. Which is within the limit prescribed. Hence regular permit granted subject to settlement of timings.

### **Item No.3**

Heard. This is an intra District Route and no overlapping on the notified route. There is a virgin portion from Valakkandy to Chemmolchira in a distance of 1 Km. Executive Engineer PWD (Roads) certified that the above portion is fit for stage carriage traffic under normal weather condition. Hence regular permit granted subject to settlement of timings.

### **Item No.4**

Heard. This is an inter district route, total route length is 49.5 Kms. in which 2.5 Kms lying in Kozhikkode District and the same portion overlaps the notified sector Kozhikkode – Vazhikkadavu. Application received after the notification No. GO (P) No. 42/2009/TRAN dtd 14.7.2009. Secretary is directed to seek concurrence from sister RTA Kozhikkode. Hence Adjourned

### **Item No.5**

Heard. This is an intra District route having route length of 110.5 Kms for which a distance of 2.5 Kms overlapping on the notified sector Kozhikkode - Vazhikkadavu from Cherani to Manjeri; Which is within the limit prescribed. Hence regular permit granted subject to settlement of timings

### **Item No.6**

Heard. This is an intra District route having route length of 34.5 Kms. There is no overlapping in the notified sector. Field officer reported that the proposed sector is ill served. Hence regular permit granted subject to settlement of timings

**Item No.7**

Heard. This is an intra District route having route length of 91.5 Kms. There is no overlapping in the notified sector. Field officer reported that the proposed sector is ill served. Hence regular permit granted subject to settlement of timings

**Item No.8**

Heard. This is an intra District route having route length of 64.0 Kms. There is no overlapping in the notified sector. Hence regular permit granted subject to settlement of timings

**Item No.9**

Heard. This is an intra District route having route length of 63.5 Kms from which a distance of 0.5 Kms overlapping on the notified sector Kozhikkode - Vazhikkadavu from Keerthipadi to Nilambur. Which is within the limit prescribed. Hence regular permit granted subject to settlement of timings.

**Item No.10**

Heard. Regular permit granted.

**Item No.11**

Heard. The field officer reported that the proposed curtailment on the portion Manjeri – Pullara – Valluvambram – Pookkottur – Malappuram in 21.5 Kms will not affect the traveling public. The additional trip from Koottilangadi to Vallikkapatta does not overlaps on any of notified/nationalized schemes and will be beneficial for traveling public. Hence. Variation granted subject to settlement of timings.

**Item No.12**

Heard. There is a change in the halting place from Perinthalmanna to Edathanattukara. Portion of the route from Melattur to Edathanattukara in a

distance of Kms Lying in Palakkad district. Secretary is directed to seek concurrence from Sister RTA Palakkad. Adjourned.

**Item No.13**

Heard. Secretary is directed to ascertain a detailed report whether the curtailment will adversely affect the traveling public and place before next RTA. Adjourned.

**Item No.14**

Heard. Field officer reported that the proposed extension from Kizhakkethala to Tharish is beneficial for traveling public. Hence variation of regular permit granted subject to settlement of timings

**Item No.15**

1. Perused the judgement in MVAA No. 98/2010 dated 04.09.2010 of Hon. STAT Ernakulam
2. Heard. Hon. STAT directed to grant the proposed variation applied for by the appellant subject to settlement of timings. Hence the variation of permit granted subject to settlement of timings.

**Item No.16**

Heard. This is an inter district route. There is an overlapping on the notified sector Kozhikkode – Vazhikkadavu from Edavanna Areacode road Jn to CPA Junction only in a distance of 750 meters on the existing route. Field officer reported that the proposed extension will be beneficial for traveling public. Hence variation of regular permit granted subject to settlement of timings.

**Item No.17**

Heard. Field officer reported that the proposed additional trip will be beneficial for traveling public. Since there is no overlapping on the notified sectors, variation of permit granted subject to settlement of timings.

