

No. RT-23018/04/2019-T
Government of India
Ministry of Road Transport and Highways
(Transport Section)
Transport Bhawan, 1, Parliament Street, New Delhi-110001

29th July, 2019

To,

Managing Directors of all State Road Transport Undertakings

Sub: - Advisory to achieve targets of Accessible India Campaign.

Madam/Sir,

The Accessible India Campaign was launched by Hon'ble Prime Minister on 3rd December, 2015 for creating universal accessibility for persons with Disabilities in all spheres including Built Environment, Transport, and Information & Communication Technology (ICT) ecosystem. The Campaign is based on the principles of the Social Model of Disability, which is that disability is caused by the way society is organized, and is not based on the person's limitations and impairments. It is physical, social, structural and attitudinal barriers that prevent people with Disabilities (Divyangjan) from participating equally in socio-cultural and economic activities. In this context, a target was set to achieve accessibility in all the bus stands, and in 25% of the buses, by 31st March, 2019.

2. A barrier-free environment facilitates Divyangjan in leading an independent and dignified way of life with full participation in all activities. The Accessible India Campaign's vision is to build an inclusive society in which equal opportunities are provided for the growth and development of persons with Disabilities (Divyangjan) so that they can lead productive, safe and dignified lives.

3. The Rights of persons with Disabilities Act, 2016 mandates accessibility in all modes of transport as well as in public transport bus stops. The Section 41 of the Rights of persons with Disabilities Act, 2016 is reproduced as under for ready reference:

"41. (1) The appropriate Government shall take suitable measures to provide,— (a) facilities for persons with disabilities at bus stops, railway stations and airports conforming to the accessibility standards relating to parking spaces, toilets, ticketing counters and ticketing machines; (b) access to all modes of transport that conform the design standards, including retrofitting old modes of transport, wherever technically feasible and safe for persons with disabilities, economically viable and without entailing major structural changes in design; (c) accessible roads to address mobility necessary for persons with disabilities."

4. A meeting of the Task force, formed for speedy implementation of targets set for public transport under the Accessible India Campaign, was held on 24.7.2019 to discuss issues relating to retro-fitment in the on-road old buses.

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5. After detailed deliberations in the said meeting, it was decided that all the STUs may ensure implementation of the following as part of the Accessible India Campaign:

- i. All the bus stops and bus ports/ terminals should be made fully accessible.
- ii. All the buses operated by the STUs/STCs may be made disabled-friendly in a time bound manner.
- iii. Sufficient number of wheelchairs for differently abled passengers may be made available at all bus ports/ terminals.
- iv. Properly visible and marked space be made available at all bus stops, ports/ terminals.
- v. Proper signages be fixed at appropriate places indicating seats for differently abled.
- vi. Adequate handrails and provision of human assistance be made available to the differently abled passengers.
- vii. Audio-visual information systems for visually and hearing impaired passengers may also be made available in the buses.
- viii. Emergency button provision near the seat of the designated disabled seat may be made.
- ix. Where ramp is not possible, provision may be made for human assistance for the differently abled passengers to facilitate to board the buses.

6. This Ministry has been communicating with the states regularly to achieve the targets of Accessible India Campaign. For ready reference the earlier communications issued to the States are listed below:

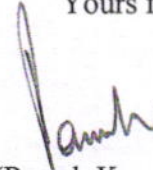
- i. Letter No RT-11017/07/2011-MVL dated 5th May, 2011(copy enclosed) regarding procedure for alteration in Motor Vehicles to facilitate the mobility of physically challenged person.
- ii. Letter RT-11021/40/2014-MVL dated 14-06-2016 (copy enclosed), Ministry detailing the procedure for guidelines for grant of driving licences & registration certificates to differently abled persons.
- iii. Advisory dated 26th June, 2018 issued by this Ministry (copy enclosed) for undertaking various steps to achieve the targets of Accessible India Campaign.
- iv. Advisory dated 21.11.2017 to States/ Uts (copy enclosed) regarding procedure for providing driving license for persons having monocular visions.

- v. Advisory dated 01.03.2019 to States/ Uts (copy enclosed) regarding Accessible India Campaign targets.

7. Accordingly, all the SRTUs are requested to ensure compliance of the points mentioned in para 5 above and intimate the status thereon to ED, ASRTU for compilation by 01.08.2019, indicating specifically the steps already taken and proposed to be taken in this regard, along with the time frame.

Encls. As above

Yours faithfully



(Paresh Kumar Goel)
Director (Transport)
Tele No. 01123351967

Copy to:

1. Secretary, Department of Empowerment of Persons with Disabilities
2. The Transport Secretaries of all State Government/ Union Territories
3. ED, ASRTU

No. RT-23018/04/2019-T
Government of India
Ministry of Road Transport and Highways
(Transport Section)
[Room No. 522, Transport Bhawan, Parliament Street, New Delhi-110001]

Dated: 1st March, 2019

To,

The Transport Secretaries of all State Government/ Union Territories.

