

Chapter 5

Conclusion and Recommendations

5.1 Conclusion

- The department failed to strategize operational requirements of buses and allocation of funds necessary to carry out regular repair and maintenance works to keep the adequate fleet of roadways in healthy condition.
- There was overall underutilisation of budget over the years and the underutilization of budget was high for the components impacting operational performance. Due to indecisiveness and non-finalization/frequent revision of technical specifications by the transport department/Haryana Power Purchase Committee, department could utilize only ₹ 157.48 crore for purchase of chassis and fabrication of bus bodies against the sanctioned ₹ 700.45 crore. Only 450 ordinary bus chassis were purchased while 1,613 buses were scrapped during the same period resulting in reduction in fleet strength.
- The vehicle productivity had slightly improved from 302 kms in 2015-16 to 304 kms in 2016-17 and declined to 275 kms in 2019-20 due to increase in overage fleet, under-utilisation of fleet available for operation and prolonged detention of buses in workshop, overage buses, under-utilisation of available buses and delayed preventive maintenance of buses, adversely impacted the operational and financial performance of the department.
- The department did not have mechanism/internal control to ensure compliance of various provisions of Motor Vehicles Act and cases of non/short deposit of motor vehicle tax from various types of commercial vehicles were observed. Further cases of non-recovery of trade fee from dealers/manufactures of vehicles, license fee from vehicles driving training school were also observed. This adversely impacted realisation of revenue.
- Instances were noticed where department could not ensure compliance to legal/ regulatory requirements such as non-fixation of High Security Registration Plates, non-renewal of fitness certificate of vehicles, non-compliance of provisions of CMVR 1989 by pollution control centre.

5.2 Recommendations

The Department needs to ensure that:

- ❖ planning is integrated with budget and the budget is optimally utilised;
- ❖ funds are utilised only for the specific purpose for which the funds were sanctioned;
- ❖ Necessary steps are taken to expedite the purchase process of bus chassis to increase the fleet strength;
- ❖ delivery of buses is accepted timely by the concerned depots;
- ❖ terms and conditions of the agreement/contract relating to leasing of shops should be followed by the concerned depots; and
- ❖ Inter State Route buses are deployed on profitable routes in order to reduce losses.
- ❖ action for recovery of the outstanding amount of Motor Vehicle Tax and fee from the concerned vehicle owners is initiated and appropriate action against defaulters is taken; and
- ❖ an effective mechanism is established to ensure deposit of remittance from dealers and timely issuance of Registration.

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