**Item No.18**

Heard. This vehicle is permitted to operate on the route Vazhikkadavu – Kozhikkode as an ordinary service having a length of 91.5 Kms. An Ordinary Service can be operated up to a distance of 140 Kms, as per KMV Rule 2(oa) of 1989. This permit can be continued as an ordinary service. The route length of this service is not necessitating the conversion of service as Fast Passenger for its existence. This permit was issued on the basis of the then existing need of traveling public and students. The conversion of service without any special circumstances will adversely affect the traveling public. Students will be deprived off their existing concessional rate, Traveling facility and daily commuters depending this service will have to pay more fare without availing any additional facilities. Moreover, from the variation sought for, it is clear that the intension of permit holder is to reduce the number of stops, reduce running time and thereby increasing the speed of vehicle which is detrimental to the public and potential threat which cannot be allowed. It is a non fact that over speeding and resultant that rashness are major causes of fast increasing road accidents which results in killing innocent lives. For the above reasons the application for conversion as Fast Passenger by reducing the running time is hereby rejected.

**Item No. 19**

Heard. As per the report of field officer, the proposed deviation from Perimabthur to Erumamunda (via) Muttiyal without overlapping on the notified sector is highly beneficial for traveling public. Hence Variation of regular permit granted subject to settlement of timings.

**Item No. 20**

Heard. Secretary is directed to furnish a specific report regarding the variation and necessity of variation under 145(6) of KMV Rule 1986. Adjourned.

**Item No. 21**

Heard. JRTO Tirur reported that the proposed variation will be beneficial for the traveling public and Students. Road fitness certificate from the Executive Engineer, PWD Roads received for the virgin portion from Thottassery Ara to KK Nagar. Hence variation of regular permit granted subject to settlement of timings.

**Item No. 22**

Heard. Secretary is directed to ascertain whether the curtailment from Pandimuttam to Tanur (via) Kannamthali adversely affect the traveling public and necessity of variation U/s 145 (6) of MVAct. Adjourned.

**Item No. 23**

Heard. As per the report of field officer, the proposed curtailment from Malappuram to Anakkayam (via) Pallippuram will adversely affect the traveling public. Hence rejected.

**Item No. 24**

1. Perused the judgment in WP© No. 11982/2010 dated 17.05.2010 of Hon. High Court of Kerala
2. Heard. This is an application for conversion of service from LSOS to Super Fast Service. In view of the definition in Rule 2 (uc) of KMV Rule 1989, "Super Fast Service" means a service, which is operated by a fleet owner, on a route having a distance of not less than 150 Kms and not more than 450 Kms" This service is operating on the route Thalassery – Guruvayur (via) Kozhikkode as LSOS having a route length of 183 Kms. Hon. High court of Kerala in WP© No. 14782/09P has considered the cases of conversion in similar situations elaborately after having hearing the KSRTC and has come arrived to the conclusion on that such conversion are in conformity with the law and rejection of such conversion will not sustain, according to the law in force. In the above judgment the Hon. Court has observed that if the traveling public is suffered due to the conversion it has to be considered by the RTA.

Considering the aforesaid legal aspects and requirements and difficulties of traveling public, the conversion is hereby allowed as sought for. At the same time, it is also suggested to retain the present number of stops for the interest of existing passengers. Considering the safety aspect and present road condition, it is also suggested not to reduce running time by increasing the speed at which the service is operate and therefore no change in the existing rate of time. Hence conversion as Super Fast is hereby allowed without changing the existing rate of running time and stops. If the vehicle complies the requirements of 260(A), and 283 of KMV Rule and other allied facts with respect to Super Fast Service.

In this case the vehicle is operating as LSOS in which it is learnt that a large number of students were traveling enjoying the students concession on different sectors, which is allowed, in view of present position of law and in the light of above cited judgment the students who were traveling and enjoying concession will be denied such facilities when it is converted as Super Fast. In such circumstances this Authority feels that, it is high time to bring such situation to the notice of higher authorities for taking remedial steps to protect interest of student and common commuters by necessary changes in the existing rule, as there is not specific direction in this regard in the judgment preferred above. Therefore secretary STA shall bring this matter to the notice of STA for further action.

