

GOVERNMENT OF JAMMU & KASHMIR



TRANSPORT DEPARTMENT

Bhumesb Sharma , KAS
Deputy Transport Commissioner,
J&K

EVOLUTION OF TRANSPORT DEPARTMENT IN THE STATE OF JAMMU AND KASHMIR

- It is worth to mention that both Enforcement wing / Issuance of Licenses were under the control of Transport Commissioner prior to the year 1968.
- **In the year 1968** Enforcement/Licensing work was assigned to Police Department (Traffic Enforcement Wing) as per Govt. Order No. **TR-3 of 1968 dated 8.1.1968** issued by Food Supplies and Transport Department.
- Re-Organization of the Traffic Enforcement Branch of Police Department/Traffic Department was ordered vide Govt. Order No. **TR-88 of 1968 dated 21.08.1968**.
- Enforcement & regulation of Traffic in the two cities of Srinagar/Jammu was also entrusted to Transport Department as per Govt. Order No. **1362-GD of 1979 dated 04.07.1979**.
- Revision of the traffic wing of the Department of Transport to the Police Department under the control of Inspector General of Police vide Govt. Order No. **1770-GD of 1981 dated 23.07.1981**.
- Final decision for issuance of driving licensing from Police Department to Transport Department in the year 1991, Passed by Hon'ble High Court Of J&K in the year 1992.
- Secretary to Govt. Food & Supplies & Transport, Khursheed Ah. Ganai, IAS, has directed to Transport Commissioner vide Letter No. **TR-146/MVD/96 dated 28.01.1997** to submit a detailed proposal for joint control of Transport Commissioner
- Various proposals have been submitted to Government by Sh. S. S. Ali, IPS, Transport commissioner vide letter **No.TC/JK/MV/747 dated 1.2.1997** and was subsequently supported by his predecessors like **M. M. Khajuria, IPS**, Director General Transport, **Sh. R. Dachan, IPS**, Director General Transport **Shri G. J. Pandit, IPS**, Director General Transport, but the Enforcement Wing continues to be with the Traffic Wing of the Police Department.

Although from earlier times some kind of assistance was rendered to the Monarchs in the management of State affairs by a group of persons nominated by him, it was **in the year 1889** that a Council of Regency was constituted of a senior member and two other members to help the Maharaja in the governance of the State efficiently. The said Council was abolished **in the year 1905** and was replaced by a group of persons designated as Ministers. They were placed in charge of different departments who were accountable to His Highness for working and efficient functioning of their respective departments. **Maharaja Hari Singh in the year 1927** constituted a Council of Ministers with the following members and the departments entrusted to their care were as follows:-

- | | |
|-------------------------------------|--------------------------------|
| 1. Sh. Alin Benerji | Foreign Affairs |
| 2. J.C.I Field | Public Works and Police |
| 3. Major General Roy Bahadur | Army and Revenue |
| Janak Singh Katoch | |
| 4. Khan Bahadur Molvi | Home and Judiciary |
| Nazir Ahmed | |
| 5. Lala Tulshi Ram | Finance |
| 6. Mr. P. K. Watal | Minister in waiting. |

As can be seen from the above, there was no Minister for the Department of Transport, most probably due to negligible public and private transport at that point of time.

However, **in the year 1947** when there was an administrative collapse due to tribal raids, the Maharaja constituted an Emergency Council on **31st October, 1947** with Sheikh Muhammad Abdullah as the head of the administration. As many as 22 Members of the Council were allotted different departments and **Shri Ahsan Ullah** was nominated as “**Emergency Officer for Transport Department**”. The population of Jammu and Kashmir State at that point of time was **40,21,616** as presented by Sheikh Muhammad Abdullah in A.D.1947 before the Security Council. However, as per Census conducted in the year **1951** the population of J&K has been shown as **32,53,852**. The population of the State as per Census conducted in the year **2001** has reached to **1,00,69,917**.

On **5th March, 1948** when Sheikh Muhammad Abdullah was appointed Prime Minister of the State there was again no Department by the name of Transport. Later on in the year 1953 at the Secretariat level as many as 16 Departments were created and “Food, Supplies and Transport” was one among them.

On **1st June 1948** - Transport Undertaking – the first Public Sector Undertaking came to be established.

