

REGIONAL TRANSPORT AUTHORITY, KANNUR DECISION OF RTA Dtd.05.02.2021

- Present:-**
- 1. Sri. T.V. SUBHASH IAS,
District Collector and Chairman,
Regional Transport Authority, Kannur.**
 - 2. Sri. NAVANEETH SHARMA, IPS,
Member Regional Transport Authority
and District Police Chief, Kannur Rural.**
 - 3. Sri. K.PADMAKUMAR,
Deputy Transport Commissioner,
North Zone, Kozhikode and Member of
Regional Transport Authority, Kannur**

Item No.01

This is a request to approve the decision of Hon'ble Mayor, Kannur Municipal Corporation concerned with the fixing of Town Limit as given below.

SIDES

Towards Kannur –Thalassery
Kannur-City-Marakkarkandy-
Thazhe Chova

Kannur-Thalap

Kannur-Thaliparamba

Kannur-Kakkad-Kunhipalli

Kannur-Azhikkal

Payyambalam

Mundayad Mattannur Road

TOWN LIMIT

: Thazhe Chova

: City (whole area) up to Kuruva
Bridge

: Pannenpara Railway Gate
(Pallikunnu Zonal Office)

: Womens College, Pallikunnu

: Kakkad Angadi

: Chalad Ambalam Road
Junction

: whole area of Payyambalam
including Govt. Guest House.

: Up to Elayavoor Zonal Office

Decision of Kannur Corporation in the conference held on 29.11.2019 is **Approved.**

Item No.02

This is a request for sanctioning a new Limited Stop bus stop near Valora & Chavassery post office junction in Thalassery-Valavupara Route. At present there is already Limited Stop Bus Stops at 19th Mail and CHAVASSERY. The Present ordinary bus stop at Valora is situated 850 meters away from chavassery and 450 meters away from 19th Mile only. The very purpose of limited stop services will be defeated by the sanctioning of bus stops and the long distance commuters are not benefitted by this proposal. Hence **Rejected.**

Item No.03

This is a request for sanctioning a new bus stop at Govt. College junction in Vellora- Cherupuzha route. **Granted stop for ordinary services**, subject to production of work Completion certificate of Bus Bay and waiting shelter as per rule, from local authority concerned.

Item No.04

This is a request for activating a New BUS STAND built by Padiyoor-Kalliyad Grama Panchayath at Cholakkari (Blathur). **Granted** subject to production of work Completion certificate of Bus Stand and fixing of fare stage.

Item No.05

This is a request for sanctioning a new bus stop in between Methale Kayalode and Panunda road on Kannur- Koothuparamba Route. **Granted**

stop for ordinary services subject to production of work Completion certificate of Bus Bay and waiting shelter as per rule, from local authority concerned.

Item No.06

This is the representation filed by Private Bus Operators Association, Thalassery to uphold the Judgment of Hon'ble High Court of Kerala and the decision of STA and to delegate the power to the Secretary RTA to grant Permit Renewal of Inter District Stage Carriages without insisting concurrence from sister RTA's. This is an application to uphold the Judgment of Hon'ble High Court in WPC No 1786/2017 dtd 17/03/2017 and the Decision of STA held on 14/06/2017, vide item No 3. As per the reference cited above the Hon'ble High Court of Kerala ordered to grant Permit Renewal of Inter District Stage Carriages without insisting concurrence from sister RTA's, without distance limit. Perused the judgments and considered the request. In the light of the Judgment of Hon'ble High Court in WPC No 1786/2017 dtd 17/03/2017, the STA in its conference held on 14/06/2017, vide item No 3 decided to grant Permit Renewal of Inter District Stage Carriages without insisting concurrence from sister RTA's up to 50 kms instead of 20 kms in the adjacent district. Hence power delegated to the Secretary RTA to grant Permit Renewal of Stage Carriages granted on or before 14.07.2009 running up to 50 kms in the adjacent district without placing before RTA subject to obtaining reports from sister RTA, regarding distance covered and overlapping or notified nationalized routes.

Item No.07

1. Perused the judgment of Hon'ble High Court of Kerala dated WPC No 10551 of 2018 and Wpc No21297/2018
2. This is a request for sanctioning parking permits to auto rickshaws at Kuthuparamba Municipality. Considered the application on merits. It is reported by the Kuthuparamba Municipality authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Municipality limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned, Kuthuparamba Municipality, has reported that there is no further space to accommodate auto rickshaws within the Municipality limits. Taking into consideration of the above facts, the application for variation of permit is **rejected**.

Item No.08

- 1.Perused the judgment of Hon'ble High Court of Kerala in WP(C) No 3328/2019
2. This is a request for sanctioning variation of permit in Kannur Corporation[KC No] permit in respect of Auto rickshaw bearing Registration number KL-13-AM 9973. Considered the application on merits. It is

reported by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned, Kannur Corporation, has reported that there is no further space to accommodate auto rickshaws within the corporation limit. Taking into consideration of the above facts, the application for variation of permit is **rejected**.

Item No.09

1.Perused the judgment of Hon'ble High Court of Kerala in WP(C) No 9586/2019

2. This is a request for sanctioning variation of permit in Kannur Corporation[KC No] permit in respect of Auto rickshaw bearing Registration number KL-13-AN 796. Considered the application on merits. It is reported by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting in acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned, Kannur Corporation, has reported that there is no further space to accommodate auto rickshaws within the corporation limit. Taking into consideration of the above facts, the application for variation of permit is **rejected**.

Item No.10

1.Perused the judgment of Hon'ble High Court of Kerala dated WP(C) No 13049/2019

2. This is a request for sanctioning variation of permit in Kannur Corporation [KC No] permit in respect of Auto rickshaw bearing Registration number KL-13-AN 2114. Considered the application on merits. It is reported by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting in acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned. Kannur Corporation has reported that there is no further space to accommodate auto rickshaws within the corporation limit. Taking into consideration of the above facts, the application for variation of permit is **rejected**.

Item No.11

1.Perused the judgment of Hon'ble High Court of Kerala dated WP(C) No 12545/2019

2.This is a request for sanctioning variation of permit in Kannur Corporation[KC No] permit in respect of Auto rickshaw bearing Registration number KL-59 F 1435. Considered the application on merits. It is reported by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for

their operation, resulting in acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned, Kannur Corporation, has reported that there is no further space to accommodate auto rickshaws within the corporation limit. Taking into consideration of the above facts, the application for variation of permit is **rejected**.

Item No.12

1.Perused the judgment of Hon'ble High Court of Kerala dated WP(C) No 3328/2019

2.This is a request for sanctioning variation of permit in Kannur Corporation[KC No] permit in respect of Auto rickshaw bearing Registration number KL-13-AM 9973. Considered the application on merits. It is reported by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large numbers of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting in acute traffic congestion, beyond the control of

enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned, Kannur Corporation, has reported that there is no further space to accommodate auto rickshaws within the corporation limit. Taking into consideration of the above facts, the application for variation of permit is **rejected**.

Item No.13

1.Perused the judgment of Hon'ble High Court of Kerala dated WP(C) No 5233/2019

2.This is a request for sanctioning variation of permit in Kannur Corporation[KC No] permit in respect of Auto rickshaw bearing Registration number KL-13-AM 8751. Considered the application on merits. It is requested by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting in acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place

within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned, Kannur Corporation, has reported that there is no further space to accommodate auto rickshaws within the corporation limit. Taking into consideration of the above facts, the application for variation of permit is **rejected**.

Item No.14

1.Perused the judgment of Hon'ble High Court of Kerala dated WPC No WP(C) No 170/2019

2.This is a request for sanctioning variation of permit in Kannur Corporation [KC No] permit in respect of Auto rickshaw bearing Registration number KL-58 L 9326. Considered the application on merits. It is reported by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting in acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places with in town limits lead to increase in number of

vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned, Kannur Corporation, has reported that there is no further space to accommodate auto rickshaws within the corporation limit. Taking into consideration the above facts, the application for variation of permit is **rejected**.

Item No.15

1.Perused the judgment of Hon'ble High Court of Kerala dated WPC No WP(C) No 170/2019

2. This is a request for sanctioning variation of permit in Kannur Corporation[KC No] permit in respect of Auto rickshaw bearing Registration number KL-59 A 8005. Considered the application on merits. It is requested by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned, Kannur Corporation, has reported that there is no further space to accommodate auto rickshaws within the corporation limit. Taking into consideration of the above facts, the application for variation of permit is **rejected**.

Item No.16

1.Perused the judgment of Hon'ble High Court of Kerala dated WP(C) No 1704/2019

2. This is a request for sanctioning variation of permit in Kannur Corporation[KC No] permit in respect of Auto rickshaw bearing Registration number KL-13 AL 8248. Considered the application on merits. It is requested by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting in acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned, Kannur Corporation, has reported that there is no further space to accommodate auto rickshaws within the corporation limit. Taking into consideration of the above facts, the application for variation of permit is **rejected**.

