



सत्यमेव जयते

**ROAD TRANSPORT YEAR BOOK
(2007 - 2009)
(Volume- I)**

**TRANSPORT RESEARCH WING,
MINISTRY OF ROAD TRANSPORT & HIGHWAYS
GOVERNMENT OF INDIA
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PREFACE

The Transport Research Wing (TRW) of the Ministry of Road Transport & Highways has traditionally been providing inputs by way of data, research and analysis pertaining to Roads, Road Transport and Road Accidents in India to the different Divisions of the Ministry of Road Transport & Highways.

In respect of Road Transport Sector, the TRW used to bring out "*Motor Transport Statistics*", which was a compilation of motor transport data. The last issue of this publication was brought out in 2005. It was felt that there was need for a more comprehensive and analytical publication relating to Road Transport Sector, in view its importance in economic and social development of the country. It is with this objective in view that a new publication titled "**Road Transport Year Book**" was launched in 2005. The present issue "*Road Transport Year Book 2007-09*" is the fourth issue in the series. The present issue focuses on the registered motor vehicle population and motor vehicle taxation structure in various States / UTs in the country.

The Transport Research Wing gratefully acknowledges the guidance and encouragement from Shri R. S. Gujral, Secretar, Ministry of Road Transport & Highways as well as the erstwhile Secretary Shri. Brahm Dutt, in bringing out this publication. Constructive suggestions from the users of the publication would help in improving its quality and coverage.

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Overview of Road Transport Sector

Road transport is vital to the economic development and social integration of the country. Road transport encompasses a wide range of services and industries from road freight/passenger services providers and road/highways/expressways infrastructure. Besides, the sector also uses a wide array of services necessary for the functioning of the road transport sector which cover banking, insurance, repair services etc. Road transport, together with the other modes of transport, is vital for conveyance of goods and people across the country. It facilitates access of people to a wide range of economic and social services necessary for the well being of the population at large. It is a key factor to social, regional and economic cohesion, including the development of rural areas. However, the impact of road transport on the environment and health remains a major challenge. Easy accessibility, flexibility of operations, door-to-door service and reliability have earned road transport an increasingly higher share of both passenger and freight traffic vis-à-vis other transport modes. In addition to these factors, transit time, availability of capacity on alternative modes, quality and reliability of the service, associated costs like warehousing and demurrage etc. all influence the choice of the mode of transport. The alternative modes of transport viz. roadways, railways, waterways, airways, mass transit etc., each contribute to the transportation requirements of the economy. Transport sector accounted for a share of 6.6 per cent in India's Gross Domestic Product (GDP) in 2008-09. Road Transport is the dominant mode of transport with a share of 4.8 percent in GDP. It can be seen that over the years, share of road transport in GDP has increased while that of railways have fallen. The composition of various sub-sectors of the transport sector in the GDP is given in Table 1

Table 1 : Share of Different Modes of Transport in GDP										
	1999-2000	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
Sector	As percentage of GDP (at factor cost and constant prices)									
Transport of which:	6.0	6.0	6.0	6.2	6.3	6.7	6.7	6.7	6.7	6.6
Railways	1.3	1.3	1.2	1.2	1.2	1.0	1.0	1.0	1.0	1.0
Road Transport	3.8	3.9	3.9	4.1	4.3	4.8	4.8	4.8	4.7	4.8
Water Transport	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Air Transport	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Services *	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.4

*Data from 1999-2000 upto 2003-04 are at 1999-2000 price/Data from 2004-05 onwards are at 2004-05 price
FISM = Financial Intermediation Services indirectly Measured/ All modes include FISM*

** Services incidental to transport. Source: Central Statistical Organisation.*

It may be noted that the entire increase in percentage share of transport in GDP since 1999-2000 has come from road transport sector only, with share of other modes remaining either constant or falling marginally.

Registered Motor Vehicles in India

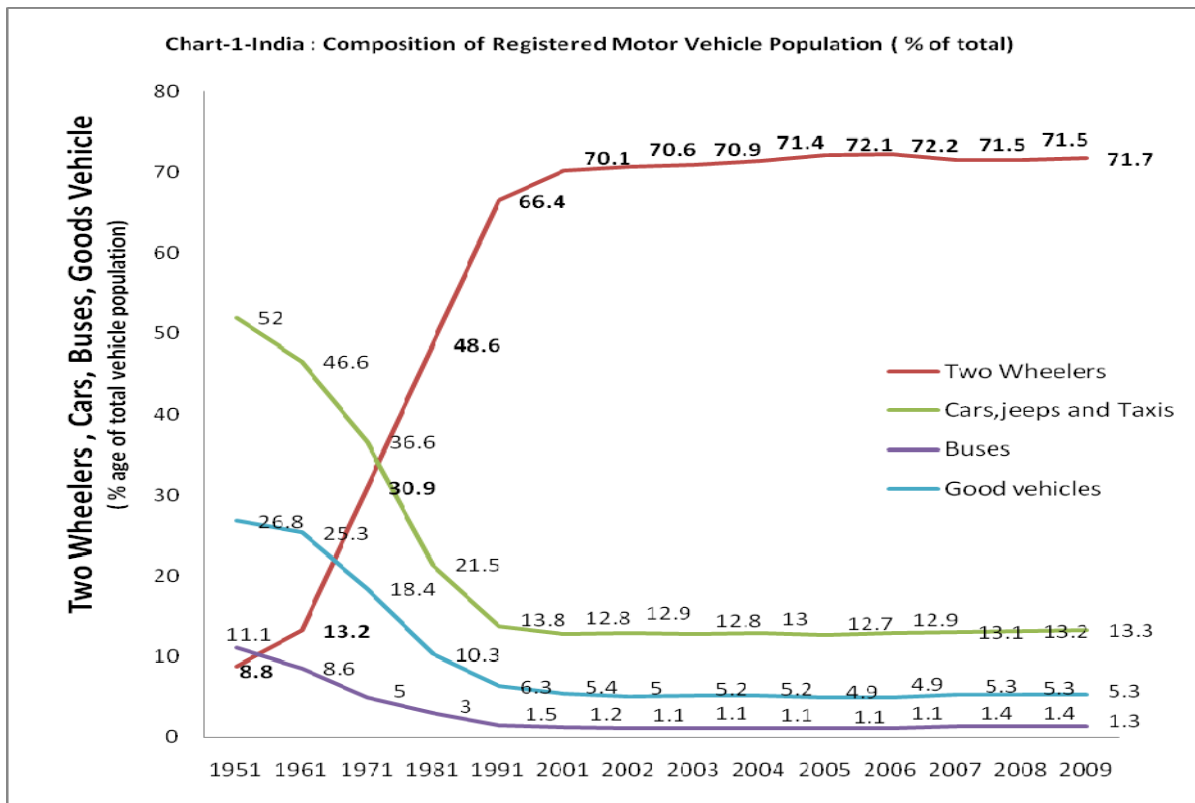
India had about 115 million registered motor vehicles at the end of fiscal year 2008-09. Personalized mode (constituting mainly two wheelers and passenger cars) accounted for more than four-fifth of the motor vehicle population in the country compared to their share of little over three-fifth in 1951 (Table-2). Further break up of motor vehicle population reflects preponderance of two-wheelers with a share of about 72 per cent in India's total vehicle population, followed by passenger cars (including jeeps & taxis) at 13.3 per cent and other vehicles (a heterogeneous category which includes 3 wheelers (Light Motor Vehicle (LMV) - Passengers), trailers, tractors, etc. at 8.4 per cent. In contrast to personalized mode, the share of buses in total registered vehicles has declined from 11.1% in 1951 to a mere 1.3% in 2009. Also, the share of goods vehicles at 5.3 % has shrunk since 1951. The erosion of share of buses in the vehicle population to about 1.3% also reflects slow growth in public passenger bus transport services.