In the year 1968 Enforcement/Licensing work was assigned to Police Department (Traffic Enforcement Wing) as per Govt. Order No.TR-3 of 1968 dated 8.1.1968 issued by Food Supplies and Transport Department. The said order is reproduced below:-

“Government of Jammu and Kashmir
Food Supplies and Transport Department

Subject: Transfer of Traffic Personnel from the Transport Commissioner's Department.

Govt. Order No.TE-3 of 1968

Dated: 03.01.1968

It is hereby ordered:-

- i) That with immediate effect the Dy. Transport Commissioner (Enforcement) and their subordinate organization be transferred to the administrative control of the Inspector General of Police. They will continue to operate on the Budget of the Transport Commissioner's and will remain in their present accommodation. There will be no transfer of clerical or other personnel except under orders of the Inspector General of Police.
- ii) The Inspector General of Police, in consultation with the Transport Commissioner, will prepare final proposals for selection of the Traffic Police. These proposals will also recommend the financial arrangements necessary in the Budget for 1968-69.

By order of the Government of Jammu and Kashmir.

**Sd/-
Sheikh Gh. Ahmed
Secretary to Government**

No.TR-99/66

dated 8.1.1968

Copy forwarded for information and necessary action to:-

1. Secretary to Govt. general Department.
2. Inspector General of Police, J&K Govt. Jammu
3. Transport Commissioner, Jammu.
4. Administration Section of Food supplies and Transport Department.
5. Order file.

**Sd/-
Under Secy. to Government**

Subsequently, re-organization of the Traffic Enforcement branch of Police Department/Transport Department was ordered vide Govt. order No.TR-88 of 1968 dated 21.8.1968 issued by Food Supplies and Transport Department. The said order is also reproduced below:-

“Subject: Reorganization of traffic Enforcement Branch of Police Department/Transport Department.

Reference: - **Council Decision No.871 dated 21.8.1968** received under Secretary to council of Ministers U.O.No.825/68 dated nil.

Government order No.TR-88 of 1968
Dated: 21.8.1968

In amplification of Govt. Order No.TR-3 of 1968 dated 8.1.1968 it is hereby ordered as under:-

- i) The Traffic Enforcement Branch of the Police Department will comprise the personnel as per annexure “A” to this order. Duties to each unit shall be assigned by the Inspector General of Police.
 - ii) Strength of the staff for the Transport Commissioner’s organization shall henceforth be as per annexure “B” to this order.
 - iii) Posts of regional Transport Officers and Asstt. Regional Transport Officers shall be tenure posts and appointment thereto shall be made from the cadre of senior scale and junior scale KAS Officers respectively.
 - iv) A Special pay of rs.50/- shall continue to be attached to the post of PA-cum-steno to the Transport Commissioner;
 - v) The Deputy transport Commissioner, central shall function as ex-officio Secretary to the State Transport Authority ; and
 - vi) Administrative Control of the Traffic Enforcement Branch of Police Department shall be transferred to the Home department, but the over all control of the Policy matters etc., shall continue to rest with Food, Supplies and Transport Department.
2. It is further ordered that the functions of the Traffic Enforcement Branch of the Police Department and the Transport Department shall be as under:-

A-

POLICE DEPARTMENT

- i) Control and regulation of Traffic.
- ii) Procurement of vehicles for essential transport requirements on special occasions in accordance with temporary permits, which may be issued by the Transport Department.
- iii) Driving test and issuing of Driving Licenses.
- iv) Survey of Motor vehicular traffic in the state with a view to ensure better control and regulation.

B-

TRANSPORT COMMISSIONER'S DEPARTMENT

- i) Issue of route permits, temporary as well as substantive, in accordance with the Policy laid down by the State Transport Authority.
- ii) Inspection for the fitness and registration of Motor vehicles and collection of registration fee.
- iii) Collection of Motor vehicles Tax and issue of tokens.

By order of the Govt. of Jammu and Kashmir

Sd/-

**Sheikh Ghulam Ahmed
Secretary to Government.
Food supplies & Transport Dept.**

No.TR-99/67

dated 6.10.1968

Copy for information and necessary action forwarded to the:-

1. Secretary to Govt. General Department/Council/General.
2. Secretary to Govt. Finance Dept.
3. Secretary to Govt. Home Dept.
4. Secretary to Chief Minister.
5. Inspector General of Police (Traffic) He will kindly submit necessary proposals in regard to powers that are to be exercised by him under the M.V. Act, 1939 so that the matter be taken up with the Law Department.
6. Director O&M General Dept.
7. Director Information, Srinagar
8. Accountant general , Srinagar
9. Superintendent Govt. Press for publication in the govt. Gazette.