Item No.17

1.Perused the judgment of Hon'ble High Court of Kerala dated WP(C) No 1704/2019

2. .This is a request for sanctioning variation of permit in Kannur Corporation[KC No] permit in respect of Auto rickshaw bearing Registration number KL-13 AM 9972. Considered the application on merits. It is requested by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting in acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned, Kannur Corporation, has reported that there is no further space to accommodate auto rickshaws within the corporation limit. Taking into consideration of the above facts, the application for variation of permit is **rejected**.

Item No.18

1.Perused the judgment of Hon'ble High Court of Kerala in WP(C) No 2473/2019.

2. This is a request for sanctioning variation of permit in Kannur Corporation [KC No] permit in respect of Auto rickshaw bearing Registration number KL-13 AL 8419. Considered the application on merits. It is reported by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned, Kannur Corporation, has reported that there is no further space to accommodate auto rickshaws within the corporation limit. Taking into consideration of the above facts, the application for variation of permit is **rejected**.

Item No.19

1. Perused the judgment of Hon'ble High Court of Kerala dated WP(C) No 1704/2019

2. This is a request for sanctioning variation of permit in Kannur Corporation [KC No] permit in respect of Auto rickshaw bearing Registration number KL-13 AM 9712. Considered the application on merits. It is reported by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting in acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of vehicles and is one of the main reasons for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned, Kannur Corporation, has reported that there is no further space to accommodate auto rickshaws within the corporation limit. Taking into consideration of the above facts, the application for variation of permit is **rejected**.

Item No.20

1.Perused the judgment of Hon'ble High Court of Kerala dated WP(C) No 28890/2018

2. This is a request for sanctioning variation of permit in Kannur Corporation[KC No] permit in respect of Auto rickshaw bearing Registration number KL-13 AM 4730. Considered the application on merits. It is reported by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned. Kannur Corporation has reported that there is no further space to accommodate auto rickshaws within the

corporation limit. Taking into consideration of the above facts, the application for variation of permit is **rejected**.

Item No.21

1.Perused the judgment of Hon'ble High Court of Kerala dated WP(C) No 9356/2019

2. This is a request for sanctioning variation of permit in Kannur Corporation[KC No] permit in respect of Auto rickshaw bearing Registration number KL-13 AM 4632. Considered the application on merits. It is requested by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting in acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned. Kannur Corporation has reported that there is no further space to accommodate auto rickshaws within the corporation limit. Taking into consideration the above facts, the application for variation of permit is **rejected**.

Item No.22

1.Perused the judgment of Hon'ble High Court of Kerala dated WPC No WP(C) No 29025/2018

2.This is a request for sanctioning variation of permit in Kannur Corporation[KC No] permit in respect of Auto rickshaw bearing Registration number KL-13 AM 7446. Considered the application on merits. It is reported by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned, Kannur Corporation, has reported that there is no further space to accommodate auto rickshaws within the corporation limit. Taking into consideration of the above facts, the application for variation of permit is **rejected**.

Item No.23

1.Perused the judgment of Hon'ble High Court of Kerala dated WP(C) No 12975/2019

2.This is a request for sanctioning variation of permit in Kannur Corporation[KC No] permit in respect of Auto rickshaw bearing Registration number KL-13 AN 6365. Considered the application on merits. It is reported by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting in acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of vehicles and is one of the main reasons for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned, Kannur Corporation, has reported that there is no further space to accommodate auto rickshaws within the corporation limit. Taking into consideration of the above facts, the application for variation of permit is **rejected**.

Item No.24

1.Perused the judgment of Hon'ble High Court of Kerala dated WP(C) No 170/2019

2. This is a request for sanctioning variation of permit in Kannur Corporation[KC No] permit in respect of Auto rickshaw bearing Registration number KL-59 F 7733. Considered the application on merits. It is reported by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits leads to increase in number of vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned. Kannur Corporation has reported that there is no further space to accommodate auto rickshaws within the corporation limit. Taking into consideration the above facts, the application for variation of permit is **rejected**.

Item No.25

1.Perused the judgment of Hon'ble High Court of Kerala dated WPC No WP(C) No 27851/2018

2.This is a request for sanctioning variation of permit in Kannur Corporation[KC No] permit in respect of Auto rickshaw bearing Registration number KL-13 AM 7290. Considered the application on merits. It is requested by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting in acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned. Kannur Corporation has reported that there is no further space to accommodate auto rickshaws within the corporation limit. Taking into consideration the above facts, the application for variation of permit is **rejected**.

Item No.26

1.Perused the judgment of Hon'ble High Court of Kerala dated WP(C) No 12975/2019

2. This is a request for sanctioning variation of permit in Kannur Corporation[KC No] permit in respect of Auto rickshaw bearing Registration number KL-13 AN 5483(Wrongly entered as KL 13 AM 5483). Considered the application on merits. It is reported by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned, Kannur Corporation, has reported that there is no further space to accommodate auto rickshaws within the corporation limit. Taking into consideration of the above facts, the application for variation of permit is **rejected**.

Item No.27

1.Perused the judgment of Hon'ble High Court of Kerala dated WP(C) No 12534/2019

2. This is a request for sanctioning variation of permit in Kannur Corporation[KC No] permit in respect of Auto rickshaw bearing Registration number KL-13 AL 5166. Considered the application on merits. It is reported

by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned. Kannur Corporation has reported that there is no further space to accommodate auto rickshaws within the corporation limit. Taking into consideration of the above facts, the application for variation of permit is **rejected**.

Item No.28

1.Perused the judgment of Hon'ble High Court of Kerala dated WP(C) No 15053/2019

2.This is a request for sanctioning variation of permit in Kannur Corporation[KC No] permit in respect of Auto rickshaw bearing Registration number KL-13 AK 2767. Considered the application on merits. It is reported by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting in acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned, Kannur Corporation, has reported that there is no further space to accommodate auto rickshaws within the corporation limit. Taking into consideration of the above facts, the application for variation of permit is **rejected**.

Item No.29

1.Perused the judgment of Hon'ble High Court of Kerala dated WP(C) No 14357/2019

2.This is a request for sanctioning variation of permit in Kannur Corporation[KC No] permit in respect of Auto rickshaw bearing Registration number KL-13 AM 2340. Considered the application on merits. It is reported by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting acute traffic congestion, beyond the control of

enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned. Kannur Corporation has reported that there is no further space to accommodate auto rickshaws within the corporation limit. Taking into consideration the above facts, the application for variation of permit is **rejected**.

Item No.30

1.Perused the judgment of Hon'ble High Court of Kerala dated WP(C) No 170/2019

2. This is a request for sanctioning variation of permit in Kannur Corporation[KC No] permit in respect of Auto rickshaw bearing Registration number KL-13 AN 3412. Considered the application on merits. It is reported by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of

vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned, Kannur Corporation, has reported that there is no further space to accommodate auto rickshaws within the corporation limit. Taking into consideration the above facts, the application for variation of permit is **rejected**.

Item No.31

1.Perused the judgment of Hon'ble High Court of Kerala dated WP(C) No 26883/2019

2. This is a request for sanctioning variation of permit in Kannur Corporation[KC No] permit in respect of Auto rickshaw bearing Registration number KL-13 AN 9819. Considered the application on merits. It is reported by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting in acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned. Kannur Corporation has reported that there is no further space to accommodate auto rickshaws within the corporation limit. Taking into consideration of the above facts, the application for variation of permit is **rejected**.

Item No.32

1.Perused the judgment of Hon'ble High Court of Kerala dated WP(C) No 26883/2019

2. This is a request for sanctioning variation of permit in Kannur Corporation[KC No] permit in respect of Auto rickshaw bearing Registration number KL-13 AB 3724. Considered the application on merits. It is reported by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting in acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned. Kannur Corporation has reported that there is no further space to accommodate auto rickshaws within the

corporation limit. Taking into consideration of the above facts, the application for variation of permit is **rejected**.

Item No.33

1.Perused the judgment of Hon'ble High Court of Kerala dated WP(C) No 16982/2019

2. This is a request for sanctioning variation of permit in Kannur Corporation[KC No] permit in respect of Auto rickshaw bearing Registration number KL-13 AN 4936. Considered the application on merits. It is reported by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting in acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits leads to increase in number of vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned, Kannur Corporation, has reported that there is no further space to accommodate auto rickshaws within the corporation limit. Taking into consideration of the above facts, the application for variation of permit is **rejected**.

Item No.34

1.Perused the judgment of Hon'ble High Court of Kerala dated WP(C) No 26876/2019

2. This is a request for sanctioning variation of permit in Kannur Corporation[KC No] permit in respect of Auto rickshaw bearing Registration number KL-13 AP 6520. Considered the application on merits. It is reported by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting in acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits leads to increase in number of vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned, Kannur Corporation, has reported that there is no further space to accommodate auto rickshaws within the corporation limit. Taking into consideration the above facts, the application for variation of permit is **rejected**.

Item No.35

1.Perused the judgment of Hon'ble High Court of Kerala dated WP(C) No 26876/2019

2. This is a request for sanctioning variation of permit in Kannur Corporation[KC No] permit in respect of Auto rickshaw bearing Registration number KL-13 AP 6936. Considered the application on merits. It is reported by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting in acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned, Kannur Corporation, has reported that there is no further space to accommodate auto rickshaws within the corporation limit. Taking into consideration of the above facts, the application for variation of permit is **rejected**.

