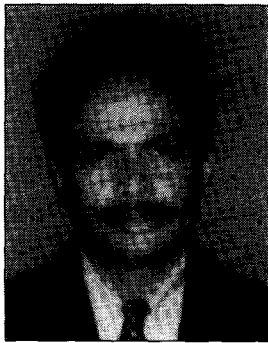


# Impact of Motor Vehicle Taxation Policy on the Financial Viability of STUs in India

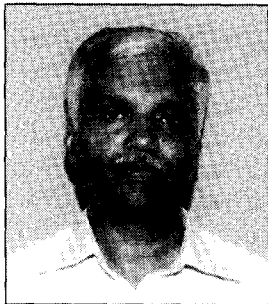
MAHALINGU & J. MADEGOWDA \*

## ABSTRACT

Besides the provision of timely, adequate and efficient transport service to the travelling public, the State Transport Undertakings (STUs) are contributing substantially to the exchequer of both the Central and the State Governments in the form of various taxes. Further, they are undertaking many social responsibilities such as the provision of transport either free of cost or at a concessional fare to certain sections of the public and the operation of public conveyances on uneconomical schedules in the interest of public from the remote areas. However, the financial performance of these STUs is impaired severely on account of the imposition of different kinds of taxes at an unreasonably high level. Motor vehicle taxation in India is characterised by multiple taxes such as:-



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(a) Customs and excise duties on fuel, vehicles and accessories.

(b) Sales tax on motor spirit, lubricants, tyres and tubes, accessories.

(c) Vehicle and passenger taxes and levies on carriage of goods.

In this context, this study examines the structure of motor vehicle taxes prevailing in India and its impact on the financial viability of the STUs.

Key Words: Motor Vehicle Taxes, Financial Viability, State Transport Undertakings

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## 1. INTRODUCTION

The transport policy of any country should ensure efficient, economical and safe transport services to everyone. This requires the provision of necessary infrastructural facility to the transport industry in the form of a well maintained and extensive road network. Obviously, this necessitates investment of a large capital for development and maintenance of the road network.

With the objective of mobilising atleast a part of the funds required for the purpose of developing and maintaining the road network, the Central and State Governments levy and collect varying taxes from the road transport undertakings, transport operators, vehicle owners and the road users. Multiple taxes are levied at different levels by the Central, State and the local authorities. As a result, road transport taxation is an important source of revenue to the Central, State and the local authorities. It may be noted here that the transport sector accounts for a share of 6.4 per cent of India's GDP and within the transport sector, road transport has emerged as the dominant segment with a share of 4.5 per cent in India's GDP. This assumes importance if one realises that the railways has a mere one per cent share in the country's GDP.

## 2. CONTRIBUTION OF ROAD TRANSPORT TO THE STATE EXCHEQUER

Before discussing the impact of motor vehicle taxation and, with a view to show a massive contribution made by the Road Transport to the State exchequer in the form of various taxes, details relating to different types of taxes collected by the government from the road transport sector are presented in Tables-1 and 2.

**Table-1: Import Duty and Excise Duty Collected by the Central Government from Road Transport**

Year	Import Duty and Excise Duty (Rs. Crore)				
	Vehicles and Accessories	Tyres and Tubes	Motor Spirit	Diesel	Total
1950-51	9.4	4.1	19.4	-	34.8
1960-61	25.3	14.3	21.3	-	111.7
1970-71	42.3	55.9	72.1	-	451.8
1980-81	303.1	289.9	353.6	8.0	930.9
1990-91	1,862.7	803.4	329.9	1,202.3	4,596.0
2000-01	7,034.2	1,382.1	9,863.7	5,581.0	23,861.0
2001-02	5,863.7	1,360.0	12,207.1	8,500.8	27,931.6
2002-03	6,568.8	1,393.2	11,607.6	11,562.8	31,132.4
2003-04	7,010.5	1,087.0	14,461.3	12,575.0	35,133.8
2004-05	8,702.0	1,431.0	15,701.0	13,792.0	39,626.0
2005-06	9,953.0	1,106.0	22,278.0	17,554.0	49,991.0
2006-07	9,971.0	1,246.0	25,060.0	18,303.0	54,580.0

