

STATE TRANSPORT AUTHORITY, KERALA
Minutes of the Meeting held on 08.08.2025

Date :	08.08.2025
Time :	11:00 AM
Venue :	Transport Commissionerate, 7th floor, Trans Towers, Vazhuthacaud, Thycaud P O, Thiruvananthapuram – 695 014.

No.	Name of Members	Designation	Duty
1.	Shri. Nagaraju Chakilam IPS	Transport Commissioner	Chairman, STA
2.	Shri. Kaliraj Maheshkumar IPS	IG Traffic and Road Safety Management	Member STA
3.	Shri. B Nibudas	President KYF(B) SS Kovil Road, Thampanoor	Non-Official member STA
4.	Shri. K Manoj Kumar	Joint Transport Commissioner	Secretary STA

The meeting of the State Transport Authority (STA) was held on 08.08.2025 at the 7th floor of the Transport Commissionerate, Trans Tower, Vazhuthacaud, Thiruvananthapuram, under the chairmanship of the Transport Commissioner. Wherein, the members, IG Traffic and Road Safety Management, non-official member and the Joint Transport Commissioner and Secretary STA mentioned above, participated. The Senior Deputy Transport Commissioner (Taxation), Senior Law Officer, Assistant Transport Commissioner, Assistant Secretary STA, Senior Superintendent (D Section), clerical staffs, applicants, counsels, and invited representatives of KSRTC and the Bus Operators Association etc also attended the meeting.

The Transport Commissioner welcomed all members, officials, and applicants to the meeting. Subsequently, discussions on the agenda items commenced.

ITEM No. 1

Application for renewal of Primary Permit No. 22/STA/1987 of Stage Carriage No. KL 08 AD 0667. The existing permit is valid up to 12.07.2025.

The vehicle is operating the on the inter-state route Chalakkudy to Valparai via Malakkapara and Oralikkal on single point tax basis.

Applicant, **Shri. Antony Alby**, S/o Francis, Cheenikkaparambil, Kadukutty P.O., Thrissur – 680 309

Adv. Gopika S Nair, High Court of Kerala, Ernakulam, appeared before the STA on behalf of applicant with authorization letter. The prayer was permission for renewing the Primary Permit No. 22/STA/1987 of Stage Carriage KL 08 AD 0667, that was operating on interstate agreement, Chalakkudy to Valparai via Malakkapara and Oralikkal on single point basis. Since, all the formalities were complied with and no objection was raised, **permission was granted** by the State Transport Authority.

ITEM No. 2

Application for renewal of Primary Permit No. 23/STA/1987 of the vehicle No. KL 08 AD 0666. The existing permit is valid up to 21.08.2025. The route under operation is Chalakkudy to Mudis (via) Malakkapara, Valparai on single point tax basis.

Applicant, **Shri. Antony Alby**, S/o Francis, Cheenikkaparambil, Kadukutty P.O., Thrissur – 680 309.

Adv. Gopika S Nair, High Court of Kerala, Ernakulam, appeared before the committee on behalf of applicant with authorization letter. The submission was permission for renewing the above Primary Permit No. 23/STA/1987 to Stage Carriage KL 08 AD 0666 that was operating on the basis of interstate agreement, Chalakkudy to Mudis (via) Malakkapara, Valparai on single point tax basis. Since, all the formalities were complied with and no objection was raised, **permission was granted** by the State Transport Authority.

ITEM No. 3

Application for renewal of Primary Permit No. 24/STA/1987 of Stage Carriage No. KL70B2065. The existing permit is valid up to 18.09.2025. The vehicle is operating on the inter-state route Olavakkode to Pollachi via

Meenakshipuram on single point tax basis.

Applicant, **Shri. P Durai Swamy**, S/o Palani Swamy, 20/520, Nandankizhaya, Anamari P. O, Palakkad - 678506

Adv. Gopika S Nair, High Court of Kerala, Ernakulam, appeared before the committee on behalf of applicant with authorization letter. The submission preferred for renewing the above Primary Permit that was operating on the basis of interstate agreement Olavakkode to Pollachi via Meenakshipuram on single point tax basis. Since, all the formalities were complied with and no objection was raised, **permission was granted** by the State Transport Authority.

