Empirical Problems of Light Motor Vehicle Tourist Taxi Operators in Tiruvannamalai Town

K. Utharaja

Abstract—Motor vehicle companies are relatively small undertaking more than thirteen thousands of the approximately sixteen thousand interstate, for hire carriers are class III carriers which earn a grass revenues, considering that the average vehicle line pays out about ninety five percent of its revenue in expenses. This may not leave the small motor vehicle much profit. Tourist Motor cars or light motor vehicles adapted to be used for tourist purposes in the state. The Regional Transport Authority or its secretary, if authorized in this behalf, shall in accordance with and subject to the provisions of these rules and regulations for tourist maxi cabs or Tourist light motor vehicles for statewide operation. The Regional Transport Authority (RTA) or its secretary may also take into consideration the suitability of the vehicle for tourist purposes in the interest of public. The State Transport Authority may for the prompt are convenient dispatch of its business by a general resolution delegate to the secretary to Transport Commissioner, Secretaries to the State Transport Authority are Assistant Secretaries all or any of the power rested in it under the act as under these rules. The operator has the power amended any provision or regulation is regards.

I. INTRODUCTION

Motor vehicle carriers a young industry which began during and subsequent to World War when both highways and vehicles became truly usable. As these two transport devices improved, the industry grew, the earliest companies were regular route, regularly scheduled carriers of general commodities and passengers. By 1928 thirty-three states had recognized this sort of operation as were regulating the companies. By 1935 it had become apparent that opportunities in the Motor Carrier Industry were not limited to regular, general freight service. Many sporadic and itinerant operations had developed as were engaging in cut throat competition which had adverse effects on the whole transport industry. Consequently, for the first time the federal government recognized the Motor vehicle transport industry and brought the interstate carriers under the Jurisdiction of the interstate commerce commission.” Further, the existence of the light motor vehicle tourist taxi operators and their domination in the way of tourist taxi transport must be recognized as the necessary aspect of structure of Light Motor Vehicle Transport Industry. Through, direct and indirect help employment opportunities to so many people of our country. The light motor vehicle transport taxi operators we facing different types of problems. Hence, their entire spectrum of operations is the need of the hour.

II. FINANCIAL PROBLEMS

Regarding their financial problems, the researcher met and interviewed a hundred of the taxi owners and drivers. Personally they have explained the problems, facing the difficulties and hardships. They are undergoing which are furnished in detail and also narrated how their profession was affected. They have purchased either a new vehicle or secondhand vehicles with the help of financial institutions and private financiers to get loans. They bought a new vehicle must be conduct the bank suppose bought the second hand vehicles approach the private financial institutions. In this way they are facing many problems. In this case any other bank or financial institutions sanction the loans, the loan holder much be deposit as the promoter’s contribution maximum six per cent of sanction the loan amount. While purchasing the secondhand vehicle the purchased has to pay some amount for advance and the remaining amount from the private financiers.

In this present study, there are 7220 vehicles in Tiruvannamalai District. Among them 1848 Mahindra vans, 3940 Motor cars and 1380 Tata Sumos. They are six taluks namely Tiruvannamalai, Polur, Arani, Vandavasi, Cheyyar and Chengam respectively in the district. In Tiruvannamalai 224 Mahindra vans 300 cars 248 sumos are used in tour. 135 Mahindra Vans, 120 motor cars and 160 sumos are in Polur. In case of Arani there are 300 vans 240 cars and 180 sumos, whereas in Cheyyar there are 100 Vans, 100 Cars and 60 Sumos. In Vandavasi there are 120 Vans, 192 Cars and 48 Sumos. In the case of Chenagam there are 100 Vans, 60 Cars and 80 Sumos.

Financial Assistance for Vehicle Loans

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Source: Financial Institutions and Banks in Tiruvannamalai

One hundred and five members have benefited by this profession. But many of the person involved in this profession are suffering from financial troubles. The main cause for this problem is the rules laid by the Central and state Government which are not suitable for this profession. Owners of these vehicles are suppressed by the following problems.
III. MOTOR VEHICLE TAX PROBLEMS

According to motor vehicle, the researcher conducted a survey. Among hundred owners, were affected by this law. Hence vehicle owners are classified into two thing.

i. Public carriers and
ii. Private carriers.