Table 2 – India: Composition of Vehicle Population (% of total)						
Year end	Two Wheelers	Cars, Jeeps & Taxis etc.	Buses	Goods Vehicle	Others Vehicles	Total
March	(as % age of total vehicle population)					(Million)
1951	8.8	52	11.1	26.8	1.3	0.31
1961	13.2	46.6	8.6	25.3	6.3	0.66
1971	30.9	36.6	5.0	18.4	9.1	1.86
1981	48.6	21.5	3.0	10.3	16.6	5.39
1991	66.4	13.8	1.5	6.3	11.9	21.37
2001	70.1	12.8	1.2	5.4	10.5	54.99
2002	70.6	12.9	1.1	5.0	10.4	58.92
2003	70.9	12.8	1.1	5.2	10.0	67.01
2004	71.4	13.0	1.1	5.2	9.4	72.72
2005	72.1	12.7	1.1	4.9	9.1	81.5
2006	72.2	12.9	1.1	4.9	8.8	89.61
2007	71.5	13.1	1.4	5.3	8.7	96.69
2008	71.5	13.2	1.4	5.3	8.6	105.33
2009 (p)	71.7	13.3	1.3	5.3	8.4	115.0

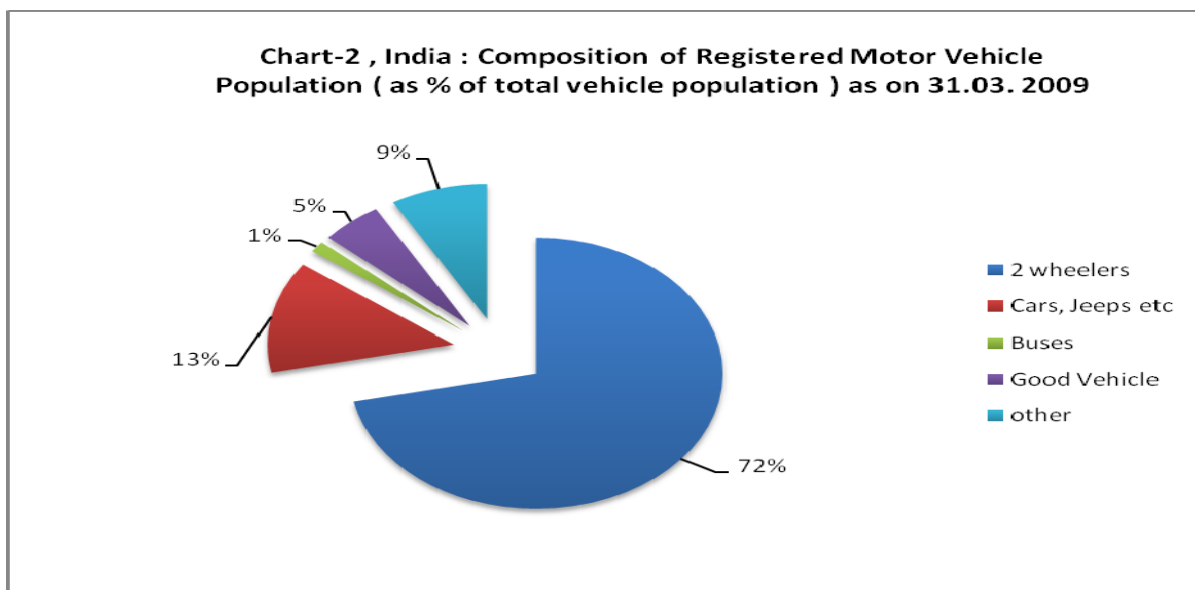
Note: Others include Tractors, Trailers, 3 Wheelers (passenger) & etc. (P): Provisional

Source: Calculated on the basis of data received from Offices of State Transport Commissioners/UT Admns.

Chart-1 indicates that the share of 2- Wheeler population measured as a percentage of total vehicles show a steep rise between 1951 and 1991 but thereafter increased very slowly. The percentage share of the rest of the vehicle categories declined sharply from 1951 to 2001 and thereafter their shares remained nearly stagnant. With a rising income and greater need for mobility the personalized mode of transport is likely to grow in importance in the coming years. However, proliferation in the personalized mode of transport has serious implications for traffic congestion, energy efficiency and pollution.



Source: Calculated on the basis of data received from Offices of State Transport Commissioners/UT Admns.



Source: Calculated on the basis of data received from Offices of State Transport Commissioners/UT Admns.

The total registered vehicles in the country grew at a Compound Annual Growth Rate (CAGR) of 9.8% between 1991 and 2009. Personalized category of motor vehicles, viz. (i) two wheelers and (ii) cars etc. grew at CAGR 10.3% and 9.6% respectively which was higher compared to growth in buses (8.7% per annum) and goods vehicles (8.7%) as shown in Table 3. The higher growth in personalized motor vehicles reflects rising disposable income; easing of supply side restraints (delicensing of automobile sector leading to the entry of vehicle manufacturers, lifting of Quantitative Restrictions etc.); and availability and easy access to auto finance in the backdrop of rising per capita incomes. In contrast, slower growth in goods vehicle category to some extent also shows changes in structure of economy and shift from commodity producing sector (agriculture and industry) towards services which are far less material intensive together with higher input costs (tyres etc.) and a plethora of regulations hampering free movement of goods vehicles across the country.

Period	Vehicles					Roads						Total
	Two - Wheelers	Cars, Jeeps & Taxis	Buses	Goods Vehicles	Others *	Total	NHs	SHs&	Rural	Urban	Project	
								PWD				
2006/1951	15.2	80	6.3	7.5	14.8	10.9	2.2	-	-	-	-	-
1961/1951	12.5	6.9	5.3	7.4	26.5	8.1	1.9	4	-	-	-	2.7
1971/1961	20.7	8.2	5.1	7.4	15	10.9	0	2.6	6.0	4.5	-	5.7
1981/1971	16.3	5.4	5.6	4.9	18.1	11.2	2.9	4.5	5.9	5.5	3.5	5
1991/1981	18.4	9.8	7.4	9.4	10.9	14.8	0.6	2.1	4	4.3	1.2	3
2001/1991	10.5	9.1	6.7	8.1	8.6	9.9	5.5	3.1	1.4	3	0.6	2.1
2007/1991	10.4	9.5	9.2	8.7	7.8	9.9	4.4	2.8	4.1	3	1.6	3.5
2008/1991	10.3	9.6	9	8.7	7.8	9.8	4.1	2.8	4	2.9	1.5	3.4
2009/1991	10.3	9.6	8.7	8.7	7.7	9.8	NA	NA	NA	NA	NA	NA