Source: Directorate of Data Management, Central Excise and Customs

It is obvious from the above that the Union Government is levying taxes on vehicles and accessories, tyres and tubes, motor spirit and diesel which are purchased and used by the road transport undertakings and other operators. It may be noted here that the government is levying taxes on these items irrespective of whether they are produced domestically or imported. These taxes levied on the road transport undertakings/operators were only Rs. 34.8 crore during 1950-51 which gradually increased to Rs.54,580 crore during 2006-07. During this 57-year period, the increase in the annual tax revenue from road transport undertakings and operators to the state exchequer (of the Central Government) works out to 1,567 times. This signifies the magnitude of the taxes paid by the road transport undertakings and other transport operators to the state exchequer. A similar type of contribution is also made by the road transport undertakings and operators to the State Governments as is evident from the Table-2.

**Table-2 : Taxes Levied on Road Transport by the State Governments**

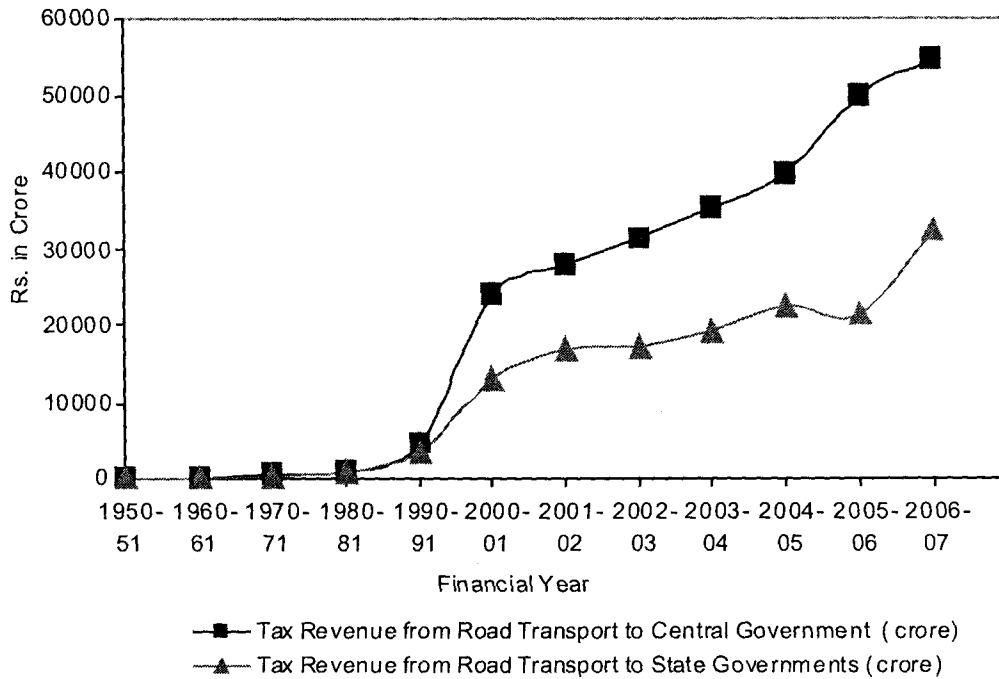
Year	Amount (Rs. crore)			
	Vehicle Taxes	Sales Tax on Motor Spirit and Lubricants	Tax on Passengers and Goods	Total
1950-51	-	12.5	0.1	12.6
1960-61	29.9	16.9	8.4	55.2
1970-71	107.7	63.2	60.5	231.4
1980-81	356.3	154.5	239.6	750.4
1990-91	1,566.3	631.5	1061.8	3,259.6
2000-01	6,665.6	4,161.4	2074.7	12,901.7
2001-02	7,644.4	5,645.0	3671.4	16,960.8
2002-03	8,441.0	5,106.0	3569.3	17,116.3
2003-04	10,138.2	4,967.5	4189.9	19,295.6
2004-05	10,811.0	6,657.0	5206.0	22,674.0
2005-06	11,964.0	2,951.0	6450.0	21,365.0
2006-07	13,572.0	11,112.0	7746.0	32,430.0