Item No.36

1.Perused the judgment of Hon'ble High Court of Kerala dated WPC No WP(C) No 29899/2019

2. This is a request for sanctioning variation of permit in Kannur Corporation[KC No] permit in respect of Auto rickshaw bearing Registration number KL-13 AM 5166. Considered the application on merits. It is reported by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned, Kannur Corporation, has reported that there is no further space to accommodate auto rickshaws within the corporation limit. Taking into consideration of the above facts, the application for variation of permit is **rejected**.

ITEM NO 37

1. Perused the Judgment in MVAA No 244/2019 of Hon'ble STAT.
2. **Heard**, The learned counsel represented the applicant This is to re-consider the rejected application for the grant of fresh regular stage carriage permit on the route Edayar-Thalassery-Iritty[via]-kannavam-kuthuparamba-mattannur as LSOS for a period of 5

years from the date of issue. The enquiry officer reports that this is a medium distance route, having a route length of only 53 Km. There are sufficient Stage Carriage Services on the proposed route. Issuing Fresh Permit cause unhealthy completion among en route operators Moreover, LSOS permit on this route will not benefit the short distance commuters and students community depending on stage carriages. Hence, the application is **rejected**.

ITEM NO 38

1. Perused the Judgment in MVAA No 226/2019 of Hon'ble STAT.
2. **Heard**, The learned counsel represented the applicant This is to re-consider the rejected application for the grant of fresh regular stage carriage permit on the route Vengad-Iritty-Thalassery-keezhallur-mattannur-kuthuparamba as LSOS for a period of 5 years from the date of issue. The enquiry officer reports that this route is having a route length of only 54 Km. There are sufficient Stage Carriage Services on the proposed route. Issuing Fresh Permit in the populated area may cause unhealthy competition among en route operators Moreover LSOS permit on this route will neither benefit the long distance travelling public nor the short distance commuters and students community depending on stage carriages. Hence, the application is **rejected**.

ITEM NO 39

Heard, The learned counsel represented the applicant. This is an application for the grand of fresh regular stage carriage permit on the route Paliyathuvalappu- parassinikadavu- Koyyam – thaliparamba- via

cherukunnu thara mayyil – Karinkalkuzhy- anchampeedika, Keezharamission hospital – China clay road and Muyyam. Reconsidered the application on merits. Major portion of the proposed route is through well served areas. Existing services are operating through these areas with little time gap. The trip volume is concentrated in well served sector. Further introduction of service in these areas will result in time clash leading to overspeed and unhealthy competition. Hence **rejected**.

ITEM NO 40

Heard, The learned counsel represented the applicant. Perused the records. This is to -consider the application for fresh regular stage carriage permit to operate on the route Alakode-Mavumthattu-Thaliparamba-Therthali Moorikadavu (via) Poovanchal, Karuvanchal, Oduvalli, Chanokundu, Karinkayam, Nellipara, Rayarome, Manakkadavu. The total route length is 62 kms out of which major portions are ill served. A tribal colony in Mavumchal gets benefitted from this proposed route. The proposal connects the ill served areas to Taluk Head Quarters Thaliparamba. Hence **Granted**, subject to the settlement of timings

ITEM NO 41

Perused the Judgment in WPC No. 16447/2020 of the Hon'ble High Court in Contempt of Court case No 2015/2020. The learned counsel represented the applicant. Perused the records. This is to -reconsider the fresh permit application which was already **granted** as **ordinary service** in the RTA held on 17/11/2015, vide item No 23 **as LSOS** on the route Iritty-Thalassery- Kuthuparamba- Chakkarakal (via) Pookode, Mattannur, Moonuperiya, and Mambaram. In compliance to the findings of Hon'ble

STAT in MVAA No. 3/2016, Regular permit already granted by this RTA is allowed as LSOS, subject to the settlement of timings.

ITEM NO 42

Heard, The learned counsel represented the applicant. Perused the records. This is to -consider the application for fresh regular stage carriage permit to operate on the route Mattannur-Iritty-Sreekandapuram-Peratta(via)-Uliyil-Thillenkeri- Kakkengad, Chavassery, Padiyoor, I rikkur, Vallithode. It is reported that the route Iritty-Mattannur (via) Kakkengad, Thillenkeri, Uliyil is an ill served area and Matannur- Iritty (via) Punnad is a well served area. The applicant is directed to resubmit a time schedule with more trips through the ill served areas Kakkengad, Thillenkeri and uliyil instead of Punnad. Hence **Adjourned**.

ITEM NO 43

Heard, The learned counsel represented the applicant. Perused the records. This is to -consider the application for fresh regular stage carriage permit to operate on the route Mattannur -Irikkur- Sreekandapuram (via)-Kolappa- Kadolipram-Naikkalipalam-Maruthai, Azhipuzha, Mannur, Kalliad, Blathur, Tirur, Kanhileri, Peruvalathuparamba. The total route length is 56 kms out of which major portions are passing through rural village area so as to connect Mattannur, Irikkur, Sreekandapuram towns. At present bus travelling facilities is less through these remote area. Introduction of bus services through the proposed route is beneficial to the travelling public. Hence **Granted**, subject to the settlement of timings

ITEM NO 44

Heard, The learned counsel represented the applicant .This is to consider the application for the grant of fresh regular stage carriage permit on the route Manikadavu- Kannur- Peravoor (via) Vattianthode, Ulikkal, Iritty, Keezhur, Chalode, Melechova as LSOS for a period of 5 years from the date of issue. Heard, the enquiry officer reports that this route having a route length of only 74.5 Km. There are sufficient Stage Carriage Services on the proposed route .Issuing Fresh Permit in the populated area may cause unhealthy competition among en -route operators Moreover the limited stop facility applied for will be avoiding a number of local bus stops through out the entire route portion and it will definitely effect local passengers and students community depending stage carriages. Hence, the application is **rejected**

ITEM NO 45

Heard, The learned counsel represented the applicant. Perused the records. This is to -consider the application for fresh regular stage carriage permit to operate on the route Americanpara-Thottippalam (via) Manippara, Vayathur, Ulikkal, Iritty, Alavikkunnu, Manikkadavu, Madathil, Kunnoth, Vallithode, Koottupuzha, Vilamana for a period of 5 years from the date of issue. The total route length is 46 kms out of which major portions are passing through rural village area connecting Iritty, the Taluk headquarters. The route portion Americanpara-Manippara-Vayathur-Manikkadavu are very ill served areas. Thottipalam-Koottupuzha and Vallithode-Vilamana-Madathil are also very ill served route portion. Introduction of bus travelling facilities through this proposed route will be surely much useful to the travelling public. Hence **Granted** subject to the settlement of timings.

ITEM NO 46

Heard. this is an application for the grant of fresh regular stage carriage permit on the route palathumkadavu – thalassery (via) baeapol, kacherikadavu, koottupuzha, iritty- mattannur, kuthuparamba. secretary RTA is directed to obtain fitness certificate from the concerned authorities. secretary rta is also directed to furnish a detailed report regarding the frequency of limited stop and ordinary services on the sectors palathumkadavu- koottupuzha- iritty- thalassery. hence **adjourned**.

ITEM NO 47

Heard, The learned counsel represented the applicant. Perused the records. This is to –consider the application for fresh regular stage carriage permit to operate on the route KanamVayal-Payyanur-Pilathara(via) Kozhichal, Pulingome, Cherupuzha, Chooral, Mathil, Kothayimukku, Perumba, Kanayi, Maniyara, Thottamkadavu, Narikkamvally, Mathamangalam, Thavidisseri for a period of 5 years from the date of issue. The total route length is 80 kms The most of the portion of the route is not well served area. There is no direct services especially from Thavidisseri area to Payyannur. The Mini Civil Station, Taluk Office, Courts, Registration Office, Railway Station etc are situated in Payyannur. So many educational institutions also exist in this area of route. Hence it is highly beneficial to travelling public and students of this region. Stage Carriage service to the remote village area will be helpful to develop the traditional trades of the village people and facilitate their daily travel to livelihood, education etc..Hence **Granted** subject to the settlement of timings.

ITEM NO 48

1. Perused the Judgment in WPC No 14887/2020 of Hon'ble High Court.
2. Heard , this is to re-consider the application for the grant of fresh regular stage carriage permit on the route Kannur HQ Hospital-Kannadiparamba-chalode-sreekandapuram-ulikkal and iritty-puthiyatheru step road-chelerimukku and kudukkimotta as OS for a period of 5 years from the date of issue. This application was adjourned by RTA in its meeting held on 19.08.2019. Reconsidered the application on merits. It is reported that major portion of the route is well served by stage carriages. Operating with little time gap. A feasible set of clash free timings could not be arrived at by Secretary RTA. There is no necessity of introduction of a new service on the well served sector, which may result in competition among en route operators leading to accidents . Hence **rejected**.