Sub: - Advisory to achieve targets of Accessible India Campaign.

Madam/Sir,

The Accessible India Campaign was launched by Hon'ble Prime Minister on 3rd December, 2015 for creating universal accessibility for persons with Disabilities in Built Environment, Transport, and Information & Communication Technology (ICT) ecosystem. The Campaign is based on the principles of the Social Model of Disability, which proposes that disability is caused by the way society, is organized, and not based on the person's limitations and impairments. The physical, social, structural and attitudinal barriers prevent people with Disabilities (Divyangjan) from participating equally in the socio-cultural and economic activities.

2. A barrier-free environment facilitates Divyangjan in equal participation in all the activities and promotes an independent and dignified way of life. Accessible India Campaign has the vision to build an inclusive society in which equal opportunities are provided for the growth and development of persons with Disabilities (Divyangjan) so that they can lead productive, safe and dignified lives.

3. Recently in the meeting of Committee of Secretaries held on 21st January 2019 it was decided that the M/o Road Transport and Highways may ensure that at least 25% of Government owned public transport is made fully accessible by March 2019. All bus stops and terminals may also be made accessible in coordination with States/ UTs. In this regard, Secretaries of MoRTH and DEPwD would also be conducting a joint video conferencing with MD of SRTUs and concerned officials of States/ UTs for follow up.

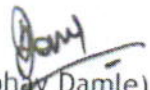
4. Accordingly, the State Govt./ UTs are requested to undertake the following steps to achieve the targets of Accessible India Campaign: -

- (i) 25% of Govt. owned public transport vehicles as well as all the private passenger vehicles should be made fully accessible by March 2019.
- (ii) Immediate actions to be taken to make all bus stops/ terminals/ports Accessible for the use of Persons with Disabilities.
- (iii) Explore feasibility and take immediate steps for retro-fitment of buses including innovative solutions such as providing wooden or metallic plank to provide easy access to wheel chaired passengers.
- (iv) Facilities for speedy Licensing and registration may be provided to differently abled persons.

5. The achievements of targets of Accessible India Campaign made by STUs/ SRTUs are enclosed at Annexure.
6. This Ministry has been communicating with the states regularly to achieve the targets of Accessible India Campaign. For ready reference these are listed below:
- (i) Letter No RT-11017/07/2011-MVL dated 5th May, 2011(copy enclosed) regarding procedure for alteration in Motor Vehicles to facilitate the mobility of physically challenged person.
 - (ii) Further vide letter RT-11021/40/2014-MVL dated 14-06-2016 (copy enclosed), Ministry had circulated procedure for guidelines for grant of driving licences & registration certificates to differently able persons.
 - (iii) An advisory dated 26th June, 2018 issued by this Ministry (copy enclosed) vide which State Governments/ UTs were advised to undertake various steps to achieve the targets of Accessible India Campaign.
 - (iv) Advisory dated 21.11.2017 to States/ UTs (copy enclosed) regarding procedure for providing driving license for persons having monocular visions.
7. This Ministry has also notified BUS BODY CODE: AIS:052 vide notification GSR 287 (E) dated 22-04-2014, which contains special provisions for Disabled Passengers.
8. The Ministry has from time to time been reminding all the State Road Transport Undertakings (SRTUs) to furnish the status of accessible buses. The progress is listed in the Annexure to this letter. The progress of the SRTUs of your state may please be seen and corrective action may please be taken at the earliest to achieve the targets of 25%.

Encls. As above

Yours faithfully



(Abhay Damle)

Joint Secretary (Transport)

Tele No.23719209

Copy to:

1. Secretary, Department of Empowerment of Persons with Disabilities
2. ED, ASRTU

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SL.No.	STATE/UTs	No. of STUs	NAME OF THE STU	Accessibility			Reasons for not achieving the targets
				Less than 10%	More than 10% but less than 25%	More than 25%	
1.	ANDHRA PRADESH	01	Andhra Pradesh State Road Transport Corporation	01			1. Most of these buses are being operated for inter city movement and for rural areas 2. The floor height is 900/1000/1100 mm and it is not possible to provide such slops in the buses build on regular chasis. 3. A foldable structure in such buses will create obstruction in the movement for passengers and it is quite heavy.
2.	ARUNACHAL PRADESH	01	Arunachal Pradesh State Transport Deptt.	01			0.00%
3.	ASSAM	01	Assam State Transport Corporation	01			9.10%
4.	BIHAR	01	Bihar State Road Transport Corporation			01	25.36%
5.	CHHATISHGARH		NO STUs				
6.	GOA	01	Kadamba TCL	01			8.44%
7.	GUJARAT	02	Gujarat State Road Transport Corporation	01			0.30%
			Ahmadabad Municipal Transport Service		01		21.95%
8.	HARYANA	01	Haryana State Transport	01			0.00%
9.	HIMACHAL	01	Himachal Road Transport Corporation	01			2.83%
10.	JAMMU & KASHMIR	01	J & K State Road Transport Corporation	01			0.00%
11.	JHARKHAND			NO STUs			
12	KARNATAKA	04	Karnataka State Road Transport Corporation	01			4.27%
			North Eastern Karnataka	01			5.63%
			North Eastern Karnataka		01		12.24%
			Bangalore Metropolitan Transport Service		01		18.73%