ITEM No. 4

The application for renewal of Primary Permit No. 65/STA/1990 of vehicle KL-14-N-0599. The existing permit is valid up to 16.07.2025. The vehicle is operating on the Inter State Route from Kannur to Mangalore and back, via Kasaragod, Kumbala, Kurichipalla, Manjeswar, and Thalappady, on a single point tax basis.

Applicant **Shri Sakkeer Hussain**, S/o S. A Wahab, Mehboob Manzil, Anangoor, Vidhyanagar P. O, Kasaragod – 671123.

Adv. Gopika S Nair, High Court of Kerala, Ernakulam, appeared before the committee on behalf of applicant with authorization letter. The submission preferred for renewing the above Primary Permit No. 65/STA/1990 of Stage Carriage KL-14-N-0599, was operating on the basis of interstate agreement Kannur to Mangalore and back, via Kasaragod, Kumbala, Kurichipalla, Manjeswar, and Thalappady on single point tax basis. Since all the formalities were complied with and no objection was raised, **permission was granted** by the State Transport Authority.

ITEM No. 5

Application for COUNTERSIGNATURE of the renewal of Primary Permit No. 47/2009-10 for vehicle KA 51 AA 6121. The existing permit is valid until 03.07.2024, allows the vehicle to operate as a spare bus in the event of temporary

breakdown or stoppage of regular route buses.

Applicant, **Smt. Megha B R** , D/o. Late K. T Rajashekara, Managing Director, SRS Travels and Logistics Pvt Ltd., No. 321, TSP Road, Opp. BMC Kalasipalayam, Bangalore – 560002.

Application date: 10-07- 2025

Adv. Gopika S Nair, High Court of Kerala, Ernakulam, appeared before the STA on behalf of applicant with authorization letter. The submission preferred for renewal of countersignature of the above Primary Permit No. 47/2009-10 of Stage Carriage KA 51 AA 6121, that was operating as spare bus in the event of temporary breakdown or stoppage of regular route buses. Since all the formalities were complied with and **remitted Rs. 7500/- as compounding fee** for permit less operation, no objection raised, **permission was granted** by the State Transport Authority.

ITEM No. 6

Application for Rent a Motor Cab License to M/S Compass Car Rentals LLP that has been submitted by Shri. Jussin Jose - Choozhikunnel House, Veliyannoor P.O, Thamarakadu, Kottayam, Kerala – 686634.

Partners of the business :-

1. Shri. Sudheesh S, Mannath House, Cheramangalam P.O, Cheramangalam, Palakkad, Kerala - 678703.
2. Shri. Sanu Jose, Varickayil House, Purapuzha P.O, Thodupuzha, Idukki, Kerala - 68558.
3. Smt. Mercy Mathew, Varickayil House, Purapuzha P.O, Thodupuzha, Idukki, Kerala - 685583.

Place of business :- M/S Compass Car Rentals LLP, 39/1393 - A, North Janatha Road, Palarivattom, Ernakulam, Kerala - 682025.

Branches :-

1. Angamaly - M/S Compass Car Rentals LLP, Building No. 16/209/2, City

- Towers, Santhamandiram, Nayathode P.O, Angamaly, Ernakulam, Kerala - 683572.
2. Perumbavoor - M/S Compass Car Rentals LLP, Building No. 15/898/C, Anna Complex, Pulluvazhi, Rayamangala P.O, Perumbavoor, Ernakulam, Kerala - 683545.
 3. Thodupuzha - M/S Compass Car Rentals LLP, Building No. 28/1034/C4, Kokkandathil Building, Market Road, Thodupuzha, Idukki - 685584.
 4. Punalur - M/S Compass Car Rentals LLP, Building No. 9/590, Ajmi Manzil, Kollam - Thirumangalam Road, Punalur, Kollam, Kerala - 691331.
 5. Kalady - M/S Compass Car Rentals LLP, Building No. XII/937, Kallarackal Building, MC Road, Kalady, Ernakulam, Kerala - 683574.

Applicant, Shri. Jussin Jose has attended the meeting with identification proof. He has reported that he has submitted an another application simultaneously for **cancelling the branch of Punalur** from the original application and requested for the grant of Rent a motor cab license under the scheme 1989.

The Deputy Transport Commissioner, Central Zone-II, Ernakulam, has **recommended** the application since the applicant meets the eligibility criteria prescribed under the said Scheme vide enquiry report dated 01.08.2025. All the formalities complied with, **permission granted** by the State Transport Authority.