ITEM NO 49

1. Perused the Judgment in MVAA No 99/2020 of Hon'ble STAT.
2. Heard , this is to re-consider the application for the grant of fresh regular stage carriage permit on the route Dharmasala -kannur HQ hospital via- parassinikadavu- kambil- kolacherymukku-nellikapalam- chekkikulam-munderimotta- chelerimukku- kannadiparamba- pullooppikadavu and kakkad as OS for a period of 5 years. This application was adjourned by RTA in its meeting held on 19.08.2019. Reconsidered the application on merits. On perusal of timings proposed by the application, it is noticed that, the major sector of operation is through well served area. There is no necessity of introduction of new service on the well served sector. Which

may result in competition among en route operators, leading to accidents. There is little scope of finding a clash free timings. Hence **rejected**.

ITEM NO 50

Heard, The learned counsel represented the applicant. Perused the records. This is to -consider the application for fresh regular stage carriage permit to operate on the route Chekkikulam-Chalode- Thalassery-Chakkarakal (via)-Anjarakandy, Mambram, Odakkadavu, Makreri, Vallachal, Moonuperiya, Parapram, Pinarayi, Koothuparamba, Pathiriyad for a period of 5 years from the date of issue. The total route length is 85.5 kms . Major portion of the route proposed for this fresh permit is passing through rural village area so as to connect Thalassery, the Taluk Headquarters. The route portion Odakkadavu- Makreri- Vellachal- Moonuperiya-Kavinmoola, Palayam, Bavode, Odakkadavu are very ill served route portion. Introduction of bus services through this particular route portion is beneficial to travelling public. Hence **Granted** subject to the settlement of timings.

ITEM NO 51

Heard The learned counsel represented the applicant. Perused the records. This is to -consider the application for fresh regular stage carriage permit to operate on the route AralamFarm- Iritty(via)-Kakkuva, Keezhpally, Ambalakkandy, Chedikkulam, Parambathkandy, Mankunnu, Aralam, Payam, Kariyal, Jabbarkadavu, Payanchery, HajiRoad, AyyappanKavu, Palappuzha for a period of 5 years from the date of issue..The total route length is 38 kms. The entire route portion proposed for this fresh permit is through ill served rural area, connecting Iritty, the new taluk head quarters.

The proposed route is beneficial to the commutes to Aralam Centre State farm and the tribunal colony and school attached to farm. Hence **Granted** subject to the settlement of timings.

ITEM NO 52

Heard The learned counsel represented the applicant. Perused the records. This is to -consider the application for fresh regular stage carriage permit to operate on the route Poolakutty Pareekalam(via)Perinthode,Varapeedika,Nidumpoil,Peravoor,Kakkengad,I ritty,Peruvalathuparamba,kalluvayal,Mankuzhi for a period of 5 years from the date of issue..The total route length is 36 kms. Major portion of the route proposed for this fresh permit is passing through rural village area so as to connect Iritty,the Taluk Head Quarters. The route portion Poolakutty-Nidumpoil and Kalluvayal-Pareekalam are very ill served area. Promotion of bus services through this proposed route surely much useful to the travelling public. Hence **Granted** subject to the settlement of timings.

ITEM NO 53

Heard. The learned counsel represented the applicant. Perused the records. This is an application for the grant of regular stage carriage permit on the route Maloor-kuthuparamba- Mudappathur – Thalassery via Thrikkandaripoil- Edumba- Kannavam – Poovathinkeezhil, Modolki-S.mukku, Chittariparamba, vattoli,-Kathirur. Virgin portion for 3 Kms reported from Chittariparamba to S.Mukku. A new bridge is constructed at Modoli Fitness Certificate is needed for the bridge and approach road and the virgin portion. Secretary RTA is directed to obtain fitness certificate

from the concerned authorities and report regarding the necessity of fixing a fare stage on the virgin portion and place these in the next RTA meeting. Hence **Adjourned**.

ITEM NO 54

Heard, The learned counsel represented the applicant .This is to consider the application for the grant of fresh regular stage carriage permit on the route Kannavam-Thalassery- Iritty (via)Kuthuparamba, Mattannur as **LSOS** for a period of 5 years from the date of issue.. Heard, the enquiry officer reports that this route having a route length of only 53 Km. The route proposed for this fresh permit is an generally well served sector which is served by a number of buses at present. This is a medium distance route with a total length of 53 kms only. On perusal of the timings proposed by the applicant, it is noticed that the major sector of operation is though well served area Thalassery- Iritty. There is no need of introduction of new Limited Stop service on the well served sector. Hence **rejected**.

ITEM NO 55

Heard. The learned counsel represented the applicant. This is an application for regular permit to operate on the route Pathanpara –Thaliparamba –Cherupuzha. The place pathampara is an ill served area. Secretary RTA shall conduct an enquiry and submit a report regarding the feasibility and need for providing an additional trip to Pathanpara for the benefit to travelling public and submit the application before next RTA. Hence **Adjourned**.

ITEM NO 56

Heard, The learned counsel represented the applicant .This is to consider the application for the grant of fresh regular stage carriage permit on the route Mamanam Temple-Irikkur-Thalassery (via) Kolappa, Kodolipram, Mattannur, Kuthuparamba for a period of 5 years from the date of issue. Heard, the enquiry officer reports that this route having a route length of only 39 Km. As per the proposed time sheet produced the major operation is on the sector Thalassery- Kuthuparamba- Mattannur, which is well served by stage carriages. There is little scope of finding a clash free timing. Hence, **rejected**

ITEM NO 57

Heard. This is an application for variation of permit in respect of S/C KL 13/ AF 4662 operating on the route Kunduthode-Parassinikkadavu, so as to vary the route from Nadal Railway gate to Thazhe chova Railway gate (via) Nadal Bye pass by curtailing the trips (via) Thottada. Secretary RTA is directed to conduct a detailed enquiry and submit a report regarding the advantages and disadvantages to the travelling public by the proposed variation. Hence **Adjourned**.

ITEM NO 58

Heard, Perused the records. This is an application for variation of permit in respect of stage carriage **S/C KL 13 U 4599** operating on the route kottiyoor (ambayathode) -iritty via Kelakam, Thundiyl & Peravoor. Variation involves extension from Iritty to Keezhpally for a distance of 18 Kms after reducing one trip on the portion Iritty- Peravoor. The frequency of services on the extended portion, advantages and disadvantages to the travelling public by the proposed variations not reported by Secretary RTA.

A detailed report shall be obtained and the application shall be placed before next RTA. **Adjourned.**

ITEM NO 59

Heard, Perused the records. This is an application for variation of permit in respect of stage carriage S/C KL 13 AB 4909 operating on the route pavanoor kadavu-kannur h q hospital via Mayyil,Kambil,Puthiyatheru. The enquiry reveals that The proposal is for an extension of 1.05kms from Pavanoorkadavu to Chooliyad ,it is an ill served sector. This is much beneficial to the travelling public and students. Hence, variation of permit is **granted**, subject to settlement of timings

ITEM NO 60

Heard, Perused the records. This is an application for variation of permit in respect of stage carriage S/C KL 08 AK 3004 operating on the Mayyil-Kannur HQ hospital via Mullakkodi, Kuttichira, Arimbra, Karinkalkuzhi, Puthiyatheru. Variation involves extension of route from Karinkalkuzhi to Chekkiyattukam to Erinhikadavu. The frequency of services on the extended portion and the comparative advantages by the proposal variation to the travelling public, not furnished by the Secretary RTA. **Adjourned** for detailed report.

ITEM NO 61

Heard. This is an application for variation of permit in respect of Stage carriage KL 13 S 4102 operating on the route Kuttikkakam-kakkarapally – Pullooppikadavu via Thottada ESI, Thana- Kannur H Q

Hospital, South Bazar. The comparative advantages to the travelling public by the proposed variation is not reported by Secretary RTA. Any violation of clause 19 of G.O(P) No 8/2017/ Trans dtd 23.07.2017 is not furnished in the enquiry report. Secretary RTA shall furnish a detailed report on the above aspects and submit the application in the next RTA. Hence **Adjourned**.

ITEM NO 62

Heard. This is an application for variation of permit, so as to change the route in two trips at 10.30 AM and 2.30 Pm from Mayyil to Parassinikadavu(via) Parambil Orapadi, Mullakkodi, Arimbra instead (via) Karinkalkuzhi. The distance involved in the proposed deviation, necessity of variation under Rule 145(6) of KMV Rules. Violation of clause 19 of G.O(P) No 8/2017/Tran dtd 23.03.2017 not reported by Secretary RTA. Secretary RTA shall furnish a detailed report on the above aspects and submit the application in the next RTA. Hence **Adjourned**.

ITEM NO 63

Heard, Perused the records. This is an application for variation of permit in respect of stage carriage KL 59 M 3104 operating on the route keezhpally-kozhikkode via Iritty, Mattannur, Thalassery, Vadakara, Koilandy. The enquiry reveals that The S/C kl 59 M 3104 operating on the inter district route Keezhpally-Kozhikkode via Iritty, Mattannur, Thalassery, Vadakara ,Koilandy as LSOS. The permit holder applied for variation of permit providing one additional round trip on the route portion Thalassery-Iritty after reducing one round trip on the NH and notified route sector Thalassery-kozhikkode without curtailment on the existing operating route

of this vehicle. Secretary RTA has not reported regarding the necessity of variation under Rule 145(6) of KMV Rules. Any violation of clause 19 of G.O(P) No 8/2017/Trans dtd 23.03.2017 also not reported by the Field Officer. **Adjourned** for detailed reports with a direction to Secretary RTA to place it before the next RTA meeting.