Taxes imposed on vehicles used for tours make more burden. But, the taxes to our operators are comparatively less than the motor Vehicle Tax. This lead to more income sometimes vehicles under personal use for tours. Due to this owners who lend their vehicle to tours don’t get sufficient trips. Due to this owners became financially depressed and could not pay the motor vehicle tax. Same well to-do operators manage the situation. But operators in poor conditions get fall into debts. For every month van runs for 15 days, car for 12 days and sumo 20 days for a mere sum. During sometimes owners don’t get enough trips. Hence, from this research, it is known that motor vehicle taxes for light motor vehicle transport is out important affair. Hence penalty should be collected for vehicles that have not paid tax. About 50% of the taxes is collected directly from the vehicle owner. If he could not pay the tax at the proper intervals, taxes should be doubled. For Example, he externals his time form 15 days to 1 month. All the above acts under the motor vehicle laws. Hence this is an important problem.

IV. INSURANCE PROBLEM

From this research, it is known that owners of the vehicle in Tiruvannamalai are subjected to many problems form the insurance companies. Owners of the Vehicle insure their Vehicle in two ways.

1. Full Insurance (it includes vehicle and passenger)
2. Third party insurance (passenger only) premium for vehicle on a tours or personal use should be paid once or twice (ie. Six month or one year). The premium should be paid with the maturity date. Insurance cannot be claimed for the vehicle for which has not paid the premium properly. Penalty should be paid along with the amount if the failed to pay the premium at proper intervals. In case of accidents and unexpected violence, insurance can be claimed. The owner should informed about the accident through the Insurance companies and insurance company will visit the spot and collect the details. He will estimate the damages and sanction the amount. Till the owner should spend his money for the damages.

After the examination of the RTO proper certificate will be sent to the particular insurance company. The owner could get the amount only after 3 to 6 months. If the damage costs more than the insured amount, the owner has to account for the loss. Insurance premium is demanded for every year according to wear and tear of the Vehicle. This premium is demanded according to the amount for which the owner has insured the vehicle. The owner get loan from banks and financial firm pay the first year premium for the newly bought vehicles to the insurance company in addition to the loan.

During the next year, the owner has to pay the policy directly to the insurance company. Three insurance companies have the head quarters of Tiruvannamalai district viz., (i) Oriental Insurance Company. (ii) United India Insurance company (iii) New India Assurance Company. At present, there are 3564 light motor vehicle (van, car, sumo) and having vehicles in Tiruvannamalai.

V. MARKET COMPETITION PROBLEM

The researcher about Market Competition problems took a survey. He questioned hundred respondents of taxi owners and drivers. The marketing competition is an important problem in their research. At present there are 1260 Vehicles in Tiruvannamalai used for tours personal and official matters. Among these Mahindra van, Motor cars and Tata sumo are mainly used for three purposes namely tour, personal use and official use. Particularly in Tiruvannamalai 500 vehicles are used for tours. Among there are 280 van, 120 cars and 100 Sumos. Remaining 560 vehicles are used for personal and official matters.

Each owner get loan from banks and financial institution for this profession. Among them same of the operators spend their own money for capital. All the vehicle owners have separate stand and owner associations, that functions in different places. Hence they trust on the trips for income and for other expenses like interest for loans and installment, Motor vehicle tax, Insurance policy and Maintenance Charges, but for their effort, they could not earn, money due to taxes and other expenses. Because, that they are expect regular trips, but there remain a competition between the owner and other competitor. Among them some of the drivers give their trips to their relatives and friends and accept a fixed amount from them. This leads to distress between a fixed amount from them. Hence the owner could not pay the taxes mentioned above. To compensate the loss they get money from private financier recovered for more interest. Individual people have their office under the name “Travels” and run them on percentage basis owners of these “Travels” make their trips to their firms and relatives illegally under the banner of “Own Trip”. The central or state Government should take severe actions on these persons. Generally legal actions should be taken on them by RTO, to be cancelled the license and permit. The RTO can be recovered the high percentage of penalty against the irregular person. By doing, so this professions can be furnished tourist vehicles should be used for tour other than illegal. Due to this action there is a chance for more trips to the competitors. This passes the way for correct payment of the taxes and avoiding of penalty. Some of the owners demand correct rent for vehicles. This leads to despair among the owners. They could not pay the installments, interests, motor vehicle tax, and insurance at particular day. The reason for the delay is that competition problems play an important role.