Source : State Finances - A Study of Budgets, 2007-08 by the RBI and similar earlier issues

It can be seen from the above that even the state governments are levying different types of taxes on road transport undertakings and other transport operators and collecting considerable revenue for their exchequers. These taxes include motor vehicle taxes, sales tax on motor spirit and lubricants, and on passenger fares and goods revenue. What is important is the continuous increase in the tax paid by the road transport undertakings and other operators to the state governments. It has increased from a mere Rs. 12.6 crore during 1950-51 to a high of Rs. 32,430 crore during 2006-07 representing an increase of 2,573 times. This rate of increase is much higher than the rate of increase in the case of central taxes at 1,567 times. Thus, it is significant that road transport is contributing substantially to the exchequers of both the Central and State Governments in the form of

various taxes. The line diagram at Figure-1 shows the trends in the tax revenue from road transport to the Central and State Governments.

**Figure-1 : Trends in Tax Revenue to Central and State Governments from Road Transport**



Though the contribution of road transport is essential for various developmental activities of the Government, multiple taxes levied on road transport by different authorities are adversely affecting the financial viability of road transport undertakings in the country.

**3. OBJECTIVES OF THE PAPER**

This study attempts to analyse the extent to which motor vehicle taxes are affecting the financial viability of State Road Transport Undertakings in the country. For this purpose, the study covers a period of three years from 2005 to 08. Further, the study analyses the impact of motor vehicle taxation on the operating results of the undertakings on the basis of relevant statistics collected from 18 corporations. With the help of these performance statistics, the study aims at comprehending the incidence of motor vehicle taxation, quantifying the same and analysing its impact on the financial performance of selected State Road Transport Undertakings.