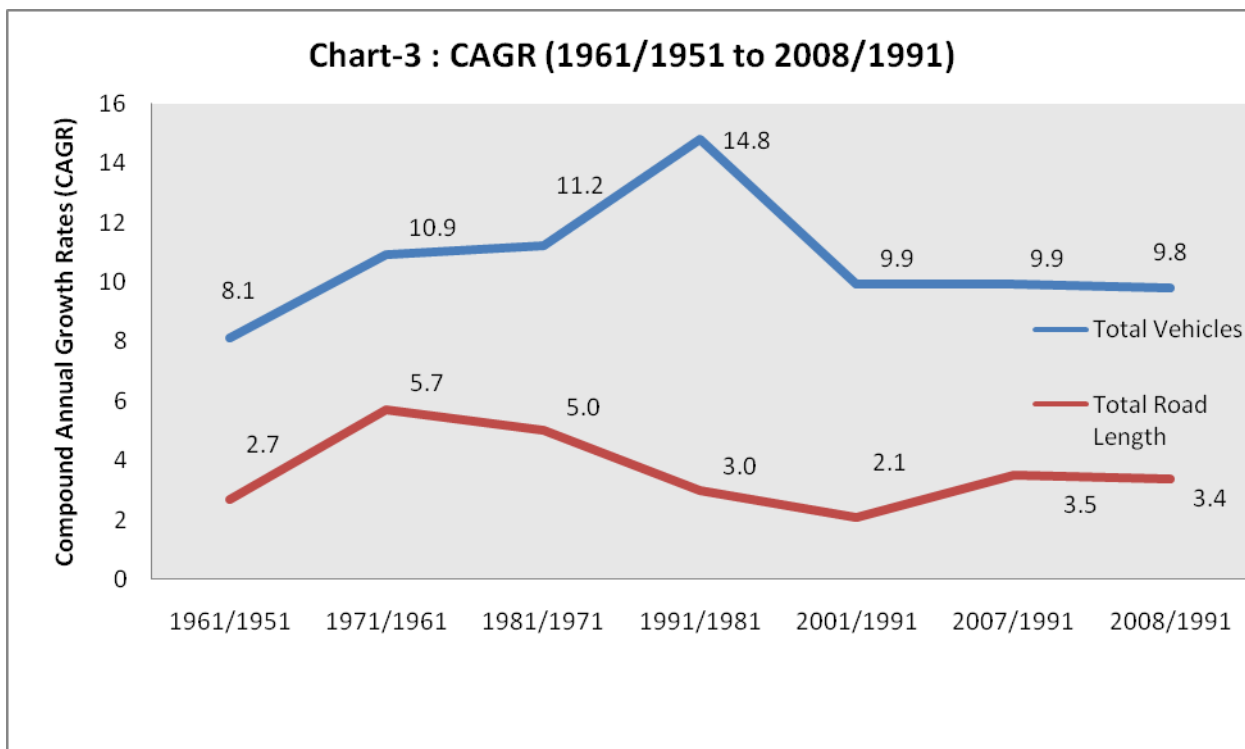
Note: NHs: National Highways; SHs: State Highways; PWD: other Public Works Department roads

** Other include tractors, trailers, three wheelers (passenger vehicles/LMV and other miscellaneous vehicles which are not separately classified. NA: Not Available*

Sources: 1. Calculated on the basis of data received from Offices of State Transport Commissioners/UT Admn

2. 'Basic Road Statistics of India', 2004-05 to 2007-08.

The growth of vehicular traffic on roads has been far greater than the growth in road network; as a result the main arterial roads in the country are facing capacity saturation. Between 1991 and 2008 the total vehicle population grew at a CAGR of 9.8 per cent vis-a-vis the CAGR of 3.4 per cent in the total road length. A noteworthy aspect has been the step-up in the growth of National Highway network in recent years which has grown at CAGR of about 4.1 percent.