VI. PERMIT PROBLEMS

In light motor vehicle transport is an important profession for educated and uneducated people. A survey was taken by the researcher for the study. Among hundred taxi operators narrated the problems in this profession, the regional transport officer informed to that, the permit issuing order through forward to the district collector. The permit period valued up
to five years, at once every five years renewed. It comes under the rules and regulations of the motor vehicles law, this permit is handled in two ways. Such as, they are given to Tourist and own board vehicles, generally permit periods for vans, cars and sumo various according to which the vehicle is paid some amount. All the expenses paid by the permit holder. Hence the own board vehicles permit period for 12 or 15 years. When compared to tourist vehicles, the permit of own board vehicles has a greater importance.

Because this permit allows own board vehicles for tours and this leads to a great income. But this activity is against the motor vehicle laws. Many of the tourist vehicle owners in Tiruvannamalai get vehicle loans from banks or financial institutions. If the loans are fails to pay the amount than the banks or financial institution, private financiers take necessary legal steps on him through the district regional transport office. If the owners are renewal the permit to informed to the bank or financial institution. Due to loan’s over due, he could not get NOC from the bank or financial institutions. Then to proceed the legal activities, a reminding letter is sent to the loaned. He could not renewal of the permit at the maturity date and could not pay the tax at this time a reminding letter is sent to the operator for the second time as show case notice. If the proper response is not given to the vehicle owner within 7 days the RTO cancelled the permit immediately. Some of the operators of light motor vehicles Transport suffered by this problem. Some of the operators are bankrupt. Some file a case against RTO for their permit By doing so they become financially depressed. When there is a long trip to other states. RC Book, Tax, Permit is needed. But these may be got by the broker office. If the RTO delays to issue the permit, the trip will be cancelled. Then the income due to this trip will be a loss for the owner of the vehicle. Vehicle owners are also disturbed by these problems. Certain decisions are taken in favour or against vehicle owners by the court. When decision is against the vehicle owners they lose their hope and stop lending their vehicles for tours. Permit cancelled vehicles could not be sold. Hence the affected vehicles can be used only for educational purpose. This is an important problem of LMV transport operation.

VII. OPERATIONAL PROBLEMS

Operational Problem is one of the important problems of light motor vehicles transport. The LMV vehicles namely, Mahindra van, Motor car and Tata sumo, all these three mainly used for tours. But particularly Mahindra van and sumo cost more for maintenance charges than cars. When the above said vehicle are on a long journey or on a tour to other state than it cost more maintenance charges due to dynamo fault, self motor, battery, wear & tear of the tire, diesel consumption, oil change, engine minor and major fault, unexpected accidents, there is an insurance and maintenance charges. The researcher conducted a survey of this problem are enlisted below: 32 persons are affected by unexpected violence, 176 persons by rental defective, 48 persons by break down, 72 persons done by accidents 40 persons by interstate tax and 84 persons by repairs on maintenance. The above mentioned persons are affected by this profession.

Operational expenditure is unavoidable for every vehicle on tour. Many trips can be offered to the vehicle on the basis of its good condition. The vehicles viz. vans, cars and sumos should be changed for oil after traveling 10000 kms only. But new tires should be traveling usage of 35000kms and the rebuilt tire running condition of 25000 km. Owners of own board vehicle pay their vehicle tax, FC, permit charges and insurance at a lower percentage when compared to vehicles on tours. Owners of own board vehicles by lending their vehicles to tours have a large income and are able to pay their taxes at particular date. They gain quite a certain amount of money. But all the taxes paid by owners of tourist vehicles are at a higher percentage when compared to own board vehicles. Hence he gets a more amount by tours. He borrows money from money lenders for a large interest. Moreover some buy new vehicles by getting loan from banks or financial institution whereas others borrow money from private money lending firms to buy second hand vehicles.