**Item No. 25**

Heard. This vehicle is permitted to operate on the route Pattakkarimba - Thrissur as an ordinary service having a length of 134 Kms. An Ordinary Service can be operated up to a distance of 140 Kms, as per KMV Rule 2(oa) 1989. This permit can be continued as an ordinary service. The route length of this service is not necessitating the conversion of service as Fast Passenger for its existence. This permit was issued on the basis of the then existing need of traveling public and students. The conversion of service without any special circumstances will adversely affect the traveling public. Students will be deprived off their existing concessional rate, Traveling facility and daily commuters depending this service will have to pay more fare without availing any additional facilities. Moreover, from the variation sought for, it is clear that the intension of permit holder is to reduce the number of stops, reduce running time and thereby increasing the speed of vehicle which is detrimental to the public and potential threat which cannot be allowed. It is a non fact that over speeding and resultant rashness are major causes of fast increasing road accidents which results in killing innocent lives. For the above reasons the application for variation is hereby rejected.

**Item No. 26**

Heard. This vehicle is permitted to operate on the route Kalikavu - Kozhikkode as an ordinary service having a length of 104 Kms. An Ordinary Service can be operated up to a distance of 140 Kms, as per KMV Rule 2(oa) 1989. This permit can be continued as an ordinary service. The route length of this service is not necessitating the conversion of service as Fast Passenger for its existence. This permit was issued on the basis of the then existing need of traveling public and students. The conversion of service without any special circumstances will adversely affect the traveling public. Students will be deprived off their existing

concessional rate, Traveling facility and daily commuters depending this service will have to pay more fare without availing any additional facilities. Moreover, from the variation sought for, it is clear that the intension of permit holder is to reduce the number of stops, reduce running time and thereby increasing the speed of vehicle which is detrimental to the public and potential threat which cannot be allowed. It is a non fact that over speeding and resultant rashness are major causes of fast increasing road accidents which results in killing innocent lives. For the above reasons the application for variation is hereby rejected.

**Item No. 27**

Heard. This vehicle is permitted to operate on the route Thrissur - Kozhikkode as an ordinary service having a length of 127 Kms. An Ordinary Service can be operated up to a distance of 140 Kms, as per KMV Rule 2(oa) 1989. This permit can be continued as an ordinary service. The route length of this service is not necessitating the conversion of service as Fast Passenger for its existence. This permit was issued on the basis of the then existing need of traveling public and students. The conversion of service without any special circumstances will adversely affect the traveling public. Students will be deprived off their existing concessional rate, Traveling facility and daily commuters depending this service will have to pay more fare without availing any additional facilities. Moreover, from the variation sought for, it is clear that the intension of permit holder is to reduce the number of stops, reduce running time and thereby increasing the speed of vehicle which is detrimental to the public and potential threat which cannot be allowed. It is a non fact that over speeding and resultant rashness are major causes of fast increasing road accidents which results in killing innocent lives. For the above reasons the application for variation is hereby rejected.

**Item No. 28**

1. Perused the judgment in WP(C) No. 31578/2010 of Hon. High Court of Kerala dated 15.12.2010
2. Heard. This vehicle is permitted to operate on the route Kozhikkode- Thrissur as an ordinary service having a length of 127 Kms. An Ordinary Service can be operated up to a distance of 140 Kms, as per KMV Rule 2(oa) 1989. This permit

can be continued as an ordinary service. The route length of this service is not necessitating the conversion of service as Fast Passenger for its existence. This permit was issued on the basis of the then existing need of traveling public and students. The conversion of service without any special circumstances will adversely affect the traveling public. Students will be deprived off their existing concessional rate, Traveling facility and daily commuters depending this service will have to pay more fare without availing any additional facilities. Moreover, from the variation sought for, it is clear that the intension of permit holder is to reduce the number of stops, reduce running time and thereby increasing the speed of vehicle which is detrimental to the public and potential threat which cannot be allowed. It is a non fact that over speeding and resultant rashness are major causes of fast increasing road accidents which results in killing innocent lives. For the above reasons the application for variation is hereby rejected.