13.	KERALA	02	Kerala State Road Transport Corporation Kerala Urban Road Tpt. Corpn [A subsidiary of Kerala SRTC]	01				01		0.00%
14.	MAHARASHTRA	08	Maharashtra State Road Transport Corporation BEST Undertaking Pune Mahanagar Parivahan Mahamandal Ltd. Kohlapur Municipal Transport Kalyan Dombivil Municipal Tpt. Undertaking Navi Mumbai MTU Sholapur MTU Thane MTU	01 01 01 01 01 01 01		01			0.00% 28.49% 0.00% 2.28% 23.38% 55.56% 18.81%	
15.	MADHYA PRADESH								NO STUs	
16.	MEGHALAYA	01	Meghalaya Transport Corporation	01						0.00%
17.	MIZORAM	01	Mizoram State Transport	01						0.00%
18.	MANIPUR								NO STUs	
19.	NAGALAND	01	Nagaland State Transport	01						2.01
20.	ODISHA	02	Orissa State Road Transport Corporation Bhubneshwar-Puri Tpt. Service Ltd.	01		01				0.00% 10.91%
21.	PUNJAB	03	Pepsu Road Transport Corporation State Transport Punjab Punjab State Bus Stand	01 01 01						1.91% 0.00% 0.00%
22.	Rajasthan	02	Rajasthan State Road Transport Corporation Jaipur City Transport Service	01				01		0.00% 100%

23.	SIKKIM	01	Sikkim Nationalized Transport	01	01	01	01	0.00%
24.	TAMIL NADU	08	State Express TCL (Tamilnadu)	01	01	01	01	0.00%
			TNSTC (Coimbatore)	01	01	01	01	0.00%
			TNSTC (Kumbakonam)	01	01	01	01	0.00%
			TNSTC (Madurai)	01	01	01	01	0.00%
			TNSTC (Salem)	01	01	01	01	0.00%
			TNSTC (Villupuram)	01	01	01	01	0.00%
			TNSTC (Tirunelveli)	01	01	01	01	0.00%
			Metropolitan Transport Corporation (Chennai)		01			22.91%
25.	TELANGANA	01	Telangana State Road Tpt. Corpn	01	01			3.54%
26.	TRIPURA	01	Tripura Road Transport Corporation	01	01			0.00%
27.	UTTAR PRADESH	07	U.P. State Road Transport Corporation		01			10.27%
			Lucknow City Services Ltd.			01		100.00%
			Meerut City Tpt. Service Ltd			01		100.00%
			Allahabad City Tpt. Service Ltd			01		100.00%
			Varanasi City Tpt. Service Ltd.			01		100.00%
			Agra-Mathura Tpt. Service Ltd.			01		100.00%
			Kanpur City Tpt. Services Ltd			01		100.00%
28.	UTTRAKHAND	01	Uttarakhand Transport Corporation	01				0.00%
29.	WEST BENGAL	04	North Bengal State Transport Corporation	01				0.00%
			South Bengal State Transport Corporation	01				0.00%
			West Bengal Surface TCL			01		100.00%