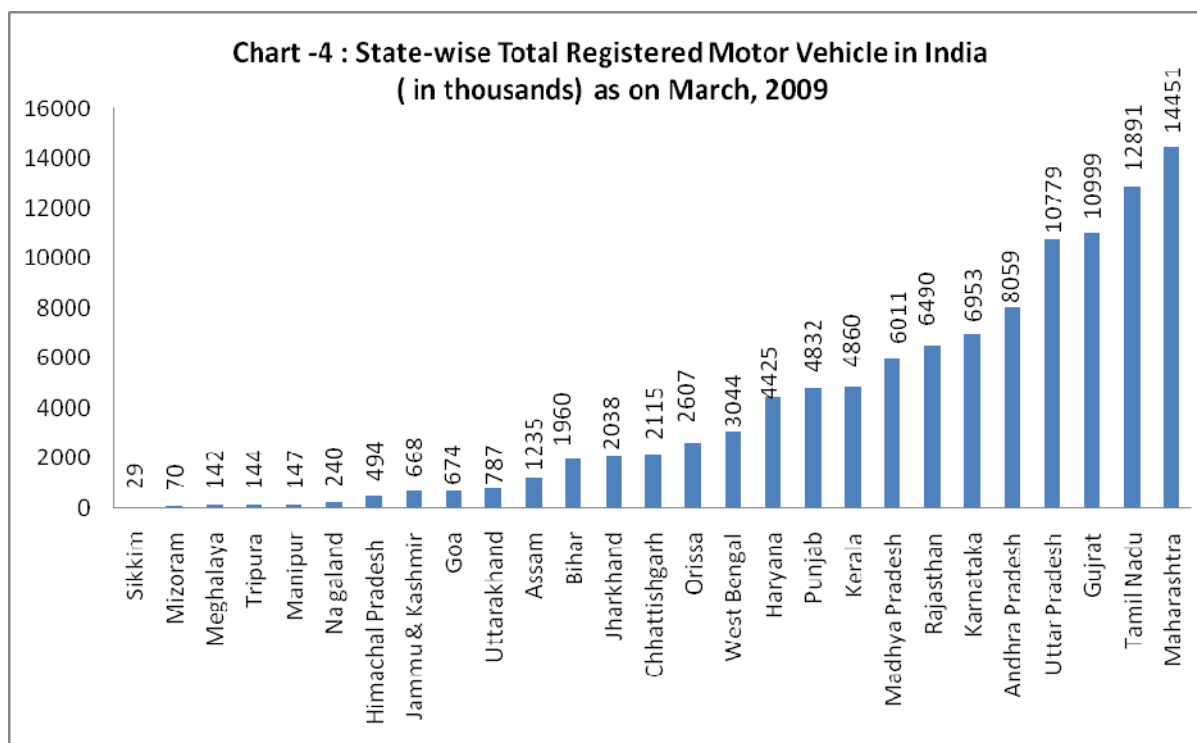


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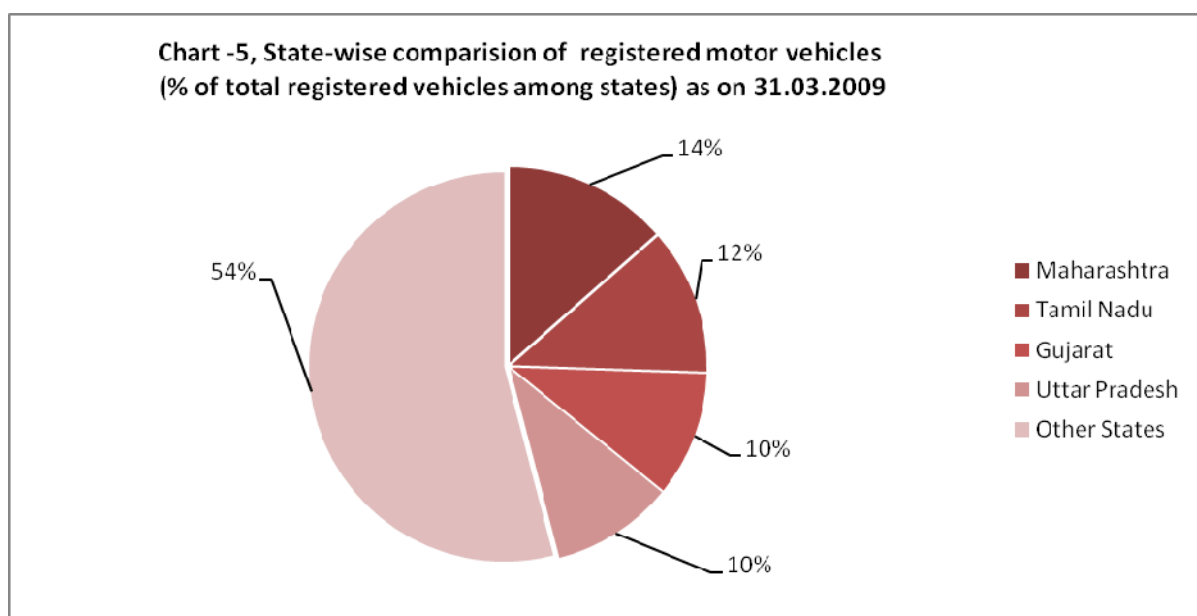
1. Calculated on the basis of data received from Offices of State Transport Commissioners/UT Admn
2. 'Basic Road Statistics of India', 2004-05 to 2007-08.

State -wise Distribution of Vehicle Population

Chart-4 and Chart-5 indicate that Maharashtra accounted for the largest share (14%) of the registered vehicles in the country as on end March 2009 followed by Tamil Nadu (12%), Gujarat (10%) and Uttar Pradesh (10%). These four States together accounted for about 46% of the total vehicles registered upto 31.3.2009. Among all States, Sikkim reported the lowest number of the total registered vehicles.



Source: Calculated on the basis of data received from Offices of State Transport Commissioners.



Source: Calculated on the basis of data received from Offices of State Transport Commissioners.

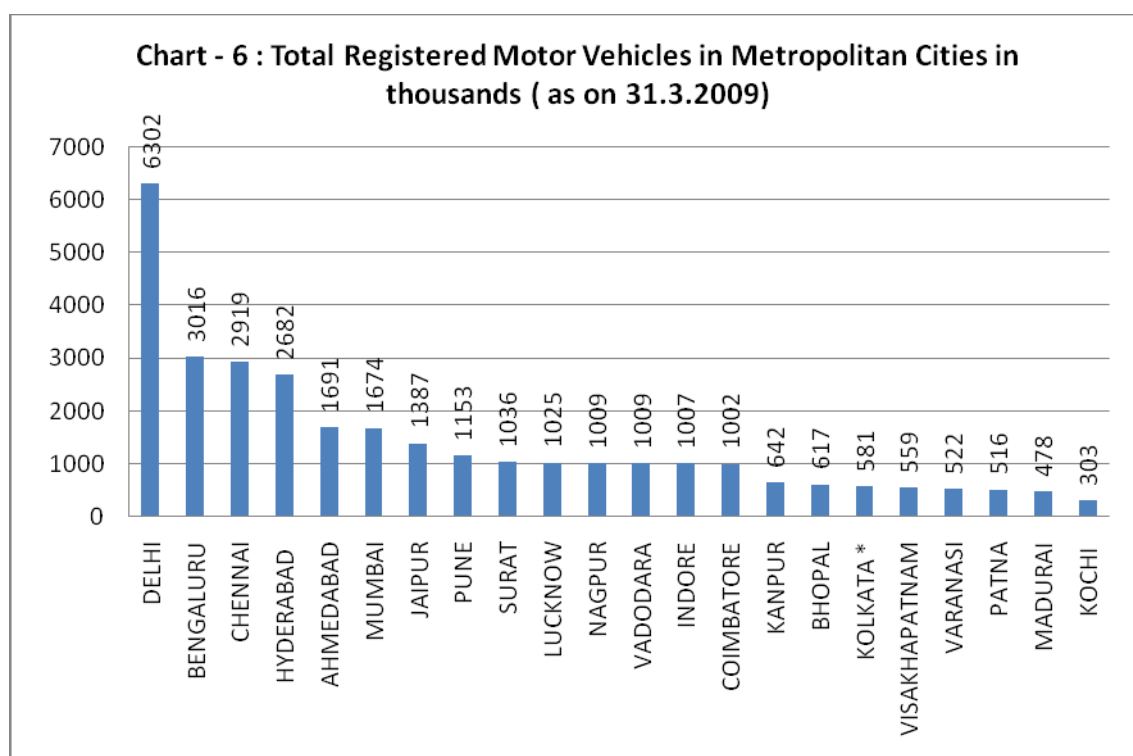
Growth in terms of CAGR of registered vehicles (as shown Table-4) amongst the States and Union Territories during (2001-2009) shows that total registered vehicle population grew at 9.7%. Dadra & Nagar Haveli accounted for highest growth rate (22%) followed by Tripura (14%) and Tamil Nadu (12%). Several States exceeded the all-India growth rate as shown in Table-4.

Table-4: Compound Annual Growth Rate (CAGR) of Registered Vehicles amongst States and Union Territories during 20001-2009.	
STATE	CAGR
Andhra Pradesh	9.3
Arunachal Pradesh	0.6
Assam	10.8
Bihar	9.5
Goa	8.9
Chhattisgarh	11.9
Gujarat	8.9
Haryana	10.8
Himachal Pradesh	10.8
Jammu & Kashmir	9.2
Jharkhand	10.6
Karnataka	8.8
Kerala	11.0
Madhya Pradesh	8.7
Maharashtra	10.0
Manipur	8.4
Meghalaya	10.9
Mizoram	10.7
Nagaland	5.2
Orissa	11.4
Punjab	6.5
Rajasthan	10.4
Sikkim	11.7
Tamil Nadu	12.1
Tripura	14.1
Uttarakhand	10.1
Uttar Pradesh	10.3
West Bengal	7.6
A & N	11.6
Chandigarh	8.6
D &N Haveli	21.8
Daman & Diu	8.3
Delhi	7.1
Lakshadweep	7.2
Puducherry	9.9
Total	9.7

Source: Calculated on the basis of data received from Offices of State Transport Commissioners/UT Admns.

City- wise Distribution of Vehicle Population

Chart-6 depicts the registered vehicle population in 22 metropolitan cities. Delhi has the highest vehicle population, which exceeds the combined vehicle population reported by Chennai, Kolkata and Mumbai. The top five cities namely Delhi, Bengaluru, Chennai, Hyderabad, and Ahmedabad accounted for 54% of the total vehicles of metro-cities. Kochi reported the lowest number of registered motor vehicles among all metropolitan cities in India.



*: Live vehicles after cancellation of vehicles registered prior to 1.1.1993.

Source: Calculated on the basis of data received from Offices of State Transport Commissioners.

The 22 cities posted a CAGR of 8.7% in the number of total vehicle registrations during period (2002-2009). These 22 metros accounted for a share of about 27 % of the total number of vehicle registrations in the country upto March 2009. Amongst the metro cities Chennai (11.6%), Coimbatore (12%), Hyderabad (11.6%) and Nagpur (12%) posted growth rates of 11% or more. In contrast, Delhi and Mumbai reported lower CAGRs of 8% and 7% respectively (refer Table-5).