ITEM NO 64

Heard, Perused the records. This is an application for variation of permit in respect of stage carriage KL 18 7686 operating on the route Kayalode -Vadakara[Via] Kadirur, Thalassery And Mahe. The enquiry reveals that the route length overlapping 11 kms in NH sector which is more than 5% of the route length-Violation of the clause 19 of GO(P) No:8/2017/Trns dtd.23.03.17.Hence, variation of permit is **rejected**.

ITEM NO 65

Heard, Perused the records. This is an application for variation of permit in respect of stage carriage KL 58 R 7727 operating on the route perikkalam –thalassery , edappuzha,via ulikkal, iritty edoor, mattannur kuthuparamba as LSOS. Variation involves rearrangement of trips on the existing route. Perused the application. Most of the existing trips and timings have been changed in the proposal submitted by the permit holder. RTA feels that the intention of the permit holder is to revise his existing timings in the guise of variation. The permit holder failed to establish necessity under Rule 145(6) of KMV rules. The application is devoid of merits. Hence **rejected**.

ITEM NO 66

Heard, Perused the records. This is an application for variation of permit in respect of stage carriage KL-58/C-9720 operating on the route Mahepalam-Kottiyoor (Via) Thalassery, Kuthuparamba, Nidumpoil, Peravoor, Kelakam. The enquiry reveals that the limiting of the evening trip up to kelakam will surely effect the travelling public in the area. No necessity under Rule 145(6) has been established by the proposed variation. Hence **rejected**,

ITEM NO 67

Heard, Perused the records. This is an application for variation of permit in respect of stage carriage KL 59 C 7567 operating on the route chaladuthode- thaliparamba (via)– sreekandapuram – valakkai.

Secretary RTA has not reported regarding the necessity of variation under Rule 145(6) of KMV Rules. Any violation of clause 19 of G.O(P) No 8/2017/Trans dtd 23.03.2017 also not reported by the Field Officer . The secretary RTA is directed to examine the above aspects in details and place before the next RTA meeting. Hence **Adjourned**.

ITEM NO 68

Heard. Verified the records. This is an application for grant of variation of permit in respect of stage carriage KL 13 AG 8818 operating on the route Aralam – Kozhikode – (VIA) iritty – mattannur- kannur- vadakara. The enquiry officer reports that the application for curtailment of the portion from Aralam to Kannur will adversely affect the travelling public. Since it is an ill

served sector. This permit was granted to cater to the needs of travelling public in the ill served area like Aralam- Moreover the change of halting place from Mattannur, instead Aralam is violation of section 80 (3)1 of MV Act 1988. Hence this authority is of the view that the variation applied for is not in public interest and hence it cannot be considered and hence **rejected**.

ITEM NO 69

Heard, Perused the records. This authority considered in detail the application for the grant of variation of permit in respect of stage carriage KL 58 M 9906. Permitted on the route kottiyoor temple – kozhikode. Variation requested is curtailment of one round trip from Koothuparamba to Kottiyoor Temple. On verification, it is seen that this permit was granted in the year 2000 to cater to the needs of the travelling public of ill served area like Kottiyoor, Peravoor, Nidumpoyil etc. At present, the permit holder, in the guise of limiting route length below **140 Kms**, is trying to deny the benefits already enjoyed by the travelling public of these ill served sectors. RTA feels that this is not proper and hence the application for variation of permit is **rejected**.

ITEM NO 70

Heard. This is an application for variation of permit so as to curtail the route portion Pookode to Panoor. The existing travelling facility of the public will be affected by the curtailment. Secretary RTA is directed to conduct an

enquiry and report regarding the frequency of services on the route and the time gap that would be created due to the proposed curtailment. The details of existing services before and after the proposed trip shall also be furnished. The Secretary RTA should place these report in the next RTA meeting. Hence **Adjourned**.

ITEM NO 71

Heard. This is an application for variation of permit in respect of S/C KL 13 AQ 7780 operating on the route morazha central – kannur hq hospital, kannur NBS via SBI Junction, LIC junction, Puthiyahteru, Anchampeedika. Variation applied for involves deviation of a trip (Via) Ashirvad Hospital instead of LIC Junction. Need for variation under Rule 145(6) not reported by the field Officer. Violation of clause 19 of G.O(P) No.8/2017/Trans dtd 23.03.2017, if any not reported. Secretary RTA may submit a detailed report on the above aspects and place before the next meeting. Hence **Adjourned**.

ITEM NO 72

Heard. Variation involves extension from Chakkalakunnu to Kadukkaram and from Payyannur to Payyannur Railway station. Both the termini seen altered. Secretary RTA shall report whether the proposed variation violates section 80 (3)(1) of MV Act and place before the next meeting. Hence **Adjourned**.

ITEM NO 73

Heard. Variation involves deviation on the route Karinkalkuzhi to Korlayi (via) Mayyil and addition of one round trip from Mayyil to Korlayi and changing the halting place from Korlayi to Mayyil.

Necessity of variation envisaged under Rule 145(6) not reported by the Field Officer. Secretary RTA shall conduct an enquiry and report regarding the above aspect and place before the next RTA. Hence **Adjourned.**

ITEM NO 74

Heard, Perused the records. This is an application for variation of permit in respect of stage carriage KL 58 Q 609 Operating on the route peravoor- Thalassery-via maloor uruvachal-kuthuparma- nidumpyil as ordinary service.The enquiry reveals that the only variation proposed in this case is for changing the existing halting place from Peravoor to Tholambra on the very same identical route of this vehicle without any curtailment on the existing operating route and trips .It is much beneficial to the public including the students and travelling public. Hence variation of permit is **granted**, subject to settlement of timings.

ITEM NO 75

Heard. Variation involves change of one single trip from Thaliparamba to Kannur at 7.25 P.M.as Thaliparamba- Parassinikkadavu in the night and Parassinikkadavu- Kannur in the early morning. Halting place is also changed. Necessity under Rule 145(6) of KMV Rules and any

violation of clause 19 of G.O(P) No 8/2017/Tran dtd 23.03.2017 not reported by the Field Officer. Secretary RTA shall report on the above aspects and place before the next RTA meeting. Hence **Adjourned**.

ITEM NO 76

Heard, Perused the records. This is an application for variation of permit in respect of stage carriage KL 13 R 1466 operating on the route Kannur HQ hospital-Azhikkal ferry. The enquiry reveals that the frequency of stage carriage service Kannur HQ Hospital to Azhikkal Ferry is not sufficient to cater to the need of travelling public in that area and introduction of new service will benefit them very much. Number of stage carriage service from Pullooppi kadavu to cheleri Mukk via kannadiparmaba is comparatively less. A number of schools and religious institutions , Harijan colonies etc are there. The introduction of new service will benefit these people also. The curtailed portion is from stylo corner to Kunhipally via Kottali. This area is well served with stage carriage services and service available at every 15 minutes interval. Hence, variation of permit is **granted**, subject to settlement of timings

ITEM NO 77

Heard. This is an application for regular variation in respect of S/C KL58 S 2048 operating on the route Chathiroor- Chittarikkal – as LSOS Via Iritty – Payyavur – Alakkode- Cherupuzha – Peravoor- Kottiyur. Variation involves extension and curtailment of existing route. Necessity of variation under Rule 145(6) of KMV Rules and violation of clause 19 of G.O(P) No 8/2017/Tran dtd 23.03.2017 if any, violation of section 80(3)(1)(11) of MV Act is not specifically reported by the Field Officer. Secretary RTA is

directed to conduct a detailed enquiry and place the application before next RTA. Hence **Adjourned**.

ITEM NO 78

Heard. This is an application for variation of permit in respect of S/C KL 13 S 189 operating on the route Vayikamba – Kannur HQ Hospital (via) Manakkadavu, Alakkode, Thaliparamba. Variation involves addition of one round trip, change of halting place and re arrangement of trips. Necessity under Rule 145(6) is not established. RTA feels that the intention of the permit holder is to revise his existing timings in the guise of rearrangement of trips. Hence **rejected**.

ITEM NO 79

Heard, Perused the records. This is an application for variation of permit in respect of stage carriage KL 59 L 1215 operating on the route kadukkaram – payyannur – perumpadavu-kakkara-edakkom-cherupuzha (Via) Olayambadi, Karippal, Pacheni, Vellora, Mathamangalam and Thenam. The enquiry reveals that the proposed trip deviation from padichal to kadukkaram via cherupara instead of nhekli and an additional trip from vellora to kadukkaram via edoli are ill served sectores. The curtailed portion from padichal to cherupuzha with one round trip served with an average gap of 05 minutes by ksrtc and private operators. So the variation proposed is more useful to the public including the students and travelling public. Hence, variation of permit is **granted**, subject to settlement of timings.