Problems with Drivers with the Public or Passenger

Almost the operator cum driver and face different kinds of problems with the public (or) passengers. The twenty five respondents face the problem of short trips using the transport vehicles. It includes Mahindra van, Motor car and Tata sumo. Twenty eight respondents’ deals with passengers want to engage remote places and twenty respondents of the operators with problems of returns of the above mentioned vehicles after dropping passengers. Twelve respondents of operators report of night travels which involves quarrel between operators cum owners or drivers and passengers. Long trips, because unlimited passengers occupied or occupy the seats. The six respondents of operators to meet with the problem of waiting for long time which affect various tourist centers. This is to be create less earning trips on is vehicle. The following table shows the problems of operator cum owners or drivers with passengers.

Problems with Drivers with the Public or Passenger

<table>
<thead>
<tr>
<th>S.No</th>
<th>Particulars</th>
<th>Number of taxi Operators</th>
<th>Percentage %</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Short Trips Movement</td>
<td>24</td>
<td>24%</td>
</tr>
<tr>
<td>2</td>
<td>Remote areas (or) Places</td>
<td>27</td>
<td>27%</td>
</tr>
<tr>
<td>3</td>
<td>Empty returns (after Dropping the users)</td>
<td>18</td>
<td>18%</td>
</tr>
<tr>
<td>4</td>
<td>Quarrel between long Trips and short trip</td>
<td>10</td>
<td>10%</td>
</tr>
<tr>
<td>5</td>
<td>Movement</td>
<td>8</td>
<td>8%</td>
</tr>
<tr>
<td>6</td>
<td>Excess Luggage</td>
<td>13</td>
<td>13%</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>100</td>
<td>100%</td>
</tr>
</tbody>
</table>

Source: Various Taxi Stand Association in Tiruvannamalai

VIII. PROBLEMS WITH POLICE

When the researcher interviewed by hundred respondents of light motor vehicles taxi owners or drivers in Tiruvannamalai town. The above problem involves this operation discussed briefly. This type of problem faced by light motor vehicles transport owners or drivers with the police is almost a long trip affairs of them, four percentage of
operators face the problem of unlimited passengers sitting inside the vehicles, but the police recovered penalty amount charges to unloaded passengers per head, because, the inter state level the police will charged Rs.100 per head. Mainly, the light motor vehicles (like van, car and sumo) is permitted to carry 16+1 persons of van, 4+1 persons of car and 9+1 persons of Tata sumo. On exceptional situations there may be large number of persons of the family and other relative also going together. At times any transport vehicles are may be available in the various taxi stands. In this case the member of the family or other relatives cannot drop the trip of particular place in time and proceed. During the night there may not be any other sympathetically and carry only fear or large number of passengers. This results in police booking a case of them eighteen percentage of the operators face the signal problems. They are charged for violating signals under unforeseen situations. About, twenty six of the operators are booked for not maintaining their uniform to various tourist centers and other state level. The six percentage of the operators face the problem of defective mileage capacity diesel consumption of every trips are due to bad road conditions, disqualify of spares and already the spares may be damaged as a result drivers are booked under the per taxi of tampering with the spares closely entered to vehicles operation.

Among them, Forty six of the operators face the problem of parking the vehicle at no parking places, the operators express their views differently while playing empty passengers may try to halt it and engage the motor vehicles. If the operators, fails to stop the vehicles the passengers will complaint against the drivers, if the driver compliant with the passengers request and stop the vehicles like van, car, sumo and others. The police will charged him stating that the vehicle was parked in the “No Parking Area”. In another situation the traveling passenger may require to get down from vehicles immediately at a particular place. If driver stops, police will booking case against him. At any times the traveling passengers may not give exact rent to pay for per trip, they may go to house to get the rent during that time also the driver will be disappointed. The following table shows the vehicles operators affected with the police problems.