Table-5 : Compound Annual Growth Rate(CAGR) of Registered Vehicles in Metropolitan Cities during 2002-2009	
<u>Metro Cities</u>	<u>CAGR</u>
Ahmedabad	9.4
Bengaluru	8.7
Bhopal	9.2
Chennai	11.6
Coimbatore	12.2
Delhi	7.9
Hyderabad	11.6
Indore	9.0
Jaipur	10.4
Kanpur	7.6
Kochi	9.7
Kolkata	-4.5
Lucknow	9.1
Madurai	10.3
Greater Mumbai	6.6
Nagpur	11.9
Patna	7.4
Pune	8.3
Surat	8.8
Vadodara	10.4
Varanasi	6.4
Visakhapatnam	6.3
Total	8.7

Source: Calculated on the basis of data received from Offices of State Transport Commissioners.

International Comparison on Vehicular Penetration

Table 6 portrays the vehicular penetration across select developed and developing countries in the world. The Table reflects vehicle fleet ratios in terms of three parameters: (i) passenger cars per 1000 persons; (ii) total vehicle population per 1000 persons; and (iii) two wheelers per 1000 persons in conjunction with the per capita Gross National Income (GNI) in terms of US dollars.

Table-6: Vehicular Penetration in Select Developed & Developing Countries				
Country	GNI per capita	Per 1000 person		
		Passenger Cars	Total Vehicles*	Two Wheelers
Developed	2008 (US \$)			
U.S.A	47930	450.8	834.4	25.5
U.K	46040	462.3	547.4	21.0
Japan	38130	319.5	605.1	11.8
Germany	42710	501.6	597.6	43.4
Australia	40240	550.8	713.7	26.5
France	42000	495.4	641.1	43.5
Developing				
Mexico	9990	181.0	273.8	10.2
Malaysia	7256	298.3	648.5	314.2
South Africa (*)	5820	106.0	162.6	6.4
Brazil (*)	7300	157.8	254.7	56.9
China, P.R	2940	27.1	105.8	68.3
Korea ,Rep	21530	256.8	382.8	37.3
India (@)	1040	10.8	100.8	72.3

***: Total Vehicles include passenger cars, buses+coaches, vans +lorries and Two wheelers**

(*) : Data relates to 2007, (@) : Data relates to 2009.

Sources:

- 1. World Road Statistics, 2010, International Road Federation, Geneva.**
- 2. Calculated on the basis of data received from Offices of State Transport Commissioners/UT Admns.**

It is apparent from the Table 6 that there is positive association between vehicle ownership and per capita income. Developed countries like Germany and USA have car penetration rates (car/1000 persons) which are higher by factors of about 19 and 17 to that of China and by factors of 46 and 42 to that of India. In case of India and few other developing countries the penetration level of two wheelers (two wheelers / 1000 persons) is much higher compared to developed countries. At lower levels of income it is an affordable and cost effective means of personalized mobility. Table 6 demonstrates that penetration level of the Passenger cars is much higher in developed countries compared to developing countries. The penetration level of the total vehicles is higher in developed countries compared to developing countries except Malaysia.

Motor Vehicle Taxation

The avowed purpose of motor vehicle tax (MVT) is to defray the costs of road maintenance out of revenue realized from user charges. Besides motor vehicle taxation is also geared to facilitate fulfill other objectives like the reduction of both congestion and pollution. However, multiplicity of objectives results in complex tax structures, cross-classifications and unintended economic and welfare effects. Broadly the rationale behind motor vehicle taxation is two-fold. First, levies on the road transport sector can be justified as approximate user charges. MVT in the form of registration charges are essentially a charge on access to road network. In fact, the more a motor vehicle is used, the less the vehicle charge per kilometer travelled. But while access charges may vary according to vehicle type, they do not discriminate according to usage. The current structure of MVT in India is primarily based on ownership and only indirectly linked to consumption (of the road transport service). Hence it is not a perfect user charge. Second, MVT is supported on the ground that it has a fast growing base and an important source of tax revenue for the States.

MVT is being levied in all States and UTs except the UT of Lakshadweep. Existing tax structure for commercial vehicles shows wide variations among States. There are different bases for computation and different rates, leading to differing incidence of taxes per vehicle in different States. In fact, it is not easy to make comparisons of rates levied on different types of vehicles across States. Inter-State comparisons are, therefore, somewhat difficult for the following reasons:

- a) different classification principles for the taxation of vehicles in different States;
- b) variations in the application of 'lifetime' and annual tax rates to vehicle categories;
- c) use of specific and *ad valorem* rates;
- d) multiplicity of rates.

Several criteria have been adopted to differentiate motor vehicles for taxation purposes across the States making comparisons of incidence difficult.

Two Wheelers: Most of the States have switched over to life time tax (LTT) except States like Haryana and a few in the North East (Manipur, Mizoram, and Sikkim, Tripura). Also certain UTs like Andaman & Nicobar Islands, Dadra & Nagar Haveli and Daman & Diu levy annual taxes. In Puducherry, there is a combination of one time tax and annual tax. In some

States, tax slabs for LTT for two-wheelers are based on engine capacity (Daman & Diu, Himachal Pradesh, Nagaland, Puducherry, Rajasthan, Sikkim, Uttar Pradesh, Uttarakhand and West Bengal); in some it is the unladen weight (Assam, Bihar, Dadra & Nagar Haveli, Haryana, Manipur, Orissa,). Other States follow life time tax based on purely the value/cost of the vehicle (Andhra Pradesh, Chhattisgarh, Delhi, Goa, Gujarat, Karnataka, Kerala, Maharashtra, Madhya Pradesh Punjab and Tamilnadu).

Cars: Prior to the introduction of LTT, motor cars and jeeps were differentiated either on unladen weight or on engine capacity basis. The former reflects the fact that weight has an effect on variable road maintenance costs while engine capacity is an imperfect proxy for fuel use. Some of the States/UTs which follow engine capacity are Jammu & Kashmir, Sikkim and West Bengal. On the other hand, Dadra & Nagar Haveli, Daman & Diu and Puducherry follow unladen weight as the basis. In Himachal Pradesh basis of MVT is engine capacity in conjunction with the percentage of cost of vehicle (COV). Some like Chandigarh and Rajasthan follow the basis of seating capacity. However, most of the States now follow life time tax based on the value/cost of the vehicle (Andhra Pradesh, Assam, Bihar, Chhattisgarh, Delhi, Goa, Gujarat, Haryana, Karnataka, Kerala, Maharashtra, Madhya Pradesh, Meghalaya, Rajasthan, Tamilnadu, Uttar Pradesh and Uttarakhand). States like Manipur and Uttar Pradesh levy varying amounts and rates respectively depending on fuel use (petrol and diesel). The system of 'lifetime taxation' has now become fairly universal in case of personalized mode (two-wheelers and passenger cars). However, some States like Andaman & Nicobar Islands, Jharkhand, Mizoram and Tripura are among the few States, which still continue with annual taxation. Within one-time tax levying States, for certain States like Arunachal Pradesh (5 years), Meghalaya (10 years) etc validity is for less than 15 years.

Passenger Vehicles: In the case of passenger transport vehicles like stage or contract carriages, for the most States the seating capacity forms the basis for levying tax. Motor vehicle taxation of passenger buses is mainly on the basis of an upper seating capacity limit (per seat per month/ quarter/annum) and treated differently from motor cars and jeeps. Sometimes it is extended to cover authorized standees as well (Kerala and Gujarat). However, in case of certain states, the basis of taxation differs e.g. Arunachal Pradesh levies a one-time tax; Karnataka charges varying rates on Revenue earned by 'Fleet Owner Buses' for city services and mofusil services; Andaman Nicobar Islands levy a flat amount per year; Andhra Pradesh levies varying rates on Gross Traffic earnings for APSRTC buses differentiating between mofusil services or urban services while for 'Private' buses specific amounts are charged on daily kilometrage depending on 'Ordinary' or 'express' services ;.