**Item No. 29**

Heard. This vehicle is permitted to operate on the route Thrissur - Kozhikkode as an ordinary service having a length of 127 Kms. An Ordinary Service can be operated up to a distance of 140 Kms, as per KMV Rule 2(oa) 1989. This permit can be continued as an ordinary service. The route length of this service is not necessitating the conversion of service as Fast Passenger for its existence. This permit was issued on the basis of the then existing need of traveling public and students. The conversion of service without any special circumstances will adversely affect the traveling public. Students will be deprived off their existing concessional rate, Traveling facility and daily commuters depending this service will have to pay more fare without availing any additional facilities. Moreover, from the variation sought for, it is clear that the intension of permit holder is to reduce the number of stops, reduce running time and thereby increasing the speed of vehicle which is detrimental to the public and potential threat which cannot be allowed. It is a non fact that over speeding and resultant rashness are major causes of fast increasing road accidents which results in killing innocent lives. For the above reasons the application for variation is hereby rejected.

**Item No. 30**

Heard. This vehicle is permitted to operate on the route Kozhikkode- Thrissur as an ordinary service having a length of 127 Kms. An Ordinary Service can be operated up to a distance of 140 Kms, as per KMV Rule 2(oa) 1989. This permit can be continued as an ordinary service. The route length of this service is not necessitating the conversion of service as Fast Passenger for its existence. This

permit was issued on the basis of the then existing need of traveling public and students. The conversion of service without any special circumstances will adversely affect the traveling public. Students will be deprived off their existing concessional rate, Traveling facility and daily commuters depending this service will have to pay more fare without availing any additional facilities. Moreover, from the variation sought for, it is clear that the intension of permit holder is to reduce the number of stops, reduce running time and thereby increasing the speed of vehicle which is detrimental to the public and potential threat which cannot be allowed. It is a non fact that over speeding and resultant rashness are major causes of fast increasing road accidents which results in killing innocent lives. For the above reasons the application for variation is hereby rejected.

### **Item No. 31**

Heard. This vehicle is permitted to operate on the route Edathanattukara - Kozhikkode as an ordinary service having a length of 80 Kms. An Ordinary Service can be operated up to a distance of 140 Kms, as per KMV Rule 2(oa) 1989. This permit can be continued as an ordinary service. The route length of this service is not necessitating the conversion of service as Fast Passenger for its existence. This permit was issued on the basis of the then existing need of traveling public and students. The conversion of service without any special circumstances will adversely affect the traveling public. Students will be deprived off their existing concessional rate, Traveling facility and daily commuters depending this service will have to pay more fare without availing any additional facilities. Moreover, from the variation sought for, it is clear that the intension of permit holder is to reduce the number of stops, reduce running time and thereby increasing the speed of vehicle which is detrimental to the public and potential threat which cannot be allowed. It is a non fact that over speeding and resultant rashness are major causes of fast increasing road accidents which results in killing innocent lives. For the above reasons the application for variation is hereby rejected.

### **Item No. 32**

Heard. This vehicle is permitted to operate on the route Pullangode - Kozhikkode as an ordinary service having a length of 97.5 Kms. An Ordinary Service can be operated up to a distance of 140 Kms, as per KMV Rule 2(oa) 1989. This permit can be continued as an ordinary service. The route length of this service is not necessitating the conversion of service as Fast Passenger for its existence. This permit was issued on the basis of the then existing need of traveling public and students. The conversion of service without any special circumstances will adversely affect the traveling public. Students will be deprived off their existing

concessional rate, Traveling facility and daily commuters depending this service will have to pay more fare without availing any additional facilities. Moreover, from the variation sought for, it is clear that the intension of permit holder is to reduce the number of stops, reduce running time and thereby increasing the speed of vehicle which is detrimental to the public and potential threat which cannot be allowed. It is a non fact that over speeding and resultant rashness are major causes of fast increasing road accidents which results in killing innocent lives. For the above reasons the application for variation is hereby rejected.