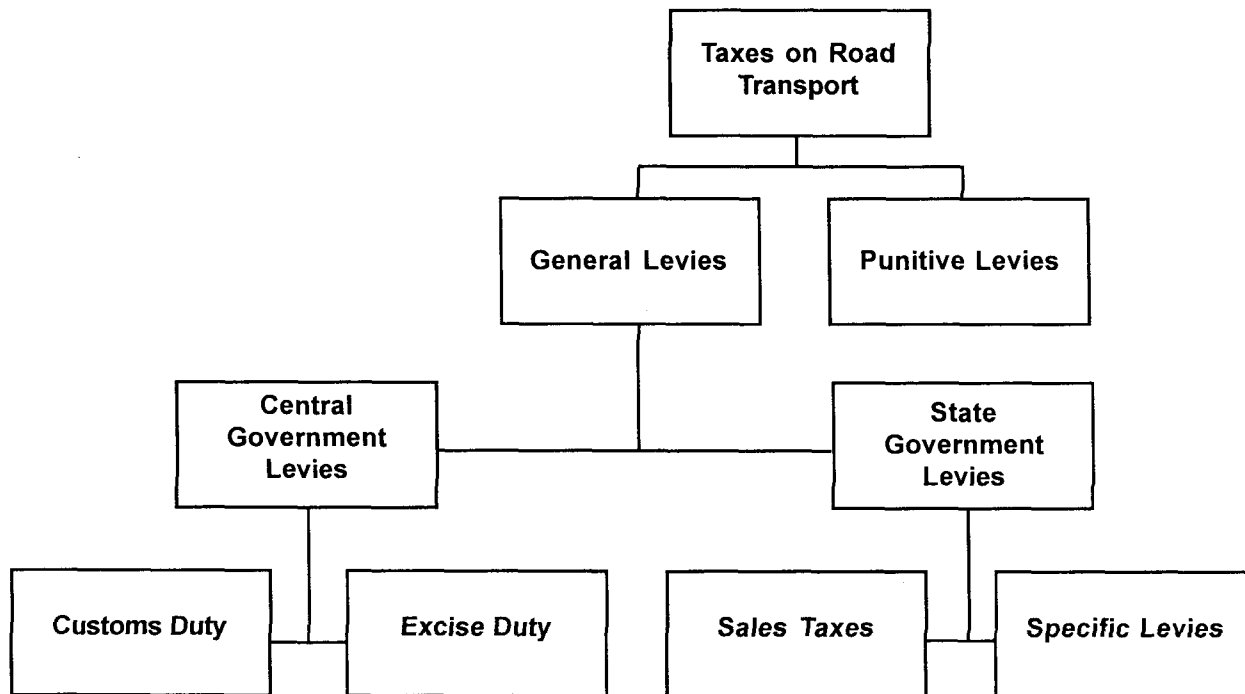
**4. DATA BASE AND METHODOLOGY**

The statistics required for, and used in this study are collected from secondary sources viz, publications of the Central Institute of Road Transport, Pune; publications of the GoI and the working group report on road transport for the eleventh Five-year Plan. The methodology followed in this work is analytical – analysing the extent to which the imposition of motor vehicle taxation has affected the financial results of the State Road Transport Undertakings in India adversely.

## 5. STRUCTURE OF MOTOR VEHICLE TAXES IN INDIA

Taxes levied by the Governments are classified into three broad categories as General Levies, Punitive Levies and Service Levies, wherein each one comprises of one or more kind as presented in Figure-2.

**Figure-2: Structure of Motor Vehicle Taxes in India**



### 5.1. Central Government Levies

Taxes levied with a view to serve some objectives like control, regulation, encouraging the domestic manufacturers, restricting consumption or shifting demand from particular commodities to others, etc. These levies are related to vehicles and other contrivances used on the roads and by road transport organisations. Basically, these taxes comprise of two kinds of taxes viz, custom and excise duty.

- (a) Customs Duty. Levied on the import as well as export of goods. Import duties are levied on the import of diesel, motor spirit, vehicles and spare parts which are used by the road transport undertakings and other operators for providing transport facility.
- (b) Excise Duty. Tax levied on those dutiable goods which are produced or manufactured in India. It is levied on diesel oil, motor spirit, bitumen, tyres, tubes, vehicle and accessories.

### 5.2. State Governments Levies

State Government taxes with respect to transport organisations comprise of two broad categories as under:-

- (a) Sales Tax. In addition to the central levies, the State governments also levy sales tax on motor spirit, lubricants, tyres, tubes and spare parts.
- (b) Specific Levies. These levies usually fall on vehicle users. They are meant to be levied in the way of service-charges. These include (i) motor vehicle tax, (ii) passengers tax, and (iii) taxes on carriage of goods, tolls, wheel tax and fees.

**5.3. Punitive Levies** are the levies which are paid by the vehicle operators for traffic offences.

## **6. MOTOR VEHICLE TAX FOR STATE ROAD TRANSPORT UNDERTAKINGS**

Motor vehicles taxation is a state subject. Taxation of motor vehicles in India has been rising steadily over the years and is today the highest in the world. There is a need to introduce a taxation policy that caters to the transport policy needs - tackling the problems of congestion, road safety and environmental emissions. A number of committees have expressed their opinion regarding the road transport taxation and suggested rationalisation, uniformity and simplification in levying the tax. One of the specific references to The Road Transport Taxation Enquiry Committee, 1967 (Keskar Committee) was to recommend the "level of taxation which will ensure adequate provision and development of efficient and economic road transport services in the country". This committee concluded that "the existing level of taxation acts as a disincentive to the growth of the road transport industry" but felt that it was not possible to lay down a specific quantum as various factors like the cost of the operation, utilisation of vehicles, capacity of the industry, programmes of road construction and maintenance and the impact on economic growth have to be considered in determining the quantum.