ITEM No. 7

Finalization of Provisional Rent a motor cycle License No. 30/MCY/STA/2016, issued to Shri. Shibu M, **M/S Nanni Tours & Travels**, Cullen Road, Sea view Ward, Alappuzha Kerala – 668012 .

Applicant **Shri Shibu M** attended the meeting with identification proof. He informed that he was issued Provisional License No. 30/MCY/STA/2025 for renting motor cycles, in compliance with the interim order dated 09.05.2025 in **W.P.(C) No. 17262/2025** of the Hon'ble Kerala High Court. He requested that the above provisional license be made absolute. Additionally, he informed that he has

submitted an application for a **change of address** of his place of business. It was noticed that the State Transport Authority had decided to grant a Rent-a-Motor-Cycle license on 09.01.2020, based on the recommendation of the DTC South Zone, Thiruvananthapuram. Subsequently, the applicant was directed to submit a list of vehicles proposed to be used under this scheme. However, the applicant failed to provide the required details within the prescribed time frame, citing delays due to the COVID-19 pandemic. Consequently, the department advised the applicant to submit a fresh application. Later, the applicant filed W.P. (C) No. 17262/2025 before the Hon'ble High Court of Kerala. In its interim order, the Hon'ble Court directed the issuance of a provisional license under the Rent-a-Motor-Cycle Scheme, 1997, based on the STA's decision dated 09.01.2020, without requiring a fresh application. Accordingly, Provisional License No. 30/MCY/STA/2025 was issued with effect from 09.05.2025, in compliance with the interim order of the Hon'ble High Court of Kerala in W.P.(C) No. 17262/2025 dated 09.05.2025.

Thereafter, the DTC South Zone was directed to conduct a detailed verification of the genuineness and eligibility of the applicant for the finalization of the above mentioned provisional Rent-a-Motor-Cycle License. Accordingly, the DTC South Zone, Thiruvananthapuram, has informed that the current business address differs from the address provided in the provisional license. Furthermore, **no separate facilities provided for reception, parking, and sanitation**, as stipulated in the scheme, vide the report dated 05.08.2025, but applied for change of address already. **Hence issue the conditional Final license. The DTC, South Zone to verify compliance within two months. It is the Licensee's responsibility to inform the DTC SZ for inspection within 2 months.**

ITEM No. 8

Application for Renewal of Rent a Motor Cycle License No. 12/MCY/STA/2020 submitted by Shri. Rojo C L, **M/S CILJO ASSOCIATE** ,

10/685, Chiriyankandath House, Anchery P O, Kuriachira S O, Thrissur, Kerala - 680006 .

Applicant, **Shri. Rojo C L** attended the meeting with identification proof and requested for the renewal of his Rent a motor cab license mentioned above. The Deputy Transport Commissioner, Central Zone-I, Thrissur, has **recommended** the application since the applicant meets the eligibility criteria prescribed under the said Scheme vide enquiry report dated 01.08.2025. All the formalities were complied with, **renewal granted** by the State Transport Authority.

ITEM No. 9

Application for Rent a Motor Cycle License that has been submitted by Shri. Venugopal R, Director, **M/S Crimen Tech Pvt. Ltd**, TS 42/3015, Rajasree, Chengalloor, Poojappura P.O, Trivandrum - 695012.

Applicant, **Shri. Venugopal R**, attended the meeting with identification proof and requested for the grant of Rent a motor cycle license. The Deputy Transport Commissioner, South Zone, Thiruvananthapuram has **recommended** the application since the applicant meets all the eligibility criteria prescribed under the said Scheme vide enquiry report. All the formalities were complied with, **permission granted** by the State Transport Authority.

ITEM No. 10

Application for Rent a Motor Cycle License that has been submitted by Shri. Dayason George, Kanjirathumkal House, Ashokapuram P.O, Aluva, Ernakulam, Kerala – 683101.

Applicant, **Shri. Dayason George**, attended the meeting with identification proof and requested for the grant of Rent a motor cycle license for his firm **M/S Friends motors**, No. 16/30, 1,2, Assisi Junction, Aluva, Ernakulam, Kerala – 683101. The Deputy Transport Commissioner, Central Zone – II Ernakulam has **recommended** the application since the applicant meets all the eligibility criteria prescribed under the said Scheme. All the formalities were complied with,

permission granted by the State Transport Authority.