STATE-WISE PERFORMANCE OF SRTUs UNDER ACCESSIBLE PUBLIC TRANSPORT CARRIER TARGET OF AIC

SL.NO.	STATE/UTS	NAME OF THE STU	TOTAL FLEET	NO. OF BUSES ACCESSIBLE	%AGE OF TARGET ACHIEVED	REASONS FOR NOT ACHIEVING THE TARGETS
1	ANDHRA PRADESH	Andhra Pradesh State Road Transport Corporation	9801	45	0.46%	Only 45 JnNURM buses operating in Vijayawada, Vishakhapatnam are disabled friendly. Other buses are built on chassis supplied by M/s Tata and Ashok Leyland of floor height 1100MM. The floor height of regular bus is 1100mm from the ground, it is not possible to provide a slope for wheel chair movement in regular buses. In future, it is not possible to provide such a slope in the buses built on regular chassis of AL, Tata & Eicher since height of the chassis is 1000 mm from the ground level. Provision of such facility to facilitate boarding of disabled persons by wheel chair is also practically not feasible in case of 650mm and 900mm floor height buses inducted in cities through JnNURM scheme.
2	ARUNACHAL PRADESH	Arunachal Pradesh State Transport Deptt.	255	0	0.00%	
3	ASSAM	Assam State Transport Corporation	1077	98	9.10%	
4	BIHAR	Bihar State Road Transport Corporation	414	105	25.36%	FOOT STEP PROVIDED IN BUSES FOR BOARDING & DE-BOARDING
5	CHHATTISGARH	NO STUs				
5	GOA	Kadamba TCL	545	46	8.44%	TIME PLAN - 4 YEARS FOR ACHIEVING 100% ACCESSIBILITY AS 3 BUS STANDS ARE UNDER CONSTRUCTION AND 5 BUS STANDS ARE YET TO BE TAKEN FOR NEW CONSTRUCTION. SINCE NEW BUS STAND ARE BEING CONSTRUCTED THE TIME PLAN FOR ACHIEVING 100% ACCESSIBILITY WILL BE AS PER THE TIME SCHEDULE FOR COMPLETION OF THE PROJECT OR MINIMUM ONE YEAR WHICHEVER IS LATER.
7	GUJARAT	Gujarat State Road Transport Corporation	8086	24	0.30%	
		Ahmedabad Municipal Transport Service	1025	225	21.95%	
8	HARYANA	Haryana State Transport	4208	0	0.00%	
9	HIMACHAL	Himachal Road Transport Corporation	3000	85	2.83%	ATTENDENT FOR VISUALLY IMPAIRED PEOPLE FOR BOARDING & DE-BOARDING
10	JAMMU & KASHMIR	J & K State Road Transport Corporation	694	0	0.00%	2 SEATS RESERVED FOR DISABLED PERSONS
11	JHARKHAND	NO STUs		NA		

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STATE-WISE PERFORMANCE OF SRTUs UNDER ACCESSIBLE PUBLIC TRANSPORT CARRIER TARGET OF AIC

SL.NO.	STATE/UTs	NAME OF THE STU	TOTAL FLEET	NO. OF BUSES ACCESSIBLE	%AGE OF TARGET ACHIEVED	REASONS FOR NOT ACHIEVING THE TARGETS
12	KARNATAKA	Karnataka State Road Transport Corporation	8297	354	4.27%	TWO SEAT RESERVED IN ORD AND EXPRESS SERVICE, RAMPs AND WHEEL CHAIR PROVIDED AT MAJOR BUS STATION, SEPARATED RESERVED PARKING FACILITIES AT BUS STATION.
		North Eastern Karnataka RTC	4703	265	5.63%	Out of 4703 buses, 515 buses are Urban (city) buses, of which 265 (51.4%) comply with accessibility requirement, other buses are intercity buses. The floor height of most of the regular intercity buses in operation is 1100mm which makes it difficult for modification with retrofitment.
		North Western Karnataka RTC	4885	598	12.24%	Buses floor height is more than 1000 MM which needs footstep, for fully accessible ramp can not be provided.
		Bangalore Metropolitan Transport Service	6407	1200	18.73%	
13	KERALA	Kerala State Road Transport Corporation	5686	0	0.00%	Normally KSRTC buses are maintaining a floor height of 900 MM and 65 cm width. Maintaining a foldable structure for providing assistance to disabled persons in these type of buses will be quite heavy and not possible for operation by a single person; and also foldable structure for long distance intracity operation will create much hardship for other traveller persons. In view of required retrofitment will have conflict with MV rules.
		Kerala Urban Road Tpt. Corpn. (A subsidiary of Kerala SRTC)	667	190	28.49%	SUITABLE RAMP MANUALLY OPERATED WHEEL CHAIR DISABLE, ACCESS SYSTEM AT ENTRANCE GATE. SPACE FOR ONE WHEEL CHAIR WITH SEAT BELT. WHEEL CHAIR ANCHORAG, STOP REQUEST SWITCH.
14	MAHARASHTRA	Maharashtra State Road Transport Corporation	18506	0	0.00%	After introduction of AIS:052 bus body code MSRTC has taken Type Approval for its bus model in July 2015 and thereafter MSRTC has constructed 756 buses. All the provisions are made in MSRTC buses for handicapped and disabled persons as per provision in AIS:052 bus body code by the Govt.