The Motor Vehicles Act is promulgated keeping in view the Government of India's overall strategy on economic reforms. However, the same is not reflected in the motor vehicles taxation in the states as the motor vehicle taxation policy of the state governments is guided by the states' requirements.

Motor vehicle tax is being levied by all the State governments on all types of commercial vehicles. The purpose of Motor Vehicle Tax (MVT) is to meet the costs of road construction and maintenance out of the revenue realised from user charges. Besides, motor vehicle taxation is also geared to achieve other objectives like 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 (MVT) 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 the road network. In fact, the more a motor vehicle is used, the less is the vehicle charge per kilometer (km) travelled. But while access charges may vary according to the 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 justified on the ground that it has a fast growing base and an important source of tax revenue for the states.

Existing tax structure for commercial vehicles shows wide variations among States. There are:-

- (a) Different bases for the levy of MVT.
- (b) Different rates at which MVT is levied leading to different incidence of taxes per vehicle in different states.

Some States use stage or contract carriages, number of seated passengers as well as authorised standee-passengers for determining the amount of tax. Some states like, Madhya Pradesh, Chhattisgarh, Orissa and Andhra Pradesh. also reckon the distance that the vehicle is permitted to ply as an additional element for determining the quantum of tax. In many states, differentiation in tax treatment of passenger buses is also accorded on the basis of type of service (ordinary, luxury, express, etc). In fact, it is not easy to make comparison of rates levied on different types of vehicles in different states. Further, inter-state comparison is difficult for the following reasons:-

- (a) Difference in classification principles for the taxation of vehicles in different States.
- (b) Variations in the application of 'life time' and annual tax rates to vehicle categories.
- (c) Use of specific and ad valorem rates.
- (d) Multiplicity of rates.

## **7. PASSENGER TAX**

This is another important tax levied on commercial vehicles in India. Unlike motor vehicle tax, passenger tax is not imposed in all the states. For example, no passenger tax is levied in Karnataka, Rajasthan, Tamil Nadu, West Bengal and Orissa. There is a variation in the rates of passenger tax in different states. In most of the states, this tax forms a part of the basic fare at a specific percentage. In other states, this tax is levied as a distinct and separate charge from passengers, though the rate of the passenger tax is fixed at a specific percentage of the fare.

## **8. IMPACT OF MOTOR VEHICLE AND PASSENGER TAXES ON THE FINANCIAL PERFORMANCE OF SRTC's**

The institutional structure of STUs varies from corporations (constituted under the Road Transport Corporations Act) to companies (constituted under the Companies Act) and to those operated departmentally or by the municipal authorities. As of March 08, there were 23 corporations, 8 companies, 8 Government departmental undertakings and 8 municipal undertakings. For the year ended 31 March 08, physical and financial performance were reported by 33 and 32 STUs respectively. Corporations account for about 75% of the bus fleet strength followed by companies (17%). The share of municipal undertakings at 4.5% and Government departmental undertakings at 3.5% is very low. STUs formed under the Road Transport Corporations Act, 1950 are treated on par with any other commercial and private establishment by Central and State Governments. In the taxation matters, direct and indirect taxes are levied by both the Central and State Governments on STUs which form one of the important components of cost along with the personnel cost, material cost, interest and miscellaneous.

Data pertaining to taxes, profits/losses before taxes and after taxes in respect of 23 State Road Transport Corporations for the years 2005 to 08 are presented in Tables-3 and 4.