ITEM No. 11

Application for Rent a Motor Cycle License that has been submitted by Shri. Munia Sami O, S/o Oorkalan, Old Munnar Division, Letchmi Estate, Munnar
Applicant, **Shri. Munia Sami**, attended the meeting with identification proof and requested for the grant of Rent a motor cycle license for his firm **M/S. Star Bike Rent Service**, Ground Floor, AIM Shopping Complex, Vivekananda Road, Mannamkandam, 11/383/8&9, Adimali, Idukki,. The Deputy Transport Commissioner, Central Zone – II Ernakulam has **recommended** the application since the applicant meets all the eligibility criteria prescribed under the said Scheme vide report dated 13.06.2025. All the formalities were complied with, **permission granted** by the State Transport Authority.

ITEM No. 12

Application for Rent a Motor Cycle License that has been submitted by Shri. Kamarudheen A, S/o Aboobacker, Tharbiath Manzil, Sanathanam ward, HPO, Alappuzha, - 688012.
Applicant, **Shri. Kamarudheen A**, attended the meeting with identification proof and requested for the grant of Rent a motor cycle license for his firm **M/S New Seiko Tours and Travels**, Seaview ward, HPO, Alappuzha, - 688012. The Deputy Transport Commissioner, South Zone –Thiruvananthapuram has **recommended** the application since the applicant meets all the eligibility criteria prescribed under the said Scheme vide report dated 02.07.2025. All the formalities were complied with, **permission granted** by the State Transport Authority.

ITEM No. 13

Application for Rent a Motor Cycle License that has been submitted by Shri. Rohith S Mohan, Mohana Vilasa, Adichanalloor P.O, Kollam - 691573.
Applicant, **Shri. Rohith S Mohan**, attended the meeting with identification proof and requested for the grant of Rent a motor cycle license for his firm **M/S.**

Interdynamics Pvt. Ltd, Master Bhavan, Alummoodu, Eravipuram P.O - 691011.

The Deputy Transport Commissioner, South Zone –Thiruvananthapuram has **recommended** the application since the applicant meets all the eligibility criteria prescribed under the said Scheme vide report dated 30.06.2025. All the formalities were complied, **Permission granted** by the State Transport Authority.

ITEM No.14

Application for Rent a Motor Cycle License of Shri. Abhilash G, S/o A P Gopalakrishnan, 1/1246, Manickapuram Road, Amman Nagar, Palladam, Tiruppur - 641664.

Applicant, **Shri. Abhilash G**, attended the meeting with identification proof and requested for the grant of Rent a motor cycle license for his firm **M/S. Abi Bikes**, No. 415, Aishwarya Business Complex, Olavakode Railway Station Road, Near Bharath Bakery Olavakode, Palakkad, Kerala - 678002. The Deputy Transport Commissioner, Central Zone – I, Thrissur has **recommended** the application since the applicant meets all the eligibility criteria prescribed under the said Scheme vide report dated 25.05.2025. All the formalities were complied with, **permission granted** by the State Transport Authority.

ITEM No. 15

Application for Rent a Motor Cycle License submitted by Shri. Jamsheed K E, S/o. Aboobacker K E , Kannanthodi Erumbanittil, Vettathur, Malappuram,– 679326

Applicant, **Shri. Jamsheed K E**, attended the meeting with identification proof and requested for the grant of Rent a motor cycle license for his firm **M/S. F J Innovatives Pvt Ltd**, Vettathur, Alanallur Road Malappuram, Kerala - 679326. The Deputy Transport Commissioner, Central Zone – I, Thrissur has **recommended** the application since the applicant meets all the eligibility criteria prescribed under the said Scheme vide report dated 02.08.2025. All the formalities were complied with, **permission granted** by the STA.

Additional Agenda Item No.1

Application for Rent a Motor Cycle License submitted by Adv. Goutham Gokuldas, S/o. Gokuldas Kottayil, Gokulam House Puthurvayal P O, Kalpetta, Wayanad - 673577.

Applicant, **Adv. Goutham Gokuldas**, attended the meeting with identification proof and requested for the grant of Rent a motor cycle license for his firm **M/s. PICKN GO Rentals LLP**, New Bus stand, Kalpetta, Wayanad – 673121.