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STATE-WISE PERFORMANCE OF SRTUS UNDER ACCESSIBLE PUBLIC TRANSPORT CARRIER TARGET OF AIC						
SL.NO.	STATE/UTs	NAME OF THE STU	TOTAL FLEET	NO. OF BUSES ACCESSIBLE	%AGE OF TARGET ACHIEVED	REASONS FOR NOT ACHIEVING THE TARGETS
		BEST Undertaking	3292	75	2.28%	Out of 3292 buses, 75 nos. of buses are made accessible. Due to critical financial condition of the Undertaking, retrofitment is not possible. However, provision will be made at the time of procurement of new buses at our own cost or with wet lease. Hence no time plan could be specified. The existing platforms in Bus Station premises have already been kept around 150mm above the yard level. No ramps are therefore provided to these platforms. However, suitable ramps will be provided on experimental basis at one of the bus stations before making provision at other Bus Stations.
		Pune Mahanagar Parivahan Mahamandal Ltd.	2053	480	23.38%	TIME PLAN 2-3 YEARS FOR ACHIEVING 100% ACCESSIBILITY FOR BUS FLEET AND BUS STOPS.
		Kohlapur Municipal Transport	135	75	55.56%	
		Kalyan Dombivli Municipal Tpt. Undertaking	218	41	18.81%	KDMT COMPRISING OF TATA BUSES AND TATA MIDI BUSES HAVING IN BUILT HEAVY TRACK SYSTEM TO ENABLE THE TRANSPORT OF THE PASSENGER WITH WHEEL CHAIR. THESE BUSES (41 NOS.) ALSO HAVE THE PROVISION OF PROPER HOOKS AND BELTS FOR THE FITMENT OF WHEEL CHAIRS.
		Navi Mumbai MTU	281	157	55.87%	
		Sholapur MTU	44	35	79.55%	UBS-II TYPE BUSES OF 400MM FLOOR HEIGHT, 2 SEATS RESERVED
		Thane MTU	353	170	48.16%	
15	MADHYA PRADESH	NO STUs		NA		
16	MEGHALAYA	Meghalaya transport Corporation	61	0	0.00%	
17	MIZORAM	Mizoram State Transport	39	0	0.00%	3 SEATS RESERVED
18	MANIPUR	NO STUs				
19	NAGALAND	Nagaland State Transport	249	5	2.01%	TIME PLAN FOR ACHIEVING 100% ACCESSIBILITY - YEAR 2020
20	ODISHA	Orissa State Road Transport Corporation	436	0	0.00%	OSRTC is not operating city buses and having no low floor buses in its fleet.
		Bhubneshwar-Puri Tpt. Services Ltd.	110	12	10.91%	WHEEL CHAIR PROVIDED.

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STATE-WISE PERFORMANCE OF SRTUs UNDER ACCESSIBLE PUBLIC TRANSPORT CARRIER TARGET OF AIC

SL.NO.	STATE/UTS	NAME OF THE STU	TOTAL FLEET	NO. OF BUSES ACCESSIBLE	%AGE OF TARGET ACHIEVED	REASONS FOR NOT ACHIEVING THE TARGETS
21	PUNJAB	Pepsu Road Transport Corporation	1045	20	1.91%	RAMPS/WHEEL CHAIR PROVIDED AT MAJOR BUS STOPS/COUNTERS
		State Transport Punjab	646	0	0.00%	
		Punjab State Bus Stand	1116	0	0.00%	
22	RAJASTHAN	Rajasthan State Road Transport Corporation	4815	0	0.00%	RSRTC OWNED 44 BUS STANDS, HAVING FACILITIES LIKE RAMP, WHEEL CHAIR, TOILET AND PARKING FOR DISABLED PERSONS. AS PER THE HARMONISED GUIDELINES, RSRTC HAS REQUESTED THE STATE GOVT TO PROVIDE FINANCIAL AID OF RS.22.50 LACS TO PROVIDE RAMP, WHEEL CHAIR AND TOILET FOR REMAINING BUS STANDS. THE MATTER IS UNDER PROCESS. RSRTC INCREASED CATEGORY FRO 147 BUS DEPTS (100%) ARE DISABLE FRIENDLY.
23	SIKKIM	Jaipur City Transport Services, Sikkim	408	408	100.00%	
		Nationalized Transport	97	0	0.00%	Retrofitment in existing fleet is not possible.
24	TAMIL NADU	State Express Transport (Tamilnadu)	1185	0	0.00%	In future, while body building works are carried out in new chassis, we will conform the design and standards and requirements for access to person with disability.
		TNSTC (Coimbatore)	3331	0	0.00%	
		TNSTC (Kumbakonam)	3939	0	0.00%	2 SEATS RESERVED.
		TNSTC(Madurai)	2298	0	0.00%	It is not technically feasible and economically viable to made special provision for disabled person in the existing buses since it required major structural changes in design.
		TNSTC(Salem)	2219	0	0.00%	2 SEATS RESERVED IN ALL BUSES.
		TNSTC (Villupuram)	3674	0	0.00%	
		TNSTC (Tirunelveli)	1989	0	0.00%	
		Metropolitan Transport Corporation (Chennai)	3679	843	22.91%	
25	TELANGANA	Telangana State Road Tpt. Corpn	8200	290	3.54%	Only 250 LF InNURM buses are disable friendly operating in Hyderabad City. Rest 3161 buses are not disable friendly and travel can't be modified in view of non-suitability of the chassis for modification. But the same shall be considered in the future procurement of new buses.
26	TRIPURA	Tripura Road Transport Corporation	63	NA		
27	UTTAR PRADESH	U.P. State Road Transport Corporation	9219	947	10.27%	UPSRTC is not operating City Buses and operating Rural Type (Inter City Type-2) Buses. There is no low floor buses operating in UPSRTC. 4 SEAT RESERVED WITH PICTOGRAM SIGN. FACILITY FOR KEEPING CRUTCHES, PROVISIONS OF GRAB HANDLES, HANDRAILS AT PASSENGER DOOR FOR EASY BOARDING OF DIVYANGIAN. TOTAL 947 BUSES HAVING THESE FACILITIES.