Sd/-

**N.N.Kak
Under Secy. to Govt.
Food Supplies & Transport Dept.”**

As per Cabinet Decision No.321 dated 29.7.1974 followed by Government Order No.2007-GD of 1974 dated 21.8.1974, the Traffic Enforcement wing was re-transferred to Transport Department on the basis of the functional requirements as under:-

A- **TRANSPORT DEPARTMENT (TRANSPORT CONTROLLER)**

- 1) To advise the Govt. on Transport Policies.
- 2) Issue of Route permits.
- 3) Regulation of vehicles.
- 4) Inspection of vehicles and issue of Certificates of fitness.
- 5) Collection of Motor vehicles taxes and issue of tokens.
- 6) Survey of Motor vehicles Traffic and assessment of Transport needs.
- 7) Fixing of fares and freight rates.
- 8) To authorize requisitioning of Vehicles for Govt. requirements.
- 9) Fixing of pay leads.
- 10) Co-ordination with Railways and inter-State Transport agreements – Regulation of booking and forwarding agents.
- 11) Amendments to Motor Vehicles Act and rules.

B - **POLICE DEPARTMENT (Traffic Enforcement wing)**

- 1) Ensuring free flow of Traffic, safety and road users, enforcement of traffic restrictions such as speed limits, one way traffic, removal of obstructions on through fares etc.
- 2) Prosecution for violation of traffic rules and directions.
- 3) Investigation of and prosecution of traffic rules and directions.
- 4) Notification of road restrictions and parking places to be done by the District Magistrate on the advice of the Asstt. Inspector General of Police.

- 5) Installation of Traffic signs by the Beacons and State P.W.D on the National Highway and other roads and by the Municipal authorities of Srinagar and Jammu cities on the advice of the A.I.C. traffic within their jurisdiction.
 - 6) Fixing of convoy timings.
2. Creation of the following posts in the Transport Controller's office by corresponding reduction of the existing strength in the Traffic enforcement Wing of the Police Department is also hereby sanctioned with effect from the date actual transfer of the staff takes place;;
- i) One Dy. Superintendent of Police to be designated as Asstt. Transport controller.
 - ii) Four Inspectors of Police (Traffic) to be designated as traffic Inspectors.
 - iii) Forty SIs/Assistant Sub-Inspector of Police to be designated as Asstt. Traffic Inspector.
 - iv) Twenty Drivers/Orderlies.
3. The incumbents of these posts would be selected from the Police Department by I.G.P. and Transport Controller and only such staff shall be deputed to the Transport Department who has undergone Police trainings. This staff should be treated on deputation to the Transport Department from the Police Department and that the allocation of staff shall be reviewed after gaining some experience.

By order of the Government of J&K,

Sd/-
Sheikh Gh.Rasool
Secretary to Govt.
General Department.

On **10 April, 1976** – following two important decisions relating to Transport Sector were taken by the State of Jammu and Kashmir:-

- Transport Undertaking was converted into State Transport Corporation;
- Route Permit system for “Goods Carriers” was abolished in the State of Jammu and Kashmir.

Way back in the year **1979** consequent upon Cabinet Decision No.105 dated 9.3.1979 as per Government order No.604 –GD of 1979 dated 15.3.1970 issued by General Department, Traffic and Enforcement of the Motor Vehicles act was vested in the Transport Department, the Govt. order is reproduced as under:-
“Subject: Enforcement of Motor Vehicles Act and the rules made thereunder.

Reference: - **Cabinet decision No.105 dated 9.3.1979.**

Government order No. 604 –GD of 1979
Dated 15. 3. 1979

It is hereby ordered that:-

- I) Both regulation of traffic and enforcement of the Motor vehicle act be vested in the Transport Department. Consequently the functions as were entrusted to the Police Department vide Govt. order No. 2007-GD of 1974 dated 21.8.1974 are retransferred to the Transport Department except that investigation and prosecution of traffic accidents will continue to be the function of the Police Department.
- II) The staff required by the Transport Department to man posts for both the jobs will be drawn from the Police Department on deputation basis. The Inspector General of Police and the Transport Commissioner will work out the modalities for the transfer of posts/equipment as also the terms and conditions of deputation of the personnel within a period of one month.

By order of the Govt. of Jammu and Kashmir

Sd/- (B.N.safaya)
Secretary to govt.
General Department.