The Deputy Transport Commissioner, North Zone, Kozhikkode has informed that M/s PICKN GO Rentals LLP, Wayanad, has maintained adequate infrastructure and facilities required for obtaining a license under the scheme, but applicant has **not produced the details of tax payment** for the building room mentioned in the application. Additionally, the municipal registration for both rooms intended to be operated under this establishment has not been submitted. It is noted that the applicant, Adv. Goutham Gokuldas, has been **involved in six criminal cases under sections 143, 145, 147, 179, 283 and 353 of the IPC and sections 126(2), 115(2) 3(5) 189(2), 189(3), 191(2), 285, 190 of BNS also section 117(e) of KP Act and section 3(2)(e) of PDPP Act, during the period 2023 and 2024**. All of these cases are currently under trial reported by the Inspector of Police, Kalpetta Police Station vide police verification certificate.

Applicant produced a document signed by Managing Director Kalpetta Bus Terminal Company Private limited, which reveals that the New Bus stand building is a property owned by Municipality. As the building is under the ownership and management of the Local Municipal Authority and is **exempt from paying property tax** on its room and facilities and hence it is reported that there is no property tax receipt available for the room or premises within the said building.

By producing the copy of FIRs, the applicant informed that six FIRs have been registered against his name but all of the mentioned cases are purely political in nature, and have arisen solely due to his **active involvement in legitimate democratic political activities**, protests, agitations and strikes which was conducted by his affiliated political organization. None of the above mentioned

cases involve any criminal fraudulent, or moral turpitude related offenses.

The license granted subject to the production of a non objection certificate from District Police chief concerned.

Departmental Item No. 1

Revision of Time Gaps for Private Stage Carriages in Kerala , Implementation of Geo-Fencing System & Resolution of Time Slot Conflicts were considered by the State Transport Authority in its meeting held on 08.08.2025.

Stake holders in attendance:-

1. All Kerala Bus Operators Organization
2. The Kerala State Private Bus Operators Federation
3. Kerala Bus Transport Association
4. Thrissur District Private Bus Operators Association
5. Quilon District Private Bus Operators Association
6. KSRTC

The agenda item comes before the State Transport Authority (STA) in the scenario of significant rise in traffic accidents across several districts in Kerala such as Pathanamthitta, Kottayam, Kozhikode, Palakkad, Idukki, Ernakulam, and Thiruvananthapuram. Over speeding of vehicles and unhealthy competition among Stage Carriage buses are key contributing factors to the road accidents. In order to reduce road accidents, proper time scheduling of stage carriages is necessary. Also urgent steps are to be taken to revise and regulate the time gaps between private stage carriages for improving overall safety and service quality in the light of the Hon'ble Kerala High Court judgment dated 27.03.2025 in WP(C) No. 32680/2008.

The Kerala Government has instructed to ensure 5 min/ 10 min time gap between stage carriages in the same route in urban and rural areas

respectively. The Government have also authorized the State Transport Authority to issue a notification as per Rule 212 (1) of the Kerala Motor Vehicles Rules regarding the revision of time scheduling, vide Government letter No. B1/87/2025/Trans dated 25.06.2025.

In the above circumstances, the State Transport Authority has considered the following parameters in the meeting dated 08.08.2025;

1. Implementation of a minimum **5-minute gap** between two consecutive private stage Carriages at source (Starting location) in the same route in urban areas (municipalities and corporations).
2. Implementation of a minimum **10-minute gap** between two consecutive private stage Carriages at source (Starting location) in the same route in rural areas (Panchayats)
3. Implementation of **GPS-based Geo-Fencing / AI based time scheduling system** for each Bus Stop. It could be based on a dash board based monitoring system for the RTO & RTO(Enforcement) bus operator and even driver. The system should issue alerts when time schedules are violated and also guide the drivers to regulate the speed and distance through real time analysis.
4. Implementation of transparent **auction process** for time slots of stage carriage, while processing multiple permit requests to resolve time slot conflicts, to ensure fairness in allocation of location based time gaps and to prevent competition between private buses.

A. Representatives from Private Bus Operators argued as followings :-

That, the Government of Kerala issued a circular in 1997 for the regulation of stage carriage's time schedules could not be implemented.

That, Similarly, the Government's order in 2008 for the same purpose, was also a failure. Hence, the newly introduced 5-minutes and 10-minutes time schedules are also going to be impractical in Kerala.

That, the Government had appointed various commissions to study of road accidents in Kerala, that and none of the reports identified the time schedules of private buses as a cause of accidents.