**Item No. 33**

This is an inter district permit, in which a distance of 17.5 Kms lying in Kozhikkode District. In view of Clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009, since the original permit is issued prior to 09.05.2006, Secretary is directed to seek concurrence from sister RTA Kozhikkode for renewal of permit

**Item No. 34**

This is an inter district permit, in which a distance of 17.5 Kms lying in Kozhikkode District. In view of Clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009, since the original permit is issued prior to 09.05.2006, Secretary is directed to seek concurrence from sister RTA Kozhikkode for renewal of permit

**Item No. 35**

This is an inter district permit, in which a distance of 22.5 Kms lying in Kozhikkode District. In view of Clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009, since the original permit is issued prior to 09.05.2006, Secretary is directed to seek concurrence from sister RTA Kozhikkode for renewal of permit

**Item No. 36**

This is an inter district permit, in which a distance of 17.5 Kms lying in Kozhikkode District and 12 Kms in Palakkad District. In view of Clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009, since the original permit is issued prior to 09.05.2006, Secretary is directed to seek concurrence from sister RTAs Kozhikkode and Palakkad for renewal of permit

**Item No. 37**

This is an inter district permit, in which a distance of 17.5 Kms lying in Kozhikkode District and 48 Kms in Thrissur District. In view of Clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009, since the original permit is issued prior to 09.05.2006, Secretary is directed to seek concurrence from sister RTAs Kozhikkode and Thrissur for renewal of permit

**Item No. 38**

This is an inter district permit, in which a distance of 17.5 Kms lying in Kozhikkode District and 58 Kms in Palakkad District. In view of Clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009, since the original permit is issued prior to 09.05.2006, Secretary is directed to seek concurrence from sister RTAs Kozhikkode and Palakkad for renewal of permit

**Item No. 39**

This is an inter district permit, in which a distance of 17.5 Kms lying in Kozhikkode District and 34 Kms in Thrissur District. In view of Clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009, since the original permit is issued prior to 09.05.2006, Secretary is directed to seek concurrence from sister RTAs Kozhikkode and Thrissur for renewal of permit

**Item No. 40**

This is an inter district permit, in which a distance of 12.5 Kms lying in Palakkad District. In view of Clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009, since the original permit is issued prior to 09.05.2006, Secretary is directed to seek concurrence from Sister RTA Palakkad for renewal of permit

**Item No. 41**

This is an inter district permit, in which a distance of 17.5 Kms lying in Kozhikkode District. In view of Clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009, since the original permit is issued prior to 09.05.2006, Secretary is directed to seek concurrence from Sister RTA Kozhikkode for renewal of permit

**Item No. 42**

This is an inter district permit, in which a distance of 17.5 Kms lying in Kozhikkode District. In view of Clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009, since the original permit is issued prior to 09.05.2006, Secretary is directed to seek concurrence from Sister RTA Kozhikkode for renewal of permit

**Item No. 43**

This is an inter district permit, in which a distance of 41 Kms lying in Kozhikkode District and 21 Kms in Thrissur District. In view of Clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009, since the original permit is issued prior to 09.05.2006, Secretary is directed to seek concurrence from Sister RTAs Kozhikkode and Thrissur for renewal of permit

**Item No. 44**

This is an inter district permit, in which a distance of 17.5 Kms lying in Kozhikkode District, 70 Kms in Thrissur District and 34 Kms in Ernakulam District. In view of Clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009, since the original permit is issued prior to 09.05.2006, Secretary is directed to seek concurrence from Sister RTAs Kozhikkode, Thrissur and Ernakulam for renewal of permit

**Item No. 45**

This is an inter district permit, in which a distance of 17.5 Kms lying in Kozhikkode District. In view of Clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009, since the original permit is issued prior to 09.05.2006, Secretary is directed to seek concurrence from Sister RTA Kozhikkode for renewal of permit

**Item No. 46**

This is an inter district permit, in which a distance of 17.5 Kms lying in Kozhikkode District. In view of Clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009, since the original permit is issued prior to 09.05.2006, Secretary is directed to seek concurrence from Sister RTA Kozhikkode for renewal of permit

**Item No. 47**

This is an inter district permit, in which a distance of 17.0 Kms lying in Kozhikkode District. In view of Clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009, since the original permit is issued prior to 09.05.2006, Secretary is directed to seek concurrence from Sister RTA Kozhikkode for renewal of permit

**Item No. 48**

This is an inter district permit, in which a distance of 41.0 Kms lying in Kozhikkode District and 58 Kms in Palakkad District. In view of Clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009, since the original permit is issued prior to 09.05.2006, Secretary is directed to seek concurrence from Sister RTAs Kozhikkode and Palakkad for renewal of permit