Signature

SL.NO.	STATE/UTs	STATE-WISE PERFORMANCE OF SRTUs UNDER ACCESSIBLE PUBLIC TRANSPORT CARRIER TARGET OF AIC				REASONS FOR NOT ACHIEVING THE TARGETS
		NAME OF THE STU	TOTAL FLEET	NO. OF BUSES ACCESSIBLE	%AGE OF TARGET ACHIEVED	
		Lucknow City Services Ltd.	260	260	100.00%	
		Meerut City Tpt. Services Ltd.	120	120	100.00%	
		Allahabad City Tpt. Services Ltd.	130	130	100.00%	
		Varanasi City Tpt. Services Ltd.	130	130	100.00%	
		Agra-Mathura Tpt. Services Ltd.	230	230	100.00%	
		Kanpur City Tpt. Services Ltd.	270	270	100.00%	
28	UTTRAKHAND	Uttarakhand Transport Corporation	1225	0	0.00%	
29	WEST BENGAL	North Bengal State Transport Corporation	688	NA		
		South Bengal State Transport Corporation	661	NA		
		West Bengal Surface TCL	92	92	100.00%	
		Calcutta State Transport Corporation	718	632	88.02%	
1	ANDAMAN & NICOBAR	Andaman & Nicobar Administration	268	0	0.00%	Ramps provided, separate toilet provided, ramps provided to access departmental canteen
2	CHANDIGARH	Chandigarh Transport Undertaking	567	358	63.14%	
3	DELHI	Delhi Transport Corporation	4352	3775	86.74%	SUITABLE RAMP MANUALLY OPERATED WHEEL CHAIR DISABLE ACCESS SYSTEM AT ENTRANCE GATE. SPACE FOR ONE WHEEL CHAIR WITH SEAT BELT, WHEEL CHAIR ANCHORAG, STOP REQUEST SWITCH, FOUR PRIORITY SEAT FOR PERSONS WITH DIASABILITY.
4	DADAR & NAGAR HAVELI	NO STUs				
5	DAMAN & DIU	NO STUs				
6	LAKSHDEEP	NO STUs				
7	PUDUCHERRY	Puducherry Road Transport Corporation	84	10	11.90%	RAMPS ARE PROVIDED IN ALL THE BUS STATIONS.
		Total STUs - 61	143245	12800	8.94%	

* DELHI INTEGRATED MULTI-MODEL TRANSIT SYSTEM LTD. (DIMITS) is an associate member of ASRTU, operating 1672 cluster buses with 900 MM floor height and meeting the requirement of AIS-052 except accessible to wheel chair passengers.

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1	ANDAMAN & NICOBAR	01	Culcutta State Transport Corporation	01	01	88.2%
2	CHANDIGARH	01	Andaman & Nicobar Administration	01		0.00
3	DELHI	01	Chandigarh Transport Undertaking	01	01	63.14%
4	DADAR & NAGAR HAVELI	01	Delhi Transport Corporation	01	01	56.74%
5	DAMAN & DIU		NO STUs			
6	LAKSHDEEP		NO STUs			
7	PUDUCHERRY	01	Puducherry Road Transport Corporation	01	01	11.90%
			Total STUs-61	35	17	61
					8.94%	

Government of India
Ministry of Road Transport & Highways
(Road Transport Division)

1, Parliament Street,
Transport Bhawan,
New Delhi-110001.

No. RT-11017/07/2011-MVL

Dated 5th May, 2011

To

- 1) The Principal Secretary (Transport) / The Secretary (Transport) / The Commissioner (Transport) of all States / UTs except Government of Tamil Nadu and Gujarat.
- 2) The Secretary (Home / Transport), Government of Tamil Nadu and Gujarat.

Subject: Procedure for alteration in motor vehicles to facilitate the mobility of physically challenged persons.