ITEM NO 80

Heard. Perused the records. This is an application for the grant of variation of permit in respect of stage carriage KL 58 T 103 permitted on the route kannur – vilangad (via) thalassery, kannichira road junction ,peringathur and kallachi to change the halting place from Thalssery to Kallachi. This authority has gone through the report of the Motor Vehicle Inspector which states that the proposed early morning trip from Kallachi to Thalassery would be beneficial to the travelling public. However the authority feels that the secretary, RTA, Kannur should ensure that the early morning trip proposed from Kallachi is being operated regularly. The application for variation of permit in respect of Stage Carriage KL 58 T 103 for changing the halting place from Thalassery to Kallachi is granted subject to settlement of timings with the above direction to the Secretary RTA.

ITEM NO 81

Heard, Perused the records. This is an application for variation of permit in respect of stage carriage KL-58-H -2324 operating on the route chemberikottiyur, chandanakkampara ,via pooparamba),payyavur, iritty, peravoor, paisakkary , karuvanchal, naduvil,pothukund. The enquiry reveals that the permit holder has applied for a slight extension from Karuvanchal to Alakkode , a distance of 4 Km and suggested to advance the existing operating trip on the route portion Iritty-Karuvanchal upto Alakkode. The advancing trip will be surely much useful to the public of the entire route portion Iritty up to Alakkode. No other changes is on the existing operating route trips and timing of this vehicle. The extension sought for is within the permissible limit of Sec 80 (3)(i) of KMV rules. Hence, variation of permit is **granted**, subject to settlement of timings.

ITEM NO 82

Heard, Perused the records. This is an application for variation of permit in respect of stage carriage KL-13-L-0009 operating on the route Pulluppi-Kannur HQ Hospital (via) Kunjhippally, Kakkad, South Bazar. The enquiry reveals that the extension from Athayakkunnu to Shaduli ppalli, a distance of 1 Km by providing 5 trips from pulluppi to Shadulippalli (via) Athayakkunnu and towards kannur HQ Hospital without any curtailment on the existing operating route and trips. Shadulippalli is a very remote rural place just 6 Km apart from kannur Town and no bus service at present. Hence there is real need for introduction of bus travelling facilities towards Shadulippalli . The extension is with in the permissible limit of Sec 80 (3) (C) of KMV Rules. Hence, variation of permit is **granted**, subject to settlement of timings.

ITEM NO 83

Heard. This is an application for variation of permit in respect of S/C KL 58 Q 7900 operating the route Kariyad- Parassinikkadavu (via) Peringathur- Thalassery- Kannur. Variation involves curtailment of trips and extension. Necessity of variation under Rule 145 (6) of KMV Rules, is not established Moreover the Secretary RTA is directed to conduct a detailed enquiry if there is any violation of clause 19 of G.O(P) No 9/2017 dtd 23.03.2017. Hence **adjourned**.

ITEM NO 84

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 85

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 86

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 87

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 88

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 89

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 90

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 91

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 92

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 93

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 94

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 95

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 96

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 97

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 98

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 99

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 100

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 101

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 102

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 103

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 104

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 105

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 106

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 107

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 108

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 109

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 110

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 111

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 112

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 113

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 114

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 115

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 116

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 117

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 118

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 119

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 120

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 121

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 122

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 123

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 124

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 125

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 126

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 127

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 128

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 129

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 130

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 131

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 132

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 133

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 134

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 135

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 136

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 137

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 138

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 139

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

ITEM NO 140

Heard, Renewal of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co. if applicable.

ITEM NO 141

Heard, Renewal of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co. if applicable and compounding Rs 10000/- for permit less operation.

Item No 142

Heard, Renewal of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co. if applicable.

ITEM NO 143

Heard, Renewal of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co. if applicable.

ITEM NO 144

Heard, Renewal of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co. if applicable.

Item No 145

Heard, Renewal of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co. if applicable.

Item No 146

Heard, Renewal of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co. if applicable.

Item No 147

Heard. This is an application for the grant of renewal of permit in respect of stage carriage KL 59 M 4888. Permitted on the route Bandadukka – Iritty via Anakallu, Malakallu, Pookkayam, Rajapuram, Odayanchal, Vellerikundu, Bheamanadi, Cheupuzha bridge, Alakkod, Pothukundu, Naduvil, Payyavoor. Total Route Length in this case is 135 KM out of which 60 Km lies in Kasargode district and this portion is not included in any notified routes mentioned in notification No. 42/ 2009 dtd 14.07.2009. This permit is issued on as per this report there is no legal impediment to renew this permit. Hence renewal of permit in respect of Stage carriage KL 59 M 4888 on the route Bandadukka – Iritty is granted subject to clearance of any government dues pending and production of NOC from the financier if applicable.

ITEM NO 148

Heard, Renewal of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co. if applicable.

ITEM NO 149

Heard, Renewal of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co. if applicable.

ITEM NO 150

Heard, Route length is 138kms. **Renewal of permit is allowed,** subject to clearance of Govt dues, if any, and production of NOC from HP Co. if applicable.

ITEM NO 151

Heard, Renewal of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co. if applicable and compounding Rs 10000/- for permit less operation.

ITEM NO 152

Heard, Renewal of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co. if applicable and compounding Rs 10000/- for permit less operation.

ITEM NO 153

Heard, Route length is 125 kms. **Renewal of permit is allowed**, subject to clearance of Govt dues, if any, and production of NOC from HP Co. if applicable.

ITEM NO 154

Heard, Renewal of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co. if applicable and compounding Rs 10000/- for permit less operation.

ITEM NO 155

Heard, this is an application for renewal of stage carriage KL 58 M 9906 operating on the route kottiyurtemple, kozhikode (via) peravoor, nidumpoil, koothu paramba, kannur, vadakara, koyilandy as Isos . The length of the route is more than 140 Km.. As per the Government Notification GO(p) 8/2017 dtd 20/03/2017 the government had approved a notified scheme to

the effect that the passenger road transport service as per the particular in the schedule should be operated exclusively by the STU's. The route length of services to be provided by private stage carriages are subject to clause 4 of the notification and rule 2(oa) of the KMVR 1989. No ordinary service can be permitted to be operated for a route length more than 140 Km as per the restrictions in the prevailing Rule 2[(Oa)] of KMV Rules, 1989. Moreover clause 5(b) of the notification, the existing services issued with permit on or before 09/05/2006 and after 09/05/2006 shall be permitted to continue as in clause 4 till they are replaced by buses owned by STU's. The KSRTC have vehemently objected the renewal application of permit on the ground of clause 5(b). They have already taken over the route as per the government notification and operating services. The permit holder also submitted an application to reduce the route length to complying GO(MS) 22/2020 dated 01.07.2020. But the curtailed portion is the ill served sector which was the major reason for issuing the permit. **Hence Renewal application and Curtailment application both are rejected**

ITEM NO 156

Heard, Renewal of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co. if applicable.

ITEM NO 157

Heard, Renewal of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co. if applicable.

ITEM NO 158

Heard, this is an application for renewal of stage carriage KL 13 AG 8818 operating on the route Aralam – Kozhikode – (VIA) iritty – mattannur-kannur- vadakara. The length of the route is more than 140 Km.. As per the Government Notification GO(p) 8/2017 dtd 20/03/2017 the government had approved a notified scheme to the effect that the passenger road transport service as per the particular in the schedule should be operated exclusively by the STU's. The route length of services to be provided by private stage carriages are subject to clause 4 of the notification and rule 2(oa) of the KMVR 1989. No ordinary service can be permitted to be operated for a route length not more than 140 Km as per the restrictions in the prevailing Rule 2[(Oa)] of KMV Rules, 1989. Moreover clause 5(b) of the notification, the existing services issued with permit on or before 09/05/2006 and after 09/05/2006 shall be permitted to continue as in clause 4 till they are replaced by buses owned by STU's. The KSRTC have vehemently objected the renewal application of permit on the ground of clause 5(b). They have already taken over the route as per the government notification and operating services. The permit holder also submitted an application to reduce the route length to complying GO(MS) 22/2020 dated 01.07.2020. But the curtailed portion is the ill served sector which was the major reason for issuing the permit. **Hence both renewal and variation application rejected**

ITEM NO 159

Heard. This is an application for renewal of permit on the route Padanna- Adakkathode by modifying the permit, in such a way that the maximum distance will not exceed 140 Kms. Considered the application on merit and perused the records.

“Ordinary service means a service, which is operated on a route having a distance of not more than 140 Kms, with one or more stops in every fare stage”.

Renewal of permit can only be considered as per Rule 2 (oa) of KMV Rules. Renewal of permit cannot be granted to a Private Stage Carriage beyond a total route length of 140 Kms. Application to modify the permit so as to limit the route length, is allowed without change in the existing timings and not increasing the trips in the notified routes.

Renewal of permit is granted, subject to clearance of Govt dues, if any and production of NOC from HP co if applicable.

ITEM NO 160

Heard, this is an application for renewal of stage carriage permit in respect of S/C KL-67-B-5299 (Previous No-KL-67-A-2529) (Renewal of permit was adjourned by RTA Held on 09/12/2019) operating on the route Chandanakkampara- Kottayam Viapayyannur, Thaliparamba, Sreekandapuram, Iritty, Thalassery, Kozhikode, Kottakkal N.H, Edappal, Kunnamkulam, Guruvayoor, Kodungallur, N. Paravoor, Edappally, Ernakulam, Chottanikkara, Thalayolaparamba, Kaduthuruthy as SUPER FAST on the strength of regular permit No 13/10190/1992 valid up to 26.10.2017. (TP u/s 87(1)d valid upto 23.10.2020). The length of the route is more than 140 Kms. RTA in its meeting held on 19.08.2019 had directed to call for application for curtailment of route portion in excess of allowable limit of 140 Kms. Direction of RTA not complied so far.