**Item No. 49**

This is an inter district permit, in which a distance of 17.5 Kms lying in Kozhikkode District. In view of Clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009, since the original permit is issued prior to 09.05.2006, Secretary is directed to seek concurrence from Sister RTA Kozhikkode for renewal of permit

**Item No. 50**

This is an inter district permit, in which a distance of 17.5 Kms lying in Kozhikkode District. In view of Clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009, since the original permit is issued prior to 09.05.2006, Secretary is directed to seek concurrence from Sister RTA Kozhikkode for renewal of permit

**Item No. 51**

This is an inter district permit, in which a distance of 17.5 Kms lying in Kozhikkode District. In view of Clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009, since the original permit is issued prior to 09.05.2006, Secretary is directed to seek concurrence from Sister RTA Kozhikkode for renewal of permit

**Item No. 52**

This is an inter district permit, in which a distance of 17.5 Kms lying in Kozhikkode District. In view of Clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009, since the original permit is issued prior to 09.05.2006, Secretary is directed to seek concurrence from Sister RTA Kozhikkode for renewal of permit

**Item No. 53**

Heard both the applicants.  
Transfer of permit allowed subject to the clearance of government dues and production of NOC from the financier

**Item No. 54**

Heard both the applicants.  
Transfer of permit allowed subject to the clearance of government dues and production of NOC from the financier

**Item No. 55**

Heard both the applicants.  
Transfer of permit allowed subject to the clearance of government dues and production of NOC from the financier

**Item No. 56**

Heard both the applicants.  
Transfer of permit allowed subject to the clearance of government dues and production of NOC from the financier

**Item No. 57**

Heard both the applicants.  
Transfer of permit allowed subject to the clearance of government dues and production of NOC from the financier

**Item No. 58**

Heard both the applicants.

Transfer of permit allowed subject to the clearance of government dues and production of NOC from the financier

**Item No. 59**

Heard both the applicants.

Transfer of permit allowed subject to the clearance of government dues and production of NOC from the financier

**Item No. 60**

Heard both the applicants.

Transfer of permit allowed subject to the clearance of government dues and production of NOC from the financier

**Item No. 61**

Heard both the applicants.

Transfer of permit allowed subject to the clearance of government dues and production of NOC from the financier

**Item No. 62**

Heard both the applicants.

Transfer of permit allowed subject to the clearance of government dues and production of NOC from the financier

**Item No. 63**

Heard both the applicants.

Transfer of permit allowed subject to the clearance of government dues and production of NOC from the financier

**Item No. 64**

Heard both the applicants.

Transfer of permit allowed subject to the clearance of government dues and production of NOC from the financier

**Item No. 65**

Heard both the applicants.

Transfer of permit allowed subject to the clearance of government dues and production of NOC from the financier

**Item No. 66**

Applicants Absent. Adjourned

**Item No. 67**

Heard both the applicants.

Transfer of permit allowed subject to the clearance of government dues and production of NOC from the financier

**Item No. 68**

Heard both the applicants.

Transfer of permit allowed subject to the clearance of government dues and production of NOC from the financier

**Item No. 69**

Heard both the applicants.

Transfer of permit allowed subject to the clearance of government dues and production of NOC from the financier

**Item No. 70**

Heard both the applicants.

Transfer of permit allowed subject to the clearance of government dues and production of NOC from the financier

**Item No. 71**

Heard both the applicants.

Transfer of permit allowed subject to the clearance of government dues and production of NOC from the financier

**Item No. 72**

Heard both the applicants.

Transfer of permit allowed subject to the clearance of government dues and production of NOC from the financier

**Item No. 73**

Heard both the applicants.

Transfer of permit allowed subject to the clearance of government dues and production of NOC from the financier

**Item No. 74**

Heard both the applicants.

Transfer of permit allowed subject to the clearance of government dues and production of NOC from the financier

**Item No. 75**

Heard both the applicants.

Transfer of permit allowed subject to the clearance of government dues and production of NOC from the financier

**Item No. 76**

Heard both the applicants.

