

CHAPTER 20

MOTOR VEHICLES

In ancient India Bullock carts were the major means of transportation on land. The basic bullock cart is similar to the ones still used in a few rural pockets of India today. A pair of animals tied to a central yoke provided the power to draw the cart. From the age of animal driven carts to high-speed automobiles today, mode of transportation in India indeed kept pace with the remarkably progress of the country.

In the 20th century, the old modes of transport, the cart and the carriage were still used. The new additions especially in the north of India were all horse drawn. They were the tanga, ekka and shikram a box-like four wheeler. Hand drawn and hand pushed carts were also used for conveying people and goods. The palanquin and dolie carried by men were also used as transport for people. This was the case in cities. In the rural areas bullock carts were widely used.

The first car ran on India's roads in 1897. Prior to independence in the 1940s India had no automobile industry to speak of. Cars were brought into the country in a knocked down condition from England. They were reassembled to serve the minuscule market provided by the British ruling class and some Indian elites. The presence of such vehicles led to the birth of an indigenous spare parts industry mostly concentrated in the south of the country. Road Transport in India grew rapidly after 1947 owing to rapid growth in urbanization and per capita income and to the vehicle production moving there.

Motor vehicles have brought enormous social and economic benefits. They have enabled flexibility in where people live and work, the rapid and timely distribution of manufactured goods, and ready access to a variety of services and leisure options.

Following economic liberalization in India in 1991, the Indian automotive industry has demonstrated sustained growth as a result of increased competitiveness and relaxed restrictions. Several Indian automobile manufacturers expanded their domestic and international operations. India's robust economy led to the further expansion of its domestic automobile market which attracted significant India-specific investment by multinational automobile manufacturers.

World over, the state of the automobile industry has served as a barometer of the fortunes of the industrial sector as a whole. The state of consumer demand is reflected in auto sales which in turn have wide repercussions because of extensive linkages with suppliers. It is therefore a happy fact that the automobile sector is one of the fastest growing industries in India. The encouraging policy environment, continuously raising incomes and the increasing availability of consumer finance is likely to ensure that the auto industry continues its present rate of expansion.

Taking into account the changes in the road transport technology, pattern of passenger and freight movements, development of the road network in the country and particularly improved technology in the motor vehicle management, the Motor Vehicle Act 1939 was consolidated and amended by parliament, which is now called the Central Motor Vehicles Act 1988. The said act empowers the Central Government to frame rules under provisions of the Act. Road Transport in India is primarily the responsibility of the State Government and U.T. Administrations. The State Govt. and Union Territory Administrations regulate road transport under the provisions of the relevant Motor Vehicle Act/rules in the respective states. Data collected from different source agencies is compiled and published by the Transport Research Wing of Ministry of Road Transport and High Ways.

Highlights

- The number of two wheelers registered in India has increased from 38.56 millions in 2000-2001 to 64.74 million in 2005-06 registering an increase of 68% over the period, while the number of Light Motor Vehicles (passengers) and Jeeps showed a modest increase of 40% and 22% respectively during the same period. The total number of cars registered has increased from 52.97 million in 2000-2001 to 91.01million in 2005-06 which show an impressive increase of 72% during the period.

- As on 31st March, 2006, maximum number of two wheelers are in Tamilnadu (12.2%) followed by Maharashtra (11.9%), Gujarat (9.8%) and then Uttar Pradesh (9.4%). During the same period, maximum number of Light Motor Vehicles (passengers) are in Maharashtra (21.2), followed by Kerala (13.7%), Gujarat (13.5%) and Andhra Pradesh (12.0%)
- As on 31st March, 2006, around 50 % of total jeeps are in Karnatka and Maharashtra while maximum number of cars is in Delhi 13.4% followed by Maharashtra (12.7%).
- Out of 0.76 Million Buses in March 2006, 16.7% buses are in Kerala alone. Maximum number of goods vehicle are in Maharashtra (14.5%) followed by Tamilnadu (12.7%). In Andhra Pradesh, Haryana, Karnatka, Kerala, Rajasthan and West Bengal number of good vehicles varies between 5% to 6% of total goods vehicle.
- State revenue from road transport which includes Motor Vehicle taxes and fees Sales Tax on Motor spirit & lubricants, Sales Taxes on passenger & goods traffic, has increased 151% from 2001 to 2007.
- Central revenue from Motor Vehicles, which includes Import Duty and Excise Duty from Motor vehicles and accessories, Tyres and tubes, High Speed Diesel Oil , Motor spirit fuel has increased 136.7 % from 2001 to 2007.
- Number of Kilometers performed by the State Transport Undertakings is not showing any increasing trend, it has come down from 455305 (Million km) in 20001 to 425490 (Million km) in 2005. In 2005, maximum Kilometer performed around 30.4% of total Kilometer performed is from Tamilnadu, followed by Andhra Pradesh 17.9% and then Maharashtra 15.4%.

This Chapter contains following tables:

Table 20.1-Number of Motor Vehicles Registered In India

Table 20.2- Revenue from Road Transport

Table 20.3-Working of State Transport Undertakings

Table 20.4-Automobile Production