Operation of services with more than 140 Kms are reserved exclusively for State Transport undertaking. The maximum distance

prescribed in the rule 2(oa) in Kerala Motor Vehicle rule shall apply to this permit.

Similarly the private operators could not have insisted that the Ordinary Limited Stop Services that was being introduced, had to be done without any stipulation as to maximum distance for that would tantamount to dictating a policy to the State Government. Under the circumstances, we cannot accept the intention urged on behalf of the petitioners that introducing a stipulation as regards maximum distance, while finalizing the draft rules, the State Government had breached the statutory procedure”.

This clearly shows that Hon’ble Division Bench of High court of Kerala had upheld the amendment in KMV Rule 2 (oa).

This permit is having route length of more than 140Kms. The permit holder failed to modify his permit in such a way that the maximum distance should not increase 140 Kms. Renewal of Permit application can only considered as per Rule 2 (oa) of KMV Rules. Renewal of permit cannot be granted to a private Stage Carriage permit beyond a total route length of 140 Kms. Hence **rejected**. Since renewal of permit application is rejected there is no need for TP u/s 87(1) (d) Application for Temp Pt u/s 87(1) (d) is also rejected.

ITEM NO 161

Heard, this is an application for renewal of stage carriage permit in respect of KL-67-B-5299 (Previous No-KL-67-A-2529) (Renewal of permit was adjourned by RTA Held on 09/12/2019)operating on the route Chandanakkampara- Kottayam Viapayyannur,Thaliparamba, Sreekandapuram, Iritty, Thalassery, Kozhikode, Kottakkal N.H,Edappal,

Kunnamkulam, Guruvayoor, Kodungallur, N.Paravoor, Edappally, Ernakulam,Chottanikkara, Thalayolaparamba,Kaduthuruthy as SUPER FAST on the strength of regular permit No 13/10190/1992 valid up to 26.10.2017.(TP u/s 87(1)d valid upto 23.10.2020). The length of the route is more than 140 Kms. RTA in its meeting held on 19.08.2019 had directed to call for application for curtailment of route portion in excess of allowable limit of 140 Kms. Direction of RTA not complied so far.

. Operation of services with more than 140 Kms are reserved exclusively for State Transport undertaking. The maximum distance prescribed in the rule 2(oa) in Kerala Motor Vehicle rule shall apply to this permit.

This permit is having route length of more than 140Kms. The permit holder failed to modify his permit in such a way that the maximum distance should not increase 140 Kms. Renewal of Permit application can only considered as per Rule 20 (a) of KMV Rules. Renewal of permit cannot be granted to a private Stage Carriage permit beyond a total route length of 140 Kms. Hence **rejected**. Since renewal of permit application is rejected there is no need for TP u/s 87(1) (d) Application for Temp Pt u/s 87(1) (d) is rejected.

ITEM NO 162

Heard, this is an application for renewal of stage carriage KL-59 Q 5067 operating on the route Rajagiri-kozhikode (via)payyannur Thaliparamba,kannur as LSOS (route length exceeds 140Kms) on the strength of regular permit No 13/113/2000 valid up to 29/03/2018.(TP u/s 87(1)d valid upto 03.10.2020).The length of the route is more than 140 Km..As per the Government Notification GO(p) 8/2017 dtd 20/03/2017 the government had approved a notified scheme to the effect that the

passenger road transport service as per the particular in the schedule should be operated exclusively by the STU's. The route length of services to be provided by private stage carriages are subject to clause 4 of the notification and rule 2(oa) of the KMVR 1989. No ordinary service can be permitted to be operated for a route length more than 140 Km as per the restrictions in the prevailing Rule 2[(Oa)] of KMV Rules, 1989. Moreover clause 5(b) of the notification, the existing services issued with permit on or before 09/05/2006 and after 09/05/2006 shall be permitted to continue as in clause 4 till they are replaced by buses owned by STU's. The KSRTC have vehemently objected the renewal application of permit on the ground of clause 5(b). They have already taken over the route as per the government notification and operating services. The maximum distance prescribed in the rule 2 (oa) in the Kerala Motor vehicles Rule 1989 shall apply to the saved permit provided that further extension or variation shall not be allowed under any circumstances.

.Hence the Renewal application and Temporary Permit application and the application for conversion of nature of service as LSOS are rejected.

ITEM NO 163

Heard, Renewal of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co. if applicable.

ITEM NO 164

Heard, Renewal of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co. if applicable and compounding Rs 10000/- for permit less operation.

ITEM NO 165

Heard, Renewal of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co. if applicable.

ITEM NO 166

Heard, Renewal of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co. if applicable.

ITEM NO 167

Heard, Renewal of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co. if applicable.

ITEM NO 168

Heard, this is an application for renewal of stage carriage KL 13 AG 6375 (Renewal of permit was adjourned RTA held on 07/06/2017) operating on the route Kasaragode -kozhikode LSOS (route length exceeds 140Kms) on the strength of regular permit No 13/12/2002 valid up to 28/11/2015.(TP u/s 87(1)d valid up to 03.10.2020)The length of the route is more than 140 Km.. As per the Government Notification GO(p) 8/2017 dtd 20/03/2017 the government had approved a notified scheme to the effect that the passenger road transport service as per the particular in the schedule should be operated exclusively by the STU's. The route length of services to be provided by private stage carriages are subject to clause 4 of the notification and rule 2(oa) of the KMVR 1989. No ordinary service can be permitted to be operated for a route length more than 140 Km as per the

restrictions in the prevailing Rule 2[(Oa)] of KMV Rules, 1989. Moreover clause 5(b) of the notification, the existing services issued with permit on or before 09/05/2006 and after 09/05/2006 shall be permitted to continue as in clause(4) till they are replaced by buses owned by STU's. The KSRTC have vehemently objected the renewal application of permit on the ground of clause 5(b).They have already taken over the route as per the government notification and operating services..**Hence both the Renewal application and Temporary Permit application are rejected**

ITEM NO 169

Heard, Renewal of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co. if applicable and compounding Rs 10000/- for permit less operation.

ITEM NO 170

Heard, this is an application for renewal of stage carriage KL 59 M 7666 (present vehicle no:KL 13 AB 7209)was covered by regular permit No 13/16/1994 to operate on the route paripputhode – kasargod (as LS FP) via keezhpally,iritty, mattannur,kannur, payyannur, kanhangad,mavungal valid up to 24/01/2019.The length of the route is more than 140 Km.. As per the Government Notification GO(p) 8/2017 dtd 20/03/2017 the government had approved a notified scheme to the effect that the passenger road transport service as per the particular in the schedule should be operated exclusively by the STU's. The route length of services to be provided by private stage carriages are subject to clause 4 of the notification and rule 2(oa) of the KMVR 1989. No ordinary service can be permitted to be operated for a route length more than 140 Km as per the

restrictions in the prevailing Rule 2[(Oa)] of KMV Rules, 1989. Moreover clause 5(b) of the notification, the existing services issued with permit on or before 09/05/2006 and after 09/05/2006 shall be permitted to continue as in clause(4) till they are replaced by buses owned by STU's. The KSRTC have vehemently objected the renewal application of permit on the ground of clause 5(b).They have already taken over the route as per the government notification and operating services..**Hence both the Renewal application and Temporary Permit application are rejected.**

ITEM NO 171

Heard, Renewal of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co. if applicable.

ITEM NO 172

Heard, Route length is 132 kms. **Renewal of permit is allowed**, subject to clearance of Govt dues, if any, and production of NOC from HP Co. if applicable.

ITEM NO 173

Heard, Renewal of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co. if applicable.

ITEM NO 174

Heard, Renewal of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co. if applicable.

ITEM NO 175

Heard, Renewal of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co. if applicable.

ITEM NO 176

Heard, Renewal of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co. if applicable.

ITEM NO 177

Heard, this is an application for renewal of stage carriage permit in respect of KL 13 AG 2527 (inter district permit) operating on the route CHEEMENI-KOZHIIKKODE via Kalikkadavu, Kannur, Thalassery, Vadakara, Koilandy covered by RP No : 13//11/1999 valid upto 30/12/2019. Existing route length is 55 Kms. Application submitted for variation, so as to modify his permit within 140 Kms, by curtailing the portion from Cheemeni to Trikaripur.

Considered the application on merits and perused the records. Rule 20(a) of KMV Rule reads. "Ordinary service means a service, which is operated on a route having a distance of not more than 140 Kms, with one or more stops in every fare stage".

Renewal of permit can only be considered as per Rule 2 (oa) of KMV Rules. Renewal of permit cannot be granted to a Private Stage Carriage beyond a total route length of 140 Kms. Application to modify the permit so as to limit the route length, is allowed without change in the existing timings and not increasing the trips in the notified routes.