**Table-3 : Impact of Motor Vehicle and Passenger Taxes on the Operating Results of STUs**

SRTC	2005-06 (Rs. Lac)			2006-07 (Rs. Lac)			2007-08 (Rs. Lac)		
	PBT <sup>1</sup>	Taxes	PAT <sup>2</sup>	PBT <sup>1</sup>	Taxes	PAT <sup>2</sup>	PBT <sup>1</sup>	Taxes	PAT <sup>2</sup>
APSRTC	22775.37	27053.91	-4278.54	14845.65	26028.08	-11182.43	41502.16	27935.62	13566.54
BMTC	14927.74	3439.39	11488.35	26958.93	3926.54	23032.39	18454.03	4431.38	14022.65
BSRTC	-3790.23	373.70	-4163.93	-5381.94	107.47	-5489.41	-6849.75	106.58	-6956.33
CSTC	-3149.49	0.00	-3149.49	-3911.76	0.00	-3911.76	-4973.25	0.00	-4973.25
DELHITC	-78532.72	3247.87	-81780.59	-96104.50	2548.88	-98653.38	-119326.6	2254.52	-121581.10
GSRTC	7423.59	18470.65	-11047.06	14954.36	21204.33	-6249.97	24001.77	22989.11	1012.66
HRTC	-3124.55	697.16	-3821.71	-2543.15	717.61	-3260.76	-3760.11	849.36	-4609.47
KnSRTC	10307.82	7629.93	2677.89	12476.19	9088.42	3387.77	14179.81	10125.55	4054.25
M SRTC	45881.02	49966.22	-4085.20	55624.97	54361.26	1263.71	75418.73	59007.40	16411.33
MEGSTC	262.68	5.09	257.59	-292.99	0.83	-293.82	-249.94	2.65	-252.59
NBSTC	-7302.12	0.00	-7302.12	-8066.82	0.00	-8066.82	-7875.44	0.00	-7875.44
NE KSRTC	40.66	2819.54	-2778.88	240.97	3193.55	-2952.58	1885.96	3481.76	1595.80
NWKSRTC	1194.51	4214.14	-3019.63	6009.99	4743.36	1266.63	-1330.25	5376.43	-6706.68
OSRTC	321.31	245.37	75.94	363.18	276.06	87.12	556.66	289.85	266.81
PEPSURTC	2777.40	4444.38	-1666.98	3449.63	4270.94	-821.31	3548.83	3817.12	-268.29
RSRTC	6828.82	9836.40	-3007.58	8773.62	10687.67	-1914.05	7946.12	10307.51	-2361.39
SBSTC	-2498.00	36.08	-2534.08	-2685.10	21.37	-2706.47	-2234.00	59.00	-2293.00
UPSRTC	2135.19	758.44	1376.75	4838.05	835.03	4003.02	4907.5	759.9	4070.91
Total	16479	133238.27	-116759.27	29549.28	142011.4	-112462.12	45802.27	151793.74	-106068.2

Source : Publications of CIRT, Pune

Legend: 1. PBT = Profit Before Tax      2. PAT = Profit After Tax

A careful analysis of performance statistics presented in the above table reveals the adverse implications of motor vehicle taxes on the financial performance of the SRTCs. Though the statistics are self-explanatory, a few are analyzed below to highlight the implications of motor vehicle taxes on the financial results of SRTCs.

(a) In 2005-06, 18 SRTCs earned and reported a profit of Rs. 16,479 lac before motor vehicle taxes. The governments levied motor vehicle taxes on these SRTCs for 2005-06 to the extent of Rs. 1,33,238.27 lac. As a result, these 18 SRTCs suffered and reported a loss of Rs. 1,16,759.27 lac after paying the motor vehicle taxes for 2005-06. That means, the imposition of motor vehicle taxes at higher rates by the governments has pushed the corporations from profit to the loss brackets.

(b) A similar effect took place during 2006-07 and 2007-08. For the year 2006-07, these 18 corporations earned a profit of Rs. 29,549.28 lac before motor vehicle taxes but reported a loss of Rs. 1,12,462.12 lac after meeting taxes of Rs. 1,42,011.4 lac. Similarly, for 2007-08, the corporations earned a profit before taxes of Rs. 45,802.27 lac but reported a loss of Rs. 1,06,068.20 lac after paying taxes to the tune of Rs. 1,51,793.74 lac.