No. GD (Adm.) 3/79-TPT

Dated 15.3.1979”

As per Cabinet decision No.105 dated 9.3.1979, both regulation of traffic and enforcement of the Motor vehicles Act was vested in the Transport Department. The said Govt. order issued by General Department is reproduced below:-

“Subject:- Enforcement of Motor Vehicles Act and the rules made thereunder.

Reference: - **Cabinet decision No.105 dated 9.3.1979.**

Govt. order No.604-GD dated 1979
Dated 15. 3. 1979

It is hereby ordered that:-

1. Both regulation of traffic and enforcement of the Motor vehicles Act be vested in the Transport Department. Consequently the functions as were entrusted to the Police Department vide Govt. order No.2007 –GD of 1974 dated 21.8.1974 are retransferred to the Transport Department except that investigation and prosecution of traffic. Accidents will continue to be used function of the Police Department.
2. The Staff required by the Transport Department to man post for both the jobs will be drawn from the Police Department on deputation basis. The Inspector General of Police and the modalities for the transfer of posts/equipment as also the terms and conditions of deputation of the personnel within a period of one month.

By order of the govt. of Jammu and Kashmir

Sd/-
B.N.safaya
Secretary to govt. General Department

No. GD (Adm.) 3/79-Tpt dated 15.3.1979”.

On **4.7.1979**, consequently upon Cabinet decision No.231 dated 25.6.1979, the Enforcement and regulation of traffic in the two cities of Srinagar Jammu was also entrusted to Transport Department, as per Govt. order No.1362 –GD of 1979 dated 4.7.1979 issued by General Department. The said order is reproduced as under:-

“Subject: - Enforcement of Motor Vehicles Act and the rules made thereunder.

Reference: - **Cabinet decision No.231 dated 25.6.1979.**

Govt. order No.1362 –GD of 1979
Dated 4.7.1979

In continuation of Government order No.604-GD of 1979 dated 15.3.1979, it is ordered that the enforcement and regulation of traffic in the two cities of Srinagar and Jammu be also entrusted to the Transport Department.

By order of the Govt. of Jammu and Kashmir.

Sd/-
(B. N. Safaya),
Secretary to Govt.,
General Department.

No. GD (Adm.) 3/79-TPT

dated 4.7.1979”

An important decision was taken by the State Cabinet under Traffic wing of the Transport Department was reverted back to Police Department. The said cabinet decision was implemented vide Govt. order issued by General Department mentioned below:-

“Government of Jammu and Kashmir
General Department

Subject: - Structure and working of Motor vehicles Department.

Reference: - **Cabinet decision No.315 dated 20.7.1981.**

Govt. order No.1770 –GD of 1981
Dated 23. 7. 1981

Sanction is accorded to the revision of the traffic wing of the Department of Transport to the Police Department under the control of Inspector General of Police. The traffic wing will be responsible for:-

1. ensuring free flow of traffic, safety of road users, enforcement of traffic restrictions such as speed limit, one way traffic, removal of obstructions on thoroughfares etc;
2. Prosecution for violation of traffic rules and directions.
3. investigation of and prosecution for traffic accident;
4. Fixing of convoy timings.

It is further ordered that the Inspector general Transport and Inspector General Police will settle the modalities of transfers.

By order of the Govt. of Jammu and Kashmir.

Sd/-
A.R.Mubarki
Dy.secy. to Govt.
General Department.
Dated 23.7.1981

No. GD (Adm.) 3/79-TPT

Consequent upon transfer of enforcement wing to Police Department one post of DIG Police (Traffic) was created and Shri Ram Prakash, IPS, Superintendent of Police was transferred and posted as DIG Police (Traffic). Copy of the Govt. order issued by the Home department to this effect is reproduced below:-

“Government of Jammu and Kashmir
Home Department

Sub: Transfer and appointment of Shri Ram Parkash, IPS, as Dy. Inspector General of Police (Traffic)

Government order No.Home-85 (Police) of 1982
Dated 3. 3. 1982

Sanction is accorded to the:-

1. creation of a post of Dy. Inspector General of Police (Traffic) in the State Police service;
2. & appointment of Shri Ram Parkash, IPS, Superintendent of Police, Kathua as Dy. Inspector General of Police (Traffic).

The post of Dy. Inspector General of Police (Traffic) is hereby equated with the IPS cadre post of DIG (Range) in terms of Rule 9(1) of IPS (Pay) Rules.