Transfer of permit allowed subject to the clearance of government dues and production of NOC from the financier

**Item No. 77**

Heard both the applicants.

Transfer of permit allowed subject to the clearance of government dues and production of NOC from the financier

**Item No. 78**

Heard both the applicants.

Transfer of permit allowed subject to the clearance of government dues and production of NOC from the financier

**Item No. 79**

Heard both the applicants.

Transfer of permit allowed subject to the clearance of government dues and production of NOC from the financier

**Item No. 80**

Heard both the applicants.

Transfer of permit allowed subject to the clearance of government dues and production of NOC from the financier

**Item No. 81**

1. Perused the Judgement in WP(C) No. 16670/2003 dated 30.05.2010 of Hon. High Court of Kerala

2. Heard. This is a regular permit application filed belatedly on 23.02.2005 which is within the date of expiry. Concurrence is seen received from RTA Kozhikkode and RTA Palakkad. This is a route having length 140 Km and is renewable under rule 2 (oa). In obedience to the Judgement of Honorable High Court regarding the tax arrears, the renewal of permit on the application dated 23.02.2005 granted subject to production of NOC from the Hypothecated Company and production of current records as directed by the Hon. High Court.

As there is no application subsequent to the above renewal of application, subsequent renewal will be considered only submission of application with prescribed fees with sufficient explanation for delay.

**Item No. 82**

Heard. The applicant produced a medical certificate from Dr. Sudev Balakrishnan MBBS and Dr. Sulaiman KK BSC BAMS. He has a good and sufficient reason for delay for application for renewal of permit. Hence delay condoned. Renewal of permit granted.

**Item No. 83**

Heard. The applicant produced a medical certificate from Dr. C.M. Devakikutty MBBS, DGO DAM. He has a good and sufficient reason for delay for application for renewal of permit. Hence delay condoned. Renewal of permit granted.

**Item No. 84**

Heard. The applicant produced a medical certificate from Dr. Prasad Sundaran, MS. DNB, MPH DNB. FIACS. He has a good and sufficient reason for delay for application for renewal of permit. Hence delay condoned. Renewal of permit granted.

**Item No. 85**

Heard. Replacement of permit allowed since the government revenue and accommodation of passengers are increasing by the way of increased seating capacity.

**Item No. 86**

Heard. Replacement of permit allowed since the government revenue and accommodation of passengers are increasing by the way of increased seating capacity.

**Item No. 87**

Bus Stop at Kandanakam for stage carriages towards Kuttippuram is allowed 15 meters north from the present position i.e. from Coimbatore Aryavydyasala and for the buses bound to Edappal side allowed 65 meters from the present position i.e. in front of Kaladi Post office subject to providing bus bay.

**Item No. 88**

Heard. Bus stop allowed for LSOS and Ordinary Services at Poonthottam subject to providing bus bay

**Item No. 89**

Allowed to alter the colour as yellow at entire front side of Autorikshaws which permitted to operate and halt within the perimeter of Perinthalmanna Municipality

**Item No. 90**

Heard. The applicant is an existing Auto Rickshaw permit holder. The application is for the changing the halting place to Malappuram Municipality. As per the report of Field Officer, the municipality is already oversaturated with Auto Rickshaws. RTA dated 21.10.2004, decided that the objective of RTA is to restrict the number of Auto Rickshaws in municipalities and town areas as it is already oversaturated. In view of the fact that parking facilities in urban areas are limited, it is impractical to add to the pool of Auto Rickshaws. However Auto Rickshaws allowed in the district by Government sponsored Self Employment Schemes in which the concerned financial institutions had sanctioned the loan before 31.03.2004 is exempted. From 01.04.2004, no Auto Rickshaw permits shall

be issued in municipal Areas and Nilambur, Kottakkal (Now these are upgraded as Municipalities) and Kondotty towns except for exemption made above. The RTA on 07.04.2010 directed not to entertain application for Auto Rickshaw permits with halting place in Municipal areas. Therefore the application for change of halting place is rejected.

**Item No. 91**

This Authority discussed the matter in detail. As per sec. 86 of MV Act 1989, action taken by the secretary, RTA is confirmed.