(c) This only shows that the imposition of motor vehicle taxes on the SRTCs which are service-oriented organisations is making them more and more financially non-viable. As a result of this, the SRTCs are moving towards becoming financially sick organisations.



If one looks at the corporation-wise impact, it reveals that the corporations which earned and reported profit before motor vehicle taxes have become loss-incurring corporations after meeting their motor vehicle tax obligations. This aspect becomes very obvious from the details presented in Table-4.

**Table-4: Corporation-wise Profit or Loss before and after Motor Vehicle Taxes**

Ser No	SRTC	Profit or Loss					
		2005-06		2006-07		2007-08	
		Before MVT	After MVT	Before MVT	After MVT	Before MVT	After MVT
1	APSRTC	P <sup>1</sup>	L <sup>2</sup>	P	L	P	P
2	BMTC	P	P	P	P	P	P
3	BSRTC	L	L	L	L	L	L
4	CSTC	L	L	L	L	L	L
5	DELHITC	L	L	L	L	L	L
6	GSRTC	P	L	P	L	P	P
7	HRTC	L	L	L	L	L	L
8	KSRTC	P	P	P	P	P	P
9	MEGSTC	P	P	L	L	L	L
10	MSRTC	P	L	P	P	P	P
11	NBSTC	L	L	L	L	L	L
12	NEKSRTC	P	L	P	L	P	P
13	NWKSRTC	P	L	P	P	P	L
14	OSRTC	P	P	P	P	P	P
15	PEPSURTC	P	L	P	L	P	L
16	RSRTC	P	L	P	L	P	L
17	SBSTC	L	L	L	L	L	L
18	UPSRTC	P	P	P	P	P	P
		2005-06		2006-07		2007-08	
Corporations Reporting Profit							
a.	Before Motor Vehicle Taxes	12		11		11	
b.	After Motor Vehicle Taxes	5		6		8	
Corporations Reporting Losses							
a.	Before Motor Vehicle Taxes	6		7		7	
b.	After Motor Vehicle Taxes	13		12		10	

1. P = Profit (i.e., APSRTC earned a profit before meeting its motor vehicle taxes for 2005-06), and

2. L = Loss (i.e., APSRTC suffered loss after meeting its motor vehicle taxes for 2005-06).

3. Similarly P and L for other years and for other corporations shall be interpreted.

From the above, there is no doubt that the levy of vehicle and passenger taxes on the SRTCs has been impairing their financial viability very substantially.

(a) For instance, in the case of Andhra Pradesh SRTC, the levy of these taxes has moved the corporation from profit to loss during the years 2005-06 and 2006-07, and for 2007-08, as it has caused a substantial reduction in its profit. Similarly, the impact of these taxes on the profits of other corporations can be interpreted.

(b) Out of 18 corporations for which the relevant performance statistics are collected and analysed, 12 corporations earned and reported profits before motor vehicle and passenger taxes for 2005-06, and only six corporations incurred losses before paying their motor vehicle taxes. However, out of the 12 corporations which reported profit before motor vehicle taxes, seven corporations have reported losses after meeting the motor vehicle taxes. Of course, the remaining 5 corporations continued to report profits even after meeting motor vehicle taxes but substantially lower amounts of profits. Another six corporations reported losses even before motor vehicle taxes, but this number increased to 13 because, 7 corporations which had reported some profit before motor vehicle taxes suffered loss due to the incidence of motor vehicle taxes.

(c) Similarly, for 2006-07, out of 11 corporations which earned and reported some profit before considering the incidence of motor vehicle taxes, five reported losses after meeting the burden of motor vehicle taxes. As a result, the number of loss incurring corporations increased from seven (before considering motor vehicle taxes) to 12 (after considering the motor vehicle taxes). Moreover, seven corporations which reported losses even before recognising the amount of motor vehicle taxes continued to report losses but higher report.