By order of the Govt. of Jammu and Kashmir

Sd/ - (Ghulam Shah)
Commissioner and Secy.to Govt.
Home Deptt.

No.Home-121/81-PS-I

dated 3.3.1982”

Pertinent to mention that **One Man Fotedhar Commission appointed by the State Government in Sept. 1971 had recommended as under:-**

“Enforcement Wing should function under the administrative control of Transport Department but the personnel should continue to be drawn from the Police Department to be treated on deputation to the Transport department and transferable on the recommendations of the Transport Controller”

Fact remains that;

“**Mr. Massani, Ex-Member of Parliament**, who, under the authority of Government of India acted as the Head of the Commission for Transport in India, had prepared a comprehensive report on the system in the country. He had also in his report suggested that enforcement of Motor vehicles Act and the Rules should lie with the Transport Authorities”.

“The experience in this department has convinced us that it is necessary for the Enforcement with to be part of the Transport Department for efficient working of the transport organization in the State. **The cardinal consideration is that there should be a nexus between policy formulation and its enforcement which can be secured only when it is the responsibility of a Department solely concerned with that subject and not when it forms a part of Department** with many other and perhaps higher priority duties and responsibilities as in the case of Police Department”.

In the year 1988 Central Motor vehicles Act and the Rules, 1989 made there under came into force where it is clearly indicated that Regional Transport Officer of the Transport Department shall be the competent authority for issuance of driving Licenses. J&K Motor Vehicle Rules, 1991 also specifies RTOs as the authority for issuance of Driving Licenses but these rules were not implemented in the State of J&K. It was only after intervention of the **Hon’ble High Court in the year 1992**; the job of issuance of driving licenses was assigned to RTOs and continues to be issued by the RTO/ARTOs.

In compliance with the communication **No.TR-146/MvD/96** dated **18.1.1997** from **Shri Khurshid Ahmed Ganai, IAS**, former to Govt. Food Supplies and Transport Department which is reproduced below:-

**Transport Commissioner
J&K Jammu**

No.TR-146/MVD/96,
Dated 28.1.1997

Subject: Transfer of the traffic Enforcement wing from the Police Department to the Transport department.

Sir,

We in the Food supplies and Transport Department are examining the proposal for transfer of the traffic enforcement wing to Transport Department. At the moment, the Traffic Enforcement Wing is under the control of Police Department. There is dichotomy in the present situation to the extent that the Enforcement is not under the control of the Transport department. You are, therefore, requested to kindly work-out the modalities for effecting such transfer of control. It is a matter of record that successive Director Generals of Transport have supported reversion of the Enforcement from Police to Transport Department.

Matter be dealt with on top priority

Yours faithfully,

**Sd/-
(Khursheed A. Ganai), IAS
Secretary to Govt. Food,
Supplies & Transport.**

A detailed proposals was submitted to Secretary to Government Food Supplies and Transport Department by Sh. S. S. Ali, IPS, Transport commissioner vide letter **No.TC/JK/MV/747 dated 1.2.1997** and was subsequently supported by his predecessors like **M. M. Khajuria, IPS**, Director General Transport, **Sh. R. Dachan, IPS**, Director General Transport **Shri G. J. Pandit, IPS**, Director General Transport, but the Enforcement Wing continues to be with the Traffic Wing of the Police Department.

Detail proposal was submitted to Secretar to Govt. Food & Supplies & Transport Department by Shri M. M. Khajuria, IPS, Director General Transport & Shri R. Dechan, IPS, Director General Transport Vide Letter No. 4883/DGT dated: Jammu/25-1-1985 reproduced below:-

**Government of Jammu & Kashmir
Office of the Director General Transport**

The Secretary to Government,
Transport Commissioner, J&K,
Jammu.

No:4883/DGT

Dated: Jammu/25.01.1985

Subject: - Reversion of Enforcement Wing of Police Department to the Transport Department.

Sir,

As you are kindly aware, the Enforcement Branch of the Motor Vehicles Act was previously under the administrative control of the Transport Department. But in the year 1981 the government decided to transfer the same to the Police Department vide Cabinet Decision No. 315 dated 20.07.1981. Since then there have been repeated requests for transferring the Enforcement Branch back to the Transport Department in order to preserve the effectiveness of the authority of the Director General Transport

who otherwise is short of powers of enforcement, scrutiny and supervision with regard to his own orders. I am reproducing the U.O. note submitted by my predecessor Shri M.M. Khajuria to the Administrative Department contained in their file No. TR-161/81/IGT under U.O. No. 2930/DGT dated 17.09.1984:-

Section 133A of the Motor Vehicles Act envisages establishment of Motor Vehicles Department to enforce the provisions of the Motor Vehicles Act. Under this provision, the State Government is required to prescribe the uniform to be worn by the Motor Vehicles Department officials, the authority to which they shall be subordinate and duties to be performed by them (including powers exercisable by police officers under this Act to be exercised by them) and the conditions governing the exercise of such powers. The Motor Vehicles Act also comprehensively deal with the duties of the Motor Vehicles Department.