In many States like Chhattisgarh, Orissa etc, differentiation in tax treatment of passenger buses is also accorded on the basis of type of service (Ordinary/Luxury/Express etc). Some States, for example, Andhra Pradesh, Chhattisgarh, Madhya Pradesh, Orissa, also include the distance that the vehicle is permitted to ply as an additional element for determining the quantum of tax. There is another system also. Routes are divided into different categories in terms of region with a different rate of tax for each. This system is prevalent in Andhra Pradesh, Himachal Pradesh, Karnataka, Nagaland, (based on region- rural, mofusil, Urban, hilly or plain). Another distinction peculiar to the taxation of commercial passenger vehicles is that between stage carriages (with fixed stopping points on specified routes) and contract carriages (including taxis) hired on time or distance basis. Rajasthan levies differing rates of Annual Road Tax on the cost of vehicle on (i) the complete vehicle and (ii) the chassis.

Goods Vehicles: The terms “heavy” and “light commercial” goods vehicles are defined in the Motor Vehicles Act, 1988, essentially on the basis of weight. In general, taxation of passenger vehicles depends on the seating capacity, while goods vehicles are almost always taxed on the basis of the registered laden weight (RLW) – also known as gross vehicle weight (GVW) or unladen weight (ULW) or registered payload (the difference between RLW and ULW). For goods vehicles, in most of the States, the basis for taxation is registered laden weight (RLW)/gross vehicle weight (GVW). As far as tax on goods vehicle is concerned, the de facto tax rate everywhere is a specific rate calculated on the basis of ULW, GVW/RLW or payload. However, in exceptional cases ad valorem rates are charged on the cost of vehicles/sales prices etc. This category of States includes Gujarat and Rajasthan.

Taxes on Transport vehicles plying on inter state routes: Passenger Buses (SRTU or private) plying on inter state routes covered by an inter-state agreement are subject to MVT only in their State (State of registration). However, buses (SRTUs or private) plying on inter state routes not covered by such agreements are subject to MVT in both the States. The inter se tax structure between goods and passenger vehicles indicates that light passenger vehicles (personal and commercial cabs) are lower taxed than light goods vehicles, but rates on medium and heavy vehicles are much higher for passenger than goods vehicles.

SECTION – I

**ROAD TRANSPORT
SECTOR
AT A GLANCE**

Table No. 1.1**Total Number of Registered Motor Vehicles in India - 1951-2009****(In thousands)**

Year (As on 31st March)	All Vehicles	Two Wheelers	Cars, Jeeps and Taxis	Buses @	Goods Vehicles	Others*
1	2	3	4	5	6	7
1951	306	27	159	34	82	4
1956	426	41	203	47	119	16
1961	665	88	310	57	168	42
1966	1099	226	456	73	259	85
1971	1865	576	682	94	343	170
1976	2700	1057	779	115	351	398
1981	5391	2618	1160	162	554	897
1986	10577	6245	1780	227	863	1462
1991	21374	14200	2954	331	1356	2533
1996	33786	23252	4204	449	2031	3850
2001	54991	38556	7058	634	2948	5795
2002	58924	41581	7613	635	2974	6121
2003	67007	47519	8599	721	3492	6676
2004	72718	51922	9451	768	3749	6828
2005	81501	58799	10320	892	4031	7457
2006	89618	64743	11526	992	4436	7921
2007	96707	69129	12649	1350	5119	8460
2008	105353	75336	13950	1427	5601	9039
2009(P)	114951	82402	15313	1486	6041	9710

* : Others include tractors, trailers, three wheelers (passenger vehicles)/LMV and other miscellaneous vehicles which are not separately classified.

@' : Includes omni buses since 2001.

Totals may not tally due to rounding off of data.

Source: Offices of State Transport Commissioners/UT Admns.

Table No. 1.2

Total Registered Motor Vehicles in India (State-Wise) As on 31st March

(In thousands)

STATES / UTs	2001	2002	2003	2004	2005	2006	2007	2008	2009(P)
1	3	4	5	6	7	8	9	10	11
STATES									
Andhra Pradesh	3966	4389	5002	5720	6458	7218	6367	7208	8059
Arunachal Pradesh	21 *	21 *	21 *	21 *	22 *	22 *	22 *	22 *	22 *
Assam	542	596	657	727	815	914	1021	1116	1235
Bihar	949	1024	1121	751	1352	1432	1577	1739	1960
Chhattisgarh	857	948	1076	1216	1375	1541	1734	1935	2115
Goa	341	366	397	436	482	529	579	624	674
Gujarat	5576	6008	6508	7087	7817	8622	9497	10289	10999
Haryana	1949	2122	2279	2548	2854	3087	3528	3973	4425
Himachal Pradesh	217	244	269	289	301	334	342	371	494
Jammu & Kashmir	330	364	399	439	478	524	570	620	668
Jharkhand	909	984	1101	1217	1357	1505	1686	1850	2038
Karnataka	3537	3636	3738	3977	5436	6220	5486	6217	6953
Kerala	2112	2315	2552	2792	3122	3559	3957	4430	4860
Madhya Pradesh	3095	3173	3459	3804	4188	4609	5047	5523	6011
Maharashtra	6760	7414	8134	8969	9936	10966	12171	13335	14451
Manipur	77 \$	90	97	106	114	124	133	147	147
Meghalaya	62	67	73	73 ^	92	104	117	128	142
Mizoram	31	34	37	42	47	52	61	66	70
Nagaland	160	177	162	172	172	184	210	226	240
Orissa	1096	1215	1359	1525	1715	1932	2148	2370	2607
Punjab	2910	3103	3308	3529	3876	4035	4294	4573	4832
Rajasthan	2943	3197	3487	3834	4261	4754	5336	5902	6490
Sikkim	12	13	15	17	20	22	25	26	29
Tamil Nadu	5162	5658	8005	8575	9257	10054	10981	11930	12891
Tripura	50	57	66	76	73	106	120	131	144
Uttarakhand	364	406	457	516	573	643	643	731	787
Uttar Pradesh	4921	5171	5928	6460	7344	7989	9086	9826	10779
West Bengal	1690 \$	1690 \$	2366	2548	2681	2872	3198	2762	3044
TOTAL STATES	50639	54482	62073	67466	76218	83953	89936	98072	107163
UTs									
A & N Islands	25	28	28 +	28 +	37	41	48	53	60
Chandigarh	386 **	386 **	562	586	617	647	678	712	747
D & N Haveli	13 *	13 *	31	35	40	45	51	58	63
Daman & Diu	37	41	44	48	51	55	62	68	70
Delhi	3635	3699	3971	4237	4187	4487	5492	5899	6302
Lakshadweep	4	5	5	5	5	6	7	7	7
Puducherry	252	270	293	313	347	384	432	484	538
TOTAL UTs	4352	4442	4934	5252	5283	5665	6771	7281	7788
GRAND TOTAL	54991	58924	67007	72718	81502	89618	96707	105353	114951

* : Data relates to 1997.

+ : Data relates to 2002

** : Data relates to 1998

^ : Data relates to 2003

\$: Data relates to 2000.

(P) : Provisional

Source: Offices of State Transport Commissioners/UT Admns.