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<thead>
<tr>
<th>S.No.</th>
<th>Particulars</th>
<th>Number of Taxi Operators</th>
<th>Percentage %</th>
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<tbody>
<tr>
<td>1</td>
<td>Unloaded passengers</td>
<td>8</td>
<td>8%</td>
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<tr>
<td>2</td>
<td>Signal Problems</td>
<td>14</td>
<td>14%</td>
</tr>
<tr>
<td>3</td>
<td>Not maintaining Uniform</td>
<td>20</td>
<td>20%</td>
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<tr>
<td>4</td>
<td>Defective mileage diesel</td>
<td>12</td>
<td>12%</td>
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<tr>
<td>5</td>
<td>Parking Places / Not entry</td>
<td>46</td>
<td>46%</td>
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<tr>
<td></td>
<td>Total</td>
<td>100</td>
<td>100%</td>
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Source: Primary data

IX. PROBLEMS BETWEEN OWNERS AND DRIVERS

The structure of light motor vehicles is such that, a few owners are in possession of too many vehicles and there are Eighty percentage of drivers who do not have a vehicle. These drivers who had decided take up light motor vehicles like van, car, sumo driving as their profession and as a means of livelihood to an their daily trips bread lead a miserable life. The vehicle owners may give or may not give the vehicles to the driver for hire on daily rent basis. Many drivers have chance to drive the vehicles for average running 15 days of van, 12 days of cars, 20 days of Tata sumo only in a month. They could not get trips daily, weather they earn less regular income and trips. They must meet the expenses incurred for high fuel, incidental expenses of vehicles operation or maintenance of vehicles and pays the daily rent gave to the owners. Some seasons and summer seasons, pilgrimage seasons, he may earn more income and go home happily. Many unreason, he may earn less a few days, he may not earn even enough to meet the unavoidable operating expenses such as fuel cost, repairs and maintenance hire charges to the owner and their by incur loss. The owner of the vehicles is not concerned about his earnings. He wants only the daily trips for the vehicle. The driver may be allowed to drive the vehicle so long as he is in the good context of the owner. Sometimes the drivers says that he never quarreled with the passenger. He is not meet to unavoidable about his earning mistaken by the police, did not violate traffic rules, no remarks on his driving license, not tried in a court of law and penalized.

The Problems of Light Motor Vehicles Transport Owners

In order to become on light motor vehicles transport owner one has to face a lot of problems, he has to arrange money to purchase the vehicles new or old and also obtain permit to run as a tourist vehicles. At the present juncture one has to struggle a lot to obtain a permit. The problems in obtaining the permit are many time renew led. It is still difficult to continue to possess the permit obtained from the government by the same individual for a long time in course of time the owner will find it difficult to run the vehicle himself, and he may hire it for some other driver and that driver may indulge a number of fraudulent means. For example, the driver may change a spare parts on his vehicles and the cost of the spare parts has to borne by the owner. The driver in collaboration with spare parts dealer with obtain a false receipt for the spare parts against the owner. The local spare parts are cheaper than the original spare parts.

X. SUGGESTIONS

- The driver may be the owner of his any one of the light motor vehicles
- One driver may own or two vehicle only.
- Permits may be issued to the permit holder (owner of the vehicle) on the basis of his seniority of license or badge and serial number.
- Finance is to be arranged by a bank and financial institutions like TIIC, TAHDCO, LDB, IOB and private financiers in Tiruvannamalai Town.
- The vehicle must be hypothecated to the financing bank and credit institutions.
- Even after repayment of the entire loan amount, the owner cum driver should not be allowed to transfer the permit to others when they sell the vehicles.

It is the responsibility of the government of the people to see that the above welfare measures are implemented in the larger interest of the people. Since the light motor vehicle transport is one of the kinds of motor transport, the researchers feels that a study of light motor vehicle transport is enough for this research work.
XI. CONCLUSION

In the age of excellence transport plays a dominant, determining, and deciding role in the daily operation of Light Motor Vehicle Transport system of all taxi operators in Tiruvannamalai District. The Government is the supreme power to take decisions for all problems in light motor vehicle field. For example its financial problem related to high percentage of interest and penal interests, higher motor vehicles for taxi, and license fees, Administration fees, Registration fees, delay issuing fitness certificate, etc. Insurance premium related to full insurance and third party risk covered to act policy and comprehensive policy, welfare of the majority and minority people like i.e., owners, drivers and passengers of light motor vehicles. This system of transport is still a virgin soil for private sector undertakings. If taken over by the private sector undertaking it will eliminate the evils of middle-men. This profession provides self employment for light motor vehicle owners cum-drivers and drivers of this system.

REFERENCES