The Enforcement Wing responsible for obtaining compliance of the provision of the Motor Vehicles Act has had a somewhat chequered. It has changed hands frequently between the Transport Department and the Police Department. A rational study on this subject was conducted by '**One Man Fotedar Commission**' in September 1971. It recommended that:-

“Enforcement Wing should function under the administrative control of Transport Department but the personnel should continue to be drawn from the Police Department to be treated on deputation to the Transport Department and transferable on the recommendations of the Transport Controller”.

Government Order No. 2007-GD of 1974 was issued. “**The Masani Road Transport Organization Committee**” also made Similar recommendations.

The arrangement adopted upon the acceptance of the Fotedar Commission was further re-enforced in 1979. It worked well. The position was, however, radically reversed in 1981 and the enforcement, duties and responsibilities were handed over to the J&K Police.

The comparison between the standard of performance of these duties by the agency when working under the Police and the Transport Department would be odious. The cardinal consideration should be whether a nexus is necessary between policy formulation and its enforcement and whether the performance of an organization can be better secured when it is the responsibility of a Department solely concerned with that subject or when it forms part of a Department with many other and perhaps higher priority duties and responsibilities. In practical terms it has to be decided whether the group of Policemen performing duties of enforcement of MV Act should be subject to the supervisory control of a Director General of Police appointed as Director General of Police, who is already charged with many onerous and heavy responsibilities?

In view of the above considerations there seems to be sufficient justification for the State Government to review its decision No. 315 dated 20.07.1981.

The Position in respect of Driving Licences is extremely extraordinary. This arrangement lacks valid authority and requires to be dispensed with without further delay. For obvious reasons, it will be appropriate for the Transport Department to discharge their own responsibilities and duties which include issue of Driving Licences. It may be pertinent to mention here that even in the capital city of Delhi where the Commissioner of Police system in vogue and various kinds of licences are Motor Vehicles continue to be granted by the Director of Transport.

Whether the proposed notification amending the Motor Vehicles Rules 1972 should be issued and, if so, in what form will naturally depend upon the final decision of the government on the above discussed issues.

Sd/-
M. M. Khajuria,
Director General Transport.
15.09.1984

I also strongly support the views of my predecessor and request the government to transfer the Enforcement Wing of the Police

Department to the Transport Department in the interest, of administration and public convenience.

2 This matter was also discussed with the Hon'ble Transport Minister in a meeting held on 23rd January 1985 where he was apprised of all the difficulties faced by us for want of the Enforcement Wing in the Department.

Sd/-
(R. Dechen)
Director General Transport
24.01.1985

They had recommended that Traffic Personnel charged with the duties of enforcement of M. V. Act and Rules be placed under the Administrative control of Director General Transport which otherwise is under the Administrative Control of Director General Police and these two Department falls in two Ministries i.e. Hon'ble Transport Minister and Hon'ble Home Minister respectively.

In the back drop of above position these two department which are presently in dichotomy, do not work in tandem with each other and blame each other whenever there occurs any fatal road accident resulting in loss of precious human lives.

It would be prudent if the detailed proposal submitted to Government from time to time for bringing the Enforcement wing under the control of the Director General Transport. We must not loose sight of the fact that all the personnel (top to bottom) working in the Traffic wing, charged with the duties of Enforcement of M. V. Act and Rules made thereunder, of the Police Department, are basically borne on the Establishment of the Police Department and from time to time they are posted in

different wings **i.e. Vigilance, CID, Crime, Railway, Security, Executive & Traffic Wings** and after every spell of two/three years. It is a common phenomenon in a human being that he loses interests whenever he senses that his term is about to expire in a particular wing/department.

In order to curb such a situation we must rise to the occasion and take appropriate steps in this regard on priority basis.

Dated: 28.05.2010

Bhumesh Sharma, KAS
Deputy Transport Commissioner,
Jammu & Kashmir