Table No. 1.3

Total Registered Motor Vehicles In Metropolitan Cities

(as on 31st March)

(In thousands)

Metro Cities	2001	2002	2003	2004	2005	2006	2007	2008	2009(P)
1	3	4	5	6	7	8	9	10	11
AHMEDABAD	846	899	978	1075	1632	1780	1451	1586	1691
BENGALURU	1593	1680	1771	1891	2232	2617	2179	2640	3016
BHOPAL	309	333	361	392	428	476	524	571	617
CHENNAI	1257	1356	1895	2015	2167	2338	2518	2701	2919
COIMBATORE	409	448	578	630	682	750	827	910	1002
DELHI	3635	3699	3971	4237	4186	4487	5492	5899	6302
HYDERABAD	951 \$	1241	1319	1356	1433	1522	2181	2444	2682
INDORE	517	550	592	645	705	771	844	929	1007
JAIPUR	644 *	693	753	824	923	1051	1177	1289	1387
KANPUR	370	385	425	425 ^	425 ^	425 ^	553	598	642
KOCHI	152 **	152	166	166 ^	166 ^	166 ^	257	247	303
KOLKATA	664 @	801	842	875	911	948	987	573	581
LUCKNOW	465	556	615	615 ^	615 ^	615 ^	801	962	1025
LUDHIANA	646	685	728	771	771 &	771 &	771 &	771 &	771 &
MADURAI	219	240	281	304	330	364	402	440	478
GREATER MUMBAI	1030	1069	1124	1199	1295	1394	1503	1605	1674
NAGPUR	416	459	503	543	770	824	884	946	1009
PATNA	293	313	336	336 ^	378	405	437	471	516
PUNE	620	658	697	755	827	874	930	1141	1153
SURAT	534	575	633	692	692 &	692 &	912	982	1036
VADODARA	475	506	546	586	586 &	586 &	861	934	1009
VARANASI	333	339	366	366 ^	366 ^	366 ^	456	482	522
VISAKHAPATNAM	209 \$	364	393	412	435	462	472	515	559

* : Data relates to district.

^ : Data relates to the year 2003

\$: Data relates to the year 1999.

'@ : Data relates to the year 1998.

** : Data Reported for 2002 has been used.

(P) : Provisional.

& : Data relates to the year 2004

Source: Offices of State Transport Commissioners/UT Admns.

Table No.1.4**Number of Buses Owned by the Public and Private Sectors in India (1961-2009)****(In thousands)**

Year (As on 31st March)	Public Sector	Private Sector	Total
1	2	3	4
1961	18.0	38.8	56.8
1966	26.5	47.0	73.5
1971	...	...	94.0
1976	52.2	62.8	115.0
1981	69.6	92.3	161.9
1986	84.0	143.3	227.3
1991	106.1	225.0	331.1
1996	111.1	338.7	449.8
2001	115.0	518.9	633.9 *
2002	114.7	520.3	635.0 *
2003	114.9	605.9	720.8 *
2004	111.4	656.2	767.6 *
2005	113.3	779.4	892.7 *
2006	112.1	879.9	992.0 *
2007	107.8	1242.5	1350.3 *
2008	113.6	1313.6	1427.2 *
2009(P)	117.6	1368.0	1485.6 *

* : Includes omni - buses.

(P) : Provisional.

... : Not Indicated.

Note :i. Public sector buses are owned and operated by SRTUs. The buses of private sector are derived from total number of buses net of those in public sector(SRTU buses)

ii. Public Sector / SRTU bus fleet based on information furnished by reporting SRTUs.

Sources: 1. Offices of State Transport Commissioners/UT Admns.

2. State Road Transport Undertakings.

Table No. 1.5

**Total Bus Fleet and Buses in Public Sector (SRTUs) (State-wise)
(As on 31st March)**

(In numbers)

STATES / UTs	2007		2008		2009	
	Public Sector	Total \$	Public Sector	Total \$	Public Sector	Total \$
1	2		3		4	
STATES						
Andhra Pradesh	19350	84081	19663	91439	20375	99241
Arunachal Pradesh	...	682	...	682	...	682
Assam	...	13091	...	13732	...	14460
Bihar	637	17192	620	18533	612	19654
Chhattisgarh	....	33033	.....	36814	.....	41098
Goa	438	6376	413	6770	398	7644
Gujarat	8559	54214	9142	56214	8581	58253
Haryana	3420	22101	3293	26906	3073	29516
Himachal Pradesh	1842	3466	1941	3940	1908	5660
Jammu & Kashmir	...	22380	...	23368	...	24270
Jharkhand	...	10792	...	11270	...	11699
Karnataka	11139	99202	18489	110558	19565	115016
Kerala	...	400232	...	418237	...	433874
Madhya Pradesh	...	29177	...	30516	...	31520
Maharashtra	20279	89425	20366	95200	21422	97550
Manipur		3549	...	3977	...	3977
Meghalaya	56	3639	62	3779	62	3905
Mizoram	55	907	54	954	57	1003
Nagaland	214	4683	226	4896	226	5172
Orissa	269	19735	259	20683	296	21684
Punjab	1012	22373	2432	24457	2578	25682
Rajasthan	4519	63320	4420	65605	4537	69298
Sikkim	...	1809	....	1818	.....	1683
Tamil Nadu	17341	117353	18647	125854	19630	134628
Tripura	90	2097	...	2200	...	2241
Uttarakhand	...	4072	...	9357	...	5683
Uttar Pradesh	7230	42116	7470	45579	7710	45636
West Bengal	2363	42737	2296	35924	2352	35023
UTs						
A & N Islands	...	757	...	775	...	811
Chandigarh		2212	417	2356	406	2494
D & N Haveli	...	220	...	262	...	278
Daman & Diu	...	460	...	477	...	489
Delhi	3454	127820	3439	128967	3805	130509
Lakshadweep	...	102	...	106	...	106
Puducherry	...	4850	...	5016	...	5166
Grand Total	102267	1350255	113649	1427221	117593	1485605

\$: Includes omni buses.

... : Not indicated

Sources: 1. Offices of State Transport Commissioners/UT Admns.

2. State Road Transport Undertakings.

Table No. 1.6**Production of Motor Vehicles in India (In numbers)**

CATEGORY	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10
1	5	6	7	8	9	10	11
M&HCVs	166123	214807	219295	294258	294957	192283	250171
LCVs	108917	138896	171788	225724	254049	224587	316437
TOTAL COMM. VEHICLES	275040	353703	391083	519982	549006	416870	566608
CARS	782562	960487	1046133	1238021	1426212	1516967	1926484
MULTI UTILITY VEHICLES	206998	249389	263167	307202	351371	321626	424756
SCOOTERS	935279	987498	1021013	943944	1074933	1161276	1494409
MOTOR CYCLES	4355168	5193894	6207690	7112281	6503532	6798118	8444852
MOPEDS	332294	348437	379994	379987	430827	436219	571070
ELECTRIC TWO WHEELERS	0	0	0	30454	17389	24179	2558
TOTAL TWO WHEELERS	5622741	6529829	7608697	8466666	8026681	8419792	10512889
THREE WHEELERS	356223	374445	434423	556126	500660	497020	619093
GRAND TOTAL	7243564	8467853	9743503	11087997	10853930	11172275	14049830

Note : M & HCVs = Medium and Heavy Commercial Vehicles.

LCVs = Light Commercial Vehicles.

Source : *Society of Indian Automobile Manufacturers*, New Delhi.