Sir/Madam,

This Ministry had received in the past a number of representations from physically challenged persons, highlighting the problems being faced by them due to non-availability of invalid carriages in the market as well as the policy of banning alteration in motor vehicles under Section 52 of the Motor Vehicles Act, 1988. These issues were considered by the Ministry in the past. In order to ensure the mobility of physically challenged people, this Ministry had laid down certain procedure.

2. As far as two wheeled vehicles are concerned, this Ministry had laid down a detailed procedure vide Resolution No. RT&H-11012/12/01-MVL dated 23rd July, 2008 to allow the State Governments to approve such cases. The alteration could however be done in the manner prescribed by this Ministry and that too only by an authorized workshop. Laying down such a procedure was necessary to ensure the safety of physically challenged persons as well as the safety of other road users. It has been brought to the notice of this Ministry that there are no such authorized work shops in many parts of the country. As such, the physically challenged persons are unable to get their vehicle modified to suit their requirement.

3. In fact, it is the responsibility of concerned State Governments to identify and authorize such work shops for the convenience of physically challenged persons. In case this is not possible, the States will have to inspect the vehicle before registration and satisfy themselves that such modified vehicles are not safety hazards.

4. As far as four wheelers are concerned, the number of such cases not being very large, the Ministry has been granting exemption on a case to case basis on the basis of the recommendations made by the concerned State Government. Recently, this Ministry has received a request from Government of Maharashtra to authorize the State Governments to issue the permission for such alteration in the four wheelers retrofitted by authorized retrofitter so that delay in issuing permission could be avoided and the need of physically challenged person could be addressed. It has also been brought to the notice of this Ministry that the Retro fitment /Adaptation kit do not modify/change the originality of the vehicle except mere adaptation/convenience whereby a driver does not need to use his clutch (in the case of AUTOCLUTCH Kit) or uses his hands to operate the break or accelerator (in the case of HAND CONTROL kit). There is no modification made in the engine or the gearbox. The original pedals are also not modified or removed and also none of the parameters entered in the Registration Certificate of the vehicle are affected or changed.

5. In view of the above, it is suggested that the concerned authority in the States may inspect the vehicle and in case the alteration does not attract the provisions of Section 52 of the Motor Vehicles Act, 1988, the same need not be referred to this Ministry.

Yours faithfully,



(Saroj Kumar Dash)

Joint Secretary to the Government of India

Tel: 23717294

Government of India
Ministry of Transport & Highways

1, Parliament Street, Transport Bhawan,
New Delhi - 110 001

No. RT-11021/40/2014-MVL

Dated: 14th June, 2016.

To

The Principal Secretary (Transport)/ The Secretary (Transport)/ The
Commissioner (Transport)/Additional Chief Secretary (Transport) of all States/
UTs.

**Subject: Procedure for guidelines for grant of driving licenses and registration
certificates to differently abled persons.**

Madam/Sir

This Ministry refers to erstwhile Ministry of Shipping, Road Transport & Highways resolution no. RT-11012/12/2001-MVL dated 23rd July, 2008 and Ministry of Road Transport & Highways letter number RT-11017/07/2011-MVL dated 5th May, 2011 regarding procedure of alteration in motor vehicles to facilitate the mobility of physically challenged person by the State Governments. (copies enclosed)

2. Ministry has been receiving a number of representations from differently abled persons, including hearing impaired citizens, highlighting the problems being faced by them due to non-availability of invalid carriages in the market as well as restrictions imposed in alteration in motor vehicles under Section 52 of the Motor Vehicles Act, 1988. Keeping in mind the above mentioned resolution and circular, and in order to ensure the mobility of differently abled persons, all State Governments/UTs are requested to consider the following guidelines for issue of driving licenses/registration certificates:-

- (i) Driving licences may be issued to the differently abled citizens, so long as the altered vehicles are safe and are at no threat to the vehicle occupant and public at large. Further, the registering authority in the States may inspect the vehicle and may register the vehicle altered according to the need of the differently abled person. They are fully empowered to deal with alterations of vehicles for differently abled person as this would avoid harassment and facilitate the mobility of differently abled persons.

- (ii) With regard to issue of driving licence as per the Hon'ble Delhi High Court's Order dated 14th February, 2011, in W.P (C) 10849/2009, the National Association of the Deaf Vs UoI, it is clarified that *an applicant, is to be called for the test if he applies for a learner's licence without the medical certificate and if he passes the test as required under Rule 11, he shall be granted the learner's licence as that is the statutory requirement. Similarly, if a person belonging to the said category satisfies the necessary criteria, he shall be allowed to obtain the licence.* Such test would be conducted on the altered vehicle approved in accordance with para (i) if required.
- (iii) In para 4 of this Ministry's letter of even number RT-11013/03/2011-MVL dated 5th May, 2011 as mentioned in para 1 of this letter for "whereby a driver does not need to use his clutch (in the case of AUTOCLUTCH Kit) or uses his hands to operate the break or accelerator" the following is substituted "whereby a driver does not need to use his clutch (in the case of AUTOCLUTCH Kit) or uses his hands or legs, or combination of his limbs to operate the brake or accelerator".
- (iv) A differently abled person with a licence to drive an altered vehicle shall be allowed to drive an altered vehicle of the same type anywhere in the country.
3. In view of above and for hassle free process, State Governments/UTs may authorize the respective RTOs for issue of such driving licences or registration certificates. However, in case of difficulties, the case may be referred to the State Authority or the Ministry.