That, It is evident that the primary causes of road accidents are potholes on the roads, issuance of driving licenses without proper evaluation, and over speeding by two-wheelers etc.

That, therefore, imposing the above-mentioned time schedules solely for private stage carriage buses is insufficient to effectively reduce road accidents.

That, as an important transport system, multiple trips need to be conducted simultaneously during peak hours to transport passengers to various locations in both city and rural areas.

That, the routes pass touching railway stations, bus stands, and school premises. Therefore, the proposed intervals between stage carriages would be unacceptable for both passengers and students.

That, the Government has already implemented speed governors, GPS systems/ VLTD, and cameras for stage carriages. In addition, to impose revised time schedules amounts to a punitive measure against bus operators.

That, a study should first be conducted on the practicality of implementing 5/10 minutes time gaps between private stage carriages.

That, the proposal must be limited to the upcoming 503 new routes and be made applicable to KSRTC also.

That, The project can only be implemented if grant is allocated from the Road Safety Fund/ Government fund.

As a whole, bus operators accepted the proposed GPS-based Geo-Fencing System is a better facility to regulate stage carriages and is a solution for traffic congestion. The Bus operators have already successfully tested the Geo-Fencing System in certain routes such as Alathur, Palakkad since 2015 . However, installation of dashboard devices in all private buses would lead to a significant

financial burden on vehicle operators.

Requests have been submitted by bus operators before the STA to **promote the voluntary adoption of the Geo-Fencing System for private stage carriages**. That, for the said cause , meetings should be conducted at each RTO level to encourage the voluntary adoption of the project.

That, the allocation of time gaps between stage carriages can be done only on the basis of on the passenger volume of each route.

That, the auction process for allocating time slots is unacceptable to bus operators. They cited a scenario, when a stage carriage is assigned a new time slot, it may take some reasonable time (at least two to three years) for making the route profitable. Once a Route becomes profitable, the route may be taken over by a wealthy bus owner by buying the permit by auction; which is unjustifiable.

That, if multiple requests arise for the same time slot, seniority of permit holders service is a better option for allocating the slot.

B. Representatives of KSRTC put forward the followings arguments :-

That, KSRTC operates vehicles purely on a public service basis. Well-experienced drivers are recruited for this purpose, and periodic training for drivers is being provided by the corporation. If any driver violates traffic rules, strict action is being taken against them without leniency.

That, the corporation operates around 6,500 vehicles, covering approximately 17 lakh kilometers per day. According to records from the Kerala Police, only 898 accident cases were registered against KSRTC in the previous year, which is a relatively small number and below the state average. Therefore, the argument that KSRTC is a major cause of road accidents is not supported by the facts.

That, regarding road accidents, until 2005, the Hon'ble Kerala High Court issued more than 50 interim orders, all of which were against accidents caused by private buses and the content of the interim orders pointing at the strict regulations needed against private buses.

That it is no longer possible to issue new permits in Kerala. According to 2009 law,

existing routes scheduled for private operators cannot be changed, and private buses cannot be allotted on nationalized routes. New routes can only be permitted up to 5% of the existing route length or a maximum 5 kilometers. The probability of creating new routes in Kerala is almost impossible. **Therefore, the argument of private bus operators that the above timing mandate of 5/ 10 minutes should apply exclusively to 503 new routes and to KSRTC, is a hypocrisy and hence they are misleading the Authority .**

That, the argument from private bus operators that the proposed revisions should apply only to newly formulated routes and KSRTC buses; is contrary to Section 80 of the Motor Vehicles Act, which states that any person can apply for a permit at any time, and such applications cannot ordinarily be rejected by the STA/ RTA. However, KSRTC has been granted special protections through specific statutory provisions enacted by the Parliament. These special provisions were enacted by invoking certain chapters of the Constitution, leave limited scope for judicial remedy. As such, a total of 64 routes in the state have been nationalized to KSRTC, and private operators cannot be granted permits on these specified routes. That, KSRTC provides 100% free travel to school students and they operate services to remote and tribal areas without any profit. Therefore, it was requested that KSRTC be exempted from the aforementioned mandates.

C. The STA concluded the matter as follows :-

1. BLIND SPOT MIRRORS :

- i. The State Transport Authority observed that, based on reports of recent accidents, most of the road accidents occurred in the Heavy Vehicles drivers' blind spots. Hence, it is high time to take appropriate measures to address this issue.
- ii. The Chairman proposed a solution that installation of blind spot mirrors on all Vehicles including KSRTC be done; IG Traffic suggested that the

requirement is to be incorporated in the vehicle fitness test.