Table No. 1.7**Sales of Motor Vehicles in India (Including Exports)** (In numbers)

CATEGORY	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10
1	5	6	7	8	9	10	11
M&HCVs	169583	211980	221550	294166	296675	200314	265481
LCVs	107963	136390	170091	223136	252813	226505	310921
TOTAL COMM. VEHICLES	277546	348370	391641	517302	549488	426819	576402
CARS	821473	980849	1052198	1269305	1414845	1552010	1968497
MULTIUTILITY VEHICLES	209914	247125	266450	309126	353438	336422	427425
SCOOTERS	939982	983127	992985	976014	1075591	1173823	1492632
MOTOR CYCLES	4357732	5241876	6196653	7092787	6544349	6802971	8444243
MOPEDS	331587	351169	375922	393415	431983	438514	571489
ELECTRIC TWO WHEELERS	0	0	0	29762	17068	26485	3051
TOTAL TWO WHEELERS	5629301	6576172	7565560	8491978	8068991	8441793	10511415
THREE WHEELERS	352222	374657	436801	547806	506006	497793	613650
GRAND TOTAL	7290456	8527173	9712650	11135517	10892768	11254837	14097389

Note : M & HCVs = Medium and Heavy Commercial Vehicles.

LCVs = Light Commercial Vehicles.

Source : *Society of Indian Automobile Manufacturers*, New Delhi.

Table No. 1.8**Revenue Realised from Road Transport (Centre)-1950-51 to 2009-10**

(Rs. Crores)

Year	Motor Vehicles & Accessories		Tyres & Tubes		High Speed Diesel Oil		Motor Spirit		Total
	Import Duty	Excise Duty	Import Duty	Excise Duty	Import Duty(a)	Excise Duty	Import Duty	Excise Duty	
1	2	3	4	5	6	7	8	9	10
1950-51	9.4	...	0.1	4.0	19.4	1.9	(b)	...	34.8
1955-56	10.2	...	0.1	5.6	7.1	22.6	(b)	...	45.6
1960-61	14.8	10.5	0.9	13.4	7.5	64.6	(b)	...	111.7
1965-66	26.9	20.8	0.2	28.8	29.4	166.2	(b)	...	272.3
1970-71	14.3	28.0	1.0	54.9	4.3	349.3	(b)	...	451.8
1975-76	54.8	82.3	1.4	134.5	21.7	243.6	8.2	...	546.5
1980-81	52.7	250.4	1.6	288.3	106.7	223.2	8.0	...	930.9
1985-86	198.4	482.3	...	492.9	32.7	454.7	5.7	794.0	2460.7
1990-91	351.8	1510.9	...	803.4	...	727.6	...	1202.3	4596.0
1995-96	1122.9	2446.1	...	1597.0	...	1235.2	...	1631.5	8032.7
1996-97	1463.1	3201.2	...	1754.8	...	2084.7	...	2118.8	10820.6
1997-98	1175.3	3825.8	...	1442.9	...	2197.2	...	2942.0	11583.2
1998-99	1080.7	3965.6	...	1403.2	...	3293.1	...	4442.0	14184.6
1999-00	1483.9	4949.5	...	1514.7	...	8003.7	...	5000.7	20952.5
2000-01	1429.4	5604.8	...	1382.1	...	9863.7	...	5581.0	23861.0
2001-02	965.6	4898.1	...	1360.0	...	12207.1	...	8500.8	27931.6
2002-03	1227.8	5341.0	...	1393.2	...	11607.6	...	11562.8	31132.4
2003-04	1438.1	5572.4	...	1087.0	...	14461.3	...	12575.0	35133.8
2004-05	1857.0	6845.0	...	1431.0	...	15701.0	...	13792.0	39626.0
2005-06	2088.0	6965.0	...	1106.0	...	22278.0	...	17554.0	49991.0
2006-07	3161.0	6810.0	...	1246.0	...	25060.0	...	18303.0	54580.0
2007-08	4352.0	6728.4	...	1421.8	...	24153.9	..	20102.1	56758.2
2008-09	4853.5	4414.8	...	930.3	...	21824.8	...	21074.7	53098.0
2009-10	4111.6	6294.2	...	812.1	...	23318.0	...	24809.5	59345.3

... : Not indicated.

(a) : Includes figures for R.D. oil and Diesel Oil.

(b) : Includes High Speed Diesel Oil

Source : Directorate of Data Management, Custom, Central Excise & Service Tax , New Delhi.

Table No. 1.9**Revenue Realised from Road Transport (States) (1950-51 to 2009-10)**

(Rs. crores)

Year	Motor Vehicles Taxes and Fees	SalesTax/VAT on Motor Spirit and Libricants	Tax on Passengers and Goods	Total
1	2	3	4	5
1950-51	...	12.5	0.1	12.6
1955-56	13.9	8.9	3	25.8
1960-61	29.9	16.9	8.4	55.2
1965-66	61.8	31.5	33.4	126.7
1970-71	107.7	63.2	60.5	231.4
1975-76	209.7	92	160.5	462.2
1980-81	356.3	154.5	239.6	750.4
1985-86	835.5	322	395.7	1553.2
1990-91	1566.3	631.5	1061.8	3259.6
1995-96	3726.3	1703.8	1507.7	6937.8
1996-97	4117.3	2755.9	1662.6	8535.8
1997-98	4853.9	3502.4	2003.9	10360.2
1998-99	5024.0	3862.2	1979.2	10865.4
1999-00	6153.1	4728.8	2098.7	12980.6
2000-01	6665.6	4161.4	2074.7	12901.7
2001-02	7644.4	5645.0	3671.4	16960.8
2002-03	8441.0	5106.0	3569.3	17116.3
2003-04	10138.2	4967.5	4189.9	19295.6
2004-05	10811.0	6657.0	5206.0	22674.0
2005-06	11964.0	2951.0	6450.0	21365.0
2006-07	13630.1	1331.6	6808.3	21770.0
2007-08	15594.9	1623.2	6807.7	24025.8
2008-09(R.E)	17340.3	8438.1	8462.6	34241.0
2009-10 (B.E)	19269.7	8911.7	9552.1	37733.5

R.E : Revised Estimates ; B.E : Budget Estimates

Source : State Finances - A Study of Budgets 2009-10' by Reserve Bank of India

Table No. 1.10**Select Countries: Vehicle Fleet Ratios per 1000 Persons**

Country	GNI per capita 2008 (US \$)	Passenger Cars	Total Vehicle Population*
Brazil (#)	7300	157.8	254.7
China P.R.	2940	27.1	105.8
France	42000	495.4	641.1
Germany	42710	501.6	597.6
India (@)	1040	10.8	100.8
Japan	38130	319.5	605.1
Korea, Republic	21530	256.8	382.8
Malaysia	7256	298.3	648.5
Mexico	9990	495.4	273.8
Philippines (*)	1890	10	60
Russian Federation	57708	188 (2006)	228 (2006)
South Africa (*)	5820	106	162.6
United Kingdom	46040	462.3	547.4
U.S.A.	47930	450.8	834.4

* Total Vehicle Population include passenger cars,buses+coaches,vans+lorries and Two wheelers.

(@) : Data relates to 2009

(#) : Data relates to 2007

For India, registered vehicle population ; for other Countries vehicles in use.

GNI - Gross National Income.

Figures within parentheses indicate the latest year for which data is available.

Sources: 1. World Road Statistics, 2010,International Road Federation, Geneva (for countries other than India)

2. Offices of State Transport Commissioners (for India)