Yours faithfully,



(Priyank Bharti)

Director (MVL)

Ph. 011-23314316

Email: dirmvl-morth@gov.in

New Delhi, Dated ²⁶ June, 2018

Office Memorandum

Sub.: Advisory to achieve targets of Accessible India Campaign.

The Accessible India Campaign was launched by Hon'ble Prime Minister on 3rd December, 2015 for creating universal accessibility for persons with Disabilities in all spheres including inter-alia Education, Transport, Information & Communication Technology (ICT) etc. The Campaign is based on the principles of the Social Model of Disability, which proposes that disability is caused by the way society is organized, and not based on the person's limitations and impairments. The physical, social structural and attitudinal barriers prevent people with Disabilities (Divyangjan) from participating equitable in socio-cultural and economic activities.

2. A barrier-free environment would thus facilitate an independent and dignified way of life for all individuals. The Accessible India Campaign thus aims to build an inclusive society in which equal opportunities are provided for the growth and development of persons with Disabilities (Divyangjan).
3. A Meeting of the committee of Secretaries (Cos) was held on 2nd April 2018 to review the Accessible India Campaign. It has been decided in the meeting that 25% of the Govt. Owned Public Transport is to be made fully accessible by March, 2019. All bus stops and terminals may also be made fully Accessible for persons with disabilities.
4. In this connection, please also refer to the Minutes of the meeting held in this Ministry on 10th April, 2018 with the Principal Secretaries/ Secretary, Transport of all the States and Union Territories and the steps to be taken in this direction to achieve the Target.
5. The State Govt./ UTs are advised to undertake the following steps to achieve the targets of Accessible India Campaign: -
 - (i) 25% of Govt. owned public transport vehicles should be made fully accessible by March 2019.
 - (ii) All bus stops/ terminals/ports should be made Accessible.
 - (iii) Facilities for speedy Licensing and registration may be provided to differently abled persons.

with Encl:-

- (iv) E- rickshaw/E-cart has been created as a separate category vehicle under M.V. Act and is being promoted for replacing manual labored rickshaw. The speedy process of licensing and registration would result in creating livelihood opportunities for differently abled persons.
6. The above actions may kindly be completed on priority.



(Abhay Damle)
Joint Secretary (Transport)
Tele No. 23719209

To,

The Chief Secretaries of all State Government/Union Territories (As per List).

Copy to: The Secretary, Department of Empowerment of Persons with Disabilities- for information.

अभय दामले, मा.रा.से.
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भारत सरकार
GOVERNMENT OF INDIA
सड़क परिवहन एवं राजमार्ग मंत्रालय
MINISTRY OF ROAD TRANSPORT & HIGHWAYS
परिवहन भवन, PARIVAHAN BHAWAN
1. संसद मार्ग, 1, PARLIAMENT STREET
नई दिल्ली-110001, NEW DELHI-110001

No. RT-11016/03/2017-MVL

Dated 21st November, 2017.

To

The Principal Secretaries(Transport)/The Secretaries (Transport)/The Transport Commissioners of all the States/UT Administrations.

Sub: Driving licence for persons having monocular vision – reg.
Ref: This Ministry's communication No.RT-11021/40/2014-MVL dated 14th June, 2016.

Sir/Madam,

This Ministry is in receipt of several grievances in regard to problems being faced for obtaining driving licences by persons having monocular vision. The matter has been examined in the Ministry and opinion/comments from the Department of Ophthalmology, AIIMS, New Delhi has been obtained.

2. Department of Ophthalmic Science, All India Institute of Medical Sciences, New Delhi has furnished a report and opined that monocularly impaired persons may be considered for grant of driving licence for non commercial cars and motor cycles, provided :

- (A) Visual acuity in the remaining or the better eye is 6/12 or better.
- (B) Horizontal visual field is 120 degrees or more on Goldman perimetry/Confrontation test.
- (C) Sufficient time (6 months) has been allowed after the loss of eye/vision in other eye for the person to adapt to loss of same.

3. It is advised that the application for the grant of driving licence to the applicant having monocular vision may be considered as per para 2 above, while deciding the issue of any one eyed person under section 8(4) of the Motor Vehicles Act, 1988.

Yours faithfully,

(Abhay Damle)
Joint Secretary to the Govt. of India
011-23719209