- iii. The STA unanimously approved the proposal. The bus operators Association/ Federations/ unions and KSRTC supported the proposal.
- iv. **The installation of blind spot mirrors on all heavy Transport and Educational Institution buses and is hereby made a mandatory requirement for the vehicle fitness test by 01.11.2025 in order to reduce road accidents, public safety of pedestrians and to prevent two wheeler rider deaths occurring at the blind spot of heavy vehicles Drivers.**

2. Training of Blind Spot Mirror usage :

- i. **All RTOs are directed** to provide **proper training** regarding the **use of blind spot mirrors to all drivers** of Stage Carriages, Heavy Goods Vehicles, Heavy Passenger Vehicles, Educational Institution buses, Contract carriages etc.
- ii. The **MVIs and AMVIs** who conduct driving test, must **ensure that candidates are well aware in using blind spot mirrors** during the road test.
- iii. **All RTOs** shall **issue guidelines for all driving schools** in order to educate their students about the usage of blind spot mirrors before presenting them for driving tests.

3. GPS/ AI based time scheduling using Geo-Fencing technology :

- i. The suggestion for the voluntary implementation of the geo-fencing system was accepted by the Authority.
- ii. As a first step, **all RTOs are directed to convene meetings** with bus operators urgently. Each RTO must identify at least one route from both urban and rural areas within their jurisdiction for the **implementation of the geo-fencing system as a pilot project.**
- iii. Care should be taken that the **selected routes are relevant.** The geo-fencing system must be implemented voluntarily in **such selected**

routes before 01.11.2025.

- iv. **All Deputy Transport Commissioners** are responsible to convene **district wise/ RTO wise meetings to streamline the timings** as per the new system 5 minutes /10 minutes time gap must be made at source location (Termini)

Departmental Agenda Item-II (Additional)

Implementation of BS VI exhaust emission standards and the AIS-052 Code of Practice for bus body design and approval when issuing fresh permits for new stage carriage routes.

The STA demand the following in consideration of the representation submitted by Bus Operators Associations in order to avoid permit trafficking and to ensure safety of the public,

1. Implementation of AIS-052 Code of Practice for bus body design shall be made mandatory for granting fresh stage carriage permits on new routes.
2. Implementation of BS VI exhaust emission standards shall be mandatory for the issuance of fresh stage carriage permits.
3. Fresh bus permits require new buses.

The bus operators have supported the applicability to new routes only. They have requested to limit the above mandate exclusively for proposed 503 new routes and the prescription may be exempted for the existing permits. An appropriate decision will be taken by the authority.

Items not included in the Agenda

- i. A bus operator who attended the meeting raised concerns that the STA meeting agendas published on the Motor Vehicles Department website did not include the venue and time.
- ii. The STA Chairman directed the STA Secretary to include the venue, date, time, and names of the members at the time of preparing agenda in future. Also

directed that the meeting details are advertised through P&ARD and published on the official website of the Motor Vehicles Department. Official communications are usually being sent to all members and stakeholders via email and tapal. The decisions of STA should be published in the Gazatte henceforth.

iii. The Secretary, State Transport Authority, responded to the another participant and replied that the colour code is not applicable to Inter-State Stage Carriages.

iv. A Rent-a-Motorcycle licensee informed that when bikes are rented out, the proprietor is held liable to pay fines for traffic violations done by one who took the bike rent on. Therefore, he requested that proprietors be exempted from such fines.

v. The STA informed the licensee that the State Transport Authority is not the competent authority to exempt fines for traffic violations.

vi. The STA suggested that the licensees may resort to credit card hold system as is practiced in foreign countries, wherein the person renting bike or a car undertakes to pay fines or penalties imposed for traffic violations and even after six months, the credit card can be charged for such fines if noticed later. Further the bike owner being the licensee his company, the SMS e-challan is received instantaneously. So that fine amount can be realized from the rider or driver immediately.

Meeting adjourned at 01: 00 PM

Thiruvananthapuram
18-08-2025

NAGARAJU CHAKILAM IPS
TRANSPORT COMMISSIONER&
Chairman State Transport Authority, Kerala

Copy To:- All members STA, Kerala