Renewal of permit is granted, subject to clearance of Govt dues, if any and production of NOC from HP co if applicable.

ITEM NO 178**Ratified****ITEM NO 179****Nil****ITEM NO 180**

Hence both the Renewal application and application for Permit variation are rejected

Supplementary Items**Supplementary Item No.01**

1.This is a request for sanctioning variation of permit in Kannur Corporation[KC No] permit in respect of Auto rickshaw bearing Registration number KL 13 Y 4623. Considered the application on merits. It is reported by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned. Kannur Corporation has reported that there is no further space to accommodate auto rickshaws within the

corporation limit. Taking into consideration the above facts, the application for variation of permit is **rejected**.

Supplementary Item No.02

1.This is a request for sanctioning variation of permit in Kannur Corporation[KC No] permit in respect of Auto rickshaw bearing Registration number KL 13 AQ 52. Considered the application on merits. It is reported by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of vehicles and is one of the main reason for the roads accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned. Kannur Corporation has reported that there is no further space to accommodate auto rickshaws within the corporation limit. Taking into consideration the above facts, the application for variation of permit is **rejected**.

Supplementary Item No.03

1.This is a request for sanctioning variation of permit in Kannur Corporation[KC No] permit in respect of Auto rickshaw bearing Registration number KL 13 V 0602. Considered the application on merits. It is requested

by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned. Kannur Corporation has reported that there is no further space to accommodate auto rickshaws within the corporation limit. Taking into consideration the above facts, the application for variation of permit is **rejected**.

Supplementary Item No.04

1. Perused the judgment of Hon'ble High Court of Kerala dated WPC No 35657/2019

2.This is a request for sanctioning variation of permit in Kannur Corporation[KC No] permit in respect of Auto rickshaw bearing Registration number KL-13-AN 3120. Considered the application on merits. It is reported by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly focusing the city/town limits for their operation, resulting acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned. Kannur Corporation has reported that there is no further space to accommodate auto rickshaws within the corporation limit. Taking into consideration of the above facts, the application for variation of permit is **rejected**.

Supplementary Item No.05

1. Perused the judgment of Hon'ble High Court of Kerala dated WPC No 1771/2020

2.This is a request for sanctioning variation of permit in Kannur Corporation[KC No] permit in respect of Auto rickshaw bearing Registration number KL-59 H 2224. Considered the application on merits. It is requested by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place

within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned. Kannur Corporation has reported that there is no further space to accommodate auto rickshaws within the corporation limit. Taking into consideration the above facts, the application for variation of permit is **rejected**.

Supplementary Item No.06

1. This is a request for sanctioning variation of permit in Kannur Corporation[KC No] permit in respect of Auto rickshaw bearing Registration number KL 13 AM 6689. Considered the application on merits. It is reported by the Kannur Corporation authorities that there is no sufficient parking place to accommodate further auto rickshaws within the Corporation limit.

RTA finds that large number of auto rickshaws are plying within the city limits. These auto rickshaws are mainly choosing the city/town limits for their operation, resulting acute traffic congestion, beyond the control of enforcement agencies. Any further grant of permits with parking place within the city limits will disrupt the existing traffic situation. Increase in allowing parking places within town limits lead to increase in number of vehicles and is one of the main reason for the road accidents. This authority is bound to reduce the rate of road accidents.

The local authority concerned. Kannur Corporation. has reported that there is no further space to accommodate auto rickshaws within the

corporation limit. Taking into consideration the above facts, the application for variation of permit is **rejected**.

Supplementary Item No.07

Heard, The learned counsel represented the applicant. Perused the records. This is to reconsider the application for fresh regular stage carriage permit to operate on the route Chemberi-Thaliparamba-Mazhoor and Kanhileri via Chepparamba-Sreekandapuram-Chundaparamba-Poopparamba-Koottumugham-Madambam and Kaniyar Vayal for a period of 5 years from the date of issue. The total route length is 61 kms. The places Kanhileri and Chapparaparamba are ill served areas. The morning trip proposed from Chemperi to Sreekandapuram via Pooparamba is much beneficial to the student community. So the overall changes are very useful to the travelling public..Hence **Granted** subject to the settlement of timings.

Supplementary Item No.08

1. Perused the Judgment in MVAA No 38/2020 of Hon'ble STAT.
2. **Heard**, The learned counsel represented the applicant This is to Re-consider the rejected application for the grant of fresh regular stage carriage permit on the route Kottiyoor Temple, Thalassery, Iritty (via) ManathanaThondiyil, Peravoor, Nidumpoil, Kuthuparamba, Mattannur as LSOS for a period of 5 years from the date of issue. Heard, the enquiry officer reports that this is a medium distance route having a route length of only 93 Km. There are sufficient Stage Carriage Services on the proposed route. Issuing Fresh Permit in the

populated area may cause unhealthy competition among en route operators Moreover, LSOS permit on this route will not benefit the short distance commuters and students community depending on stage carriages. Hence, the application is **rejected**.

Supplementary Item No.09

1. Perused the Judgment in MVAA No 243/2019 of Hon'ble STAT.
 2. **Heard**, The learned counsel represented the applicant This is to Re-consider the rejected application for the grant of fresh regular stage carriage permit on the route Peratta-Thalassery[via] koottupuzha-iritty-mattannur and koothuparamba **as LSOS** for a period of 5 years from the date of issue. The enquiry officer reports that this is a medium distance route having a route length of only 57 Km. There are sufficient Stage Carriage Services on the proposed route. Issuing Fresh Permit in the populated area may cause unhealthy competition among en route operators Moreover, LSOS permit on this route will not benefit the short distance commuters and students community depending stage carriages. Hence, the application is **rejected**.

Supplementary Item No.10

Heard, Perused the records. This is an application for variation of permit in respect of stage carriage KL 58 L 6795 operating on the route vallithala –ariyankode-keezhpally -thaliparamba- koottupuzha(via) padiyoor-iritty-madathil -edoor- velimanam -irikkur- sreekandapuram- ulikkal-payyavoor-icheri-vallithode. From the time schedules, it is seen that the night trip (only trip to Payyavoor) from Iritty is proposed to curtail. This will result in

curtailment of Payyavoor from the existing route itself. Also the vehicle is proposed to halt at Valluthara at 8.39 pm instead of existing halt at 11.40 pm. All other trips from Valluthara after 8.00 pm is seen curtailed. The last trip curtailment will adversely effect the travelling public. Hence, variation of permit is **rejected**

Supplementary Item No.11

Heard, Perused the records. This is an application for variation of permit in respect of stage carriage KL 59 C 9900 operating on the route kannur-thiruvattoor vai payangadi- puthiyangadi, pilathara chudala, taliparamba and mangad. The extension sought for through a remote area to which the volume of Stage Carriage operation is poor and introducing of this service by extending the route up to THOTTIKKEEL will be highly beneficial to the travelling public of the area. So the overall changes are very useful to the travelling public..Hence **Granted** subject to the settlement of timings.

Supplementary Item No.12.

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

Supplementary Item No.13.

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

Supplementary Item No.14.

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

Supplementary Item No.15.

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

Supplementary Item No.16.

Heard, transfer of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co., if applicable

Supplementary Item No.17.

Heard, Renewal of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co. if applicable.

Supplementary Item No.18.

Heard, this is an application for renewal of stage carriage permit in respect of KL 58S 0211 covered by regular permit no. 13/10016/2001 valid up to 30/05/2016 operating on the route Alakkode Thrissur. The length of the route is more than 140 Km. As per the Government Notification GO(p) 8/2017 dtd 20/03/2017 the government had approved a notified scheme to the effect that the passenger road transport service as per the particular in the schedule should be operated exclusively by the STU's. The route length of services to be provided by private stage carriages are subject to clause 4 of the notification and rule 2(oa) of the KMVR 1989. No ordinary service can be permitted to be operated for a route length more than 140 Km as per the restrictions in the prevailing Rule 2[(Oa)] of KMV Rules, 1989. Moreover clause 5(b) of the notification, the existing services issued with permit on or before 09/05/2006 and after 09/05/2006 shall be permitted to continue as in clause(4) till they are replaced by buses owned by STU's. The KSRTC have vehemently objected the renewal application of permit on the ground of clause 5(b).They have already taken over the route as per the government notification and operating services..**Hence the**

Renewal application, application for Permit variation, application for Temporary Permit and application for replacement are rejected

Supplementary Item No.19.

Heard, Route length is 135 kms. **Renewal of permit is allowed,** subject to clearance of Govt dues, if any, and production of NOC from HP Co. if applicable.

Supplementary Item No.20.

Heard, Renewal of permit is allowed, subject to clearance of Govt dues, if any, and production of NOC from HP Co. if applicable and compounding Rs 10000/- for permit less operation

**1. Sri. T.V. Subhash IAS,
District Collector and Chairman,
Regional Transport Authority, Kannur.**

**2. Sri.NAVANEETH SHARMA, IPS,
Member Regional Transport Authority and
Distric Police Chief, Kannur Rural.**

**3. Sri.K.PADMAKUMAR,
Deputy Transport Commissioner,
North Zone, Kozhikode and
Member of Regional Transport Authority, Kannur.**