(d) For 2007-08, the imposition of motor vehicle taxes has caused increase in the number of corporations reporting loss from seven (before considering motor vehicle taxes) to 10 (after considering motor vehicle taxes). Another seven corporations which reported losses even before considering the incidence of motor vehicle taxes have been forced to incur a substantially higher amount of loss after meeting the motor vehicle taxes.

## 9. RELATIVE SHARE OF MOTOR VEHICLE TAXES IN TOTAL OPERATING COSTS

One of the reasons for the above situation is higher rates of taxes levied by the Governments on their corporations. The details presented in Table-5 substantiate this point.

**Table-5 : Relative Share of Motor Vehicle Taxes to Total Cost**

Ser No	STU	Percentage of Taxes to Total Cost		
		2005-06	2006-07	2007-08
1	APSRTC	07.27	06.05	06.46
2	BMTC	05.84	05.97	05.54
3	BSRTC	03.59	0.99	00.91
4	DELHI TC	02.53	01.81	01.38
5	GSRTC	11.55	12.66	13.39
6	HRTC	02.24	02.14	02.29

Ser No	STU	Percentage of Taxes to Total Cost		
		2005-06	2006-07	2007-08
7	KnSRTC	07.20	07.34	07.19
8	MEGSTC	00.52	00.07	00.26
9	MSRTC	14.98	15.16	15.96
10	NBSTC	NA	NA	NA
11	NEKSRTC	06.67	06.53	06.65
12	NW KSRTC	05.77	05.86	05.93
13	OSRTC	06.60	6.96	6.92
14	PEPSU RTC	19.64	18.00	16.35
15	RSRTC	10.88	10.92	10.05
16	SBSTC	00.27	00.32	00.55
17	TRIP RTC	00.54	NA	NA
18	UPSRTC	00.75	00.76	00.70

Source: Publications of CIRT, Pune

It is evident from the above that the Governments are not following an uniform policy with respect to the levy of taxes on transport undertakings. In a majority of the States this is on the higher side. Though it is less than 1% in Meghalaya, Tripura and Uttar Pradesh, it is more 10 % in Gujarat and Maharashtra.

## 10. CONCLUSION

The need for standardising the structure of motor vehicles taxes in India has been stressed by several committees. The Motor Vehicles Taxation Inquiry Committee had remarked way back in 1950 that the taxation policies of Central and State Governments should be framed in such a manner that they encourage the growth of road transport industry as a national enterprise. The tax on passengers should be fixed on the principles of taxation and there has to be parity in the tax rates and bases of neighbouring states.

STUs are required to undertake a number of social burdens such as operating of uneconomical routes, providing travel facility at concessional fare to different sections of society, providing social welfare and security to their employees. As the STUs are expected to provide service to different sections of the society at affordable fares, they have to be compensated by providing some relief in respect of taxation, so that their financial viability is protected.

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### Annexure - 1

#### Abbreviations Used

Abbreviation	Expanded Form
APSRTC	Andhra Pradesh State Road Transport Corporation
BSRTC	Bihar State Road Transport Corporation
DTC	Delhi Transport Corporation
GSRTC	Gujarat State Road Transport Corporation
HRTC	Himachal Road Transport Corporation
KnSRTC	Karnataka State Road Transport Corporation
MEGSTC	Meghalaya Transport Corporation
MSRTC	Maharashtra State Road Transport Corporation
NBSTC	North Bengal State Transport Corporation
NEKnRTC	North East Karnataka Road Transport Corporation
NWKnRTC	North West Karnataka Road Transport Corporation
OSRTC	Orissa State Road Transport Corporation
PRTC	Pepsu Road Transport Corporation
RSRTC	Rajasthan State Road Transport Corporation
SBSTC	South Bengal State Transport Corporation
STUs	State Transport Undertakings
TRTC	Tripura Road Transport Corporation
UPSRTC	Uttar Pradesh State Road Transport Corporation