**Item No. 92**

Portion of the route from Areacode to Valillapuzha in a distance of 6.5 Kms not overlapping on the notified/Nationalised sectors. Hence Renewal concurrence granted.

**Item No. 93**

Granted concurrence for renewal for regular permit without prejudice to the right of the primary authority to decide the class of service depending upon the route length subject to clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009

**Item No. 94**

Granted concurrence for renewal for regular permit without prejudice to the right of the primary authority to decide the class of service depending upon the route length subject to clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009

**Item No. 95**

Granted concurrence for renewal for regular permit without prejudice to the right of the primary authority to decide the class of service depending upon the route length subject to clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009

**Item No. 96**

Granted concurrence for renewal for regular permit without prejudice to the right of the primary authority to decide the class of service depending upon the route length subject to clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009

**Item No. 97**

Granted concurrence for renewal for regular permit without prejudice to the right of the primary authority to decide the class of depending upon the route length subject to clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009

**Item No. 98**

Granted concurrence for renewal for regular permit without prejudice to the right of the primary authority to decide the class of service depending upon the route length subject to clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009

**Item No. 99**

Granted concurrence for renewal for regular permit without prejudice to the right of the primary authority to decide the class of service depending upon the route length subject to clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009

**Item No. 100**

Granted concurrence for renewal for regular permit without prejudice to the right of the primary authority to decide the class of service depending upon the route length subject to clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009

**Item No. 101**

Granted concurrence for renewal for regular permit without prejudice to the right of the primary authority to decide the class of service depending upon the route length subject to clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009

**Item No. 102**

Granted concurrence for renewal for regular permit without prejudice to the right of the primary authority to decide the class of service depending upon the route length subject to clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009

**Item No. 103**

Granted concurrence for renewal for regular permit without prejudice to the right of the primary authority to decide the class of service depending upon the route length subject to clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009

**Item No. 104**

Granted concurrence for renewal for regular permit without prejudice to the right of the primary authority to decide the class of service depending upon the route length subject to clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009

**Item No. 105**

Granted concurrence for renewal for regular permit without prejudice to the right of the primary authority to decide the class of service depending upon the route length subject to clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009

**Item No. 106**

Granted concurrence for renewal for regular permit without prejudice to the right of the primary authority to decide the class of service depending upon the route length subject to clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009

**Item No. 107**

Granted concurrence for renewal for regular permit without prejudice to the right of the primary authority to decide the class of service depending upon the route length subject to clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009

**Item No. 108**

Granted concurrence for renewal for regular permit without prejudice to the right of the primary authority to decide the class of service depending upon the route length subject to clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009

**Item No. 109**

Granted concurrence for renewal for regular permit without prejudice to the right of the primary authority to decide the class of service depending upon the route length subject to clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009

**Item No. 110**

Granted concurrence for renewal for regular permit without prejudice to the right of the primary authority to decide the class of service depending upon the route length subject to clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009

**Item No. 111**

Granted concurrence for renewal for regular permit without prejudice to the right of the primary authority to decide the class of service depending upon the route length subject to clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009

**Item No. 112**

Granted concurrence for renewal for regular permit without prejudice to the right of the primary authority to decide the class of service depending upon the route length subject to clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009

**Item No. 113**

Granted concurrence for renewal for regular permit without prejudice to the right of the primary authority to decide the class of service depending upon the route length subject to clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009

**Item No. 114**

Granted concurrence for renewal for regular permit without prejudice to the right of the primary authority to decide the class of service depending upon the route length subject to clause 4 of GO (P) No. 42/2009/TRAN dtd 14.7.2009

**Departmental Item**

Ratified the works done by the Secretary RTA under delegated powers

**Departmental Item (a)**

Joint Regional Transport Officer, Tirurangadi is allowed to do his works under delegation of powers.

**Departmental Item (b)**

Secretary RTA is directed to issue notices to the permit holders and give them an opportunity to hear. Adjourned

Sd/-  
Chairman & Members  
RTA Malappuram

Secretary  
RTA Malappuram