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Part II—Section 1

**Notifications or Orders of specific character or of particular interest to the public
issued by Secretariat Departments.**

NOTIFICATIONS BY GOVERNMENT

HOME DEPARTMENT (TRANSPORT-I)

MODIFICATIONS IN THE NEW COMPREHENSIVE SCHEME, 2024

[G.O.Ms. No.112, Home (Transport-I), 4th March 2026, மாசி, 20, விகவாவசு, திருவள்ளுவர் ஆண்டு-2057]

No. II(1)/HO/5(a-1)/2026.

WHEREAS the State Government, to insert some provisions in the New Comprehensive Scheme, 2024, published a draft modification to the Scheme inviting objections/suggestions vide Home Department Notification No.II (1)/HO/57(g-1)/2025 at pages 1 and 2 in Part II - Section 1 of the *Tamil Nadu Government Gazette* Extraordinary, dated the 23rd December 2025;

AND WHEREAS, the objections/suggestions were received from the stakeholders, representatives of various associations and through personal hearing conducted on 23.01.2026 on the said draft Modification to the New Comprehensive Scheme, 2024;

The relevant major objections/suggestions received were duly considered by the Government in detail and remarks thereto were recorded.

NOW, THEREFORE, the major raised objections/ suggestions received and the remarks of the Government thereon are hereby published as follows:-

<i>Serial Number</i>	<i>Major Objections/ Suggestions received from the stake holders</i>	<i>Remarks of Government</i>
(1)	(2)	(3)
1	A thirty-day window for objections does not afford sufficient time for thorough legal and technical analysis, falling short of the "reasonable time" requirement.	A thirty-day time limit has been statutorily provided under sub-section (1) of section 100 of the Motor Vehicles Act, 1988.
2	The amendment is silent on whether a permit issued by one Regional Transport Authority (RTA) automatically covers operations in another district, leading to operational disputes therefore (i) Both the originating and destination District Transport Authorities must endorse the permit. (ii) A public notice shall be issued in both districts, inviting objections at least 15 days before the endorsement. (iii) The operating schedule (tentative timings) must receive prior approval from both District Authorities; otherwise, the permit shall be deemed unendorsed for the portion traversing the other district. (iv) Without proper dual endorsement, insurance coverage for the inter-district segment will be invalid, and any claims arising shall be the sole responsibility of the operator.	The Regional Transport Authority of any one Region may subject to the provisions of section 69 of the Motor Vehicles Act, 1988 grant a stage carriage permit to be valid in any other region within the State without the countersignature of the Regional Transport Authority of the other region as per rule 182 of the Tamil Nadu Motor Vehicles Rules, 1989. The question of Inter-district permit may not arise in the case of stage carriages.
3	Ultra vires section 102 of the Motor Vehicles Act, 1988 (lack of rule-making authority for a blanket transfer ban).	Section 102 of the Motor Vehicles Act, 1988 provides for cancellation or modification of a Scheme. Therefore, it can be notified.
4	Violation of Article 14 (arbitrary classification, discriminatory impact on small operators).	The Notification does not violate Article 14 of the Constitution but provides level playing field to the operators especially to the public to do their business in the transport industry.
5	Infringement of Article 19(1)(g) (restriction on the right to trade).	The Notification does not violate Article 19 (1) (g) of the Constitution but provides level playing field to the operators especially to the public to do their business in the transport industry without any limitation of permits, if needed.
6	Define "Un-served Sectors" - Adopt a quantitative definition (e.g., routes with a passenger load factor below 30% for six consecutive months).	"The unserved route" has already been defined under the New Comprehensive Scheme, 2024.
7	Upload every amendment and route notification to the official Transport Department website at least fifteen days before Gazette publication, with proof of circulation to all registered associations.	All the transparent publication as required under the Motor Vehicles Act, 1988 and the Rules will be followed.
8	Explicitly state that routes classified as "un-served" under the previous scheme will not be retroactively treated as "served" unless a fresh feasibility study confirms viability.	The application will be considered as per the New Comprehensive Scheme, 2024 as on the date of Notification of route.
9	When the matter is sub-judicial before the Hon'ble High Court the said scheme cannot be tinkered with any further.	W.P.No.18184 of 2025 has been dismissed by the Hon'ble High Court of Madras in its Common Order, dated 25.09.2025.

Serial Number	Major Objections/ Suggestions received from the stake holders	Remarks of Government
(1)	(2)	(3)
10	மலைப்பகுதியில் மினிப்பேருந்து சேவையினை குறைந்தது 50 கி.மீ தூரம் அனுமதிக்க வேண்டும், 50 கி.மீல் 65 சதவீதம் சர்வடு ஆகவும் மீதம் 35 சதவீதம் அன்சர்வடு ஆகவும் வழங்கவேண்டும்.	Already, 30km is being provided as an route length for hilly areas instead of 25 kms allowed otherwise. Further extension is not considered necessary at present.
11	வழித்தடம் கிராமபுற மக்களுக்கு பேருந்து வசதி இல்லாத நிலையில் உள்ளதா அல்லது ஏற்கனவே பேருந்து வசதி இல்லையா என்று கள் ஆய்வாளர்களால் கண்டறியப்பட்டு பேருந்து வசதி இல்லாத பகுதியில் வழங்கப்பட வேண்டும்.	The permit will be issued as per the conditions/ provisions laid down in the New Comprehensive Scheme, 2024.
12	While granting New mini Bus if the New Route overlaps with Existing Route, RTO/ RTA shall consider the representation along with TNSTC to safeguard the Existing Operator.	This objections may be put forth before the Regional Transport Authority whenever a new route is notified in the District Gazette. More over the enforcement officials will watch the operation of mini buses as per the provisions in the New Comprehensive Scheme, 2024.

NOTIFICATION –II

[G.O.Ms.No.112, Home (Transport-I), 4th March 2026, மாசி, 20, விசுவாவசு, திருவள்ளூர் ஆண்டு-2057]

No. II(1)/HO/5(a-2)/2026.

Whereas, the Government of Tamil Nadu have considered the draft modification to the New Comprehensive Scheme, 2024, published in Home Department Notification No.II(1)/HO/57(g-1)/2025 at pages 1 and 2 of in Part II - Section 1 of the *Tamil Nadu Government Gazette* Extraordinary, dated the 23rd December 2025 and after considering the objections, suggestions and representations thereto made through petitions and in person, in exercise of the powers conferred by sub-section (1) of section 102 of the Motor Vehicles Act, 1988 (Central Act 59 of 1988), the State Government hereby approve the following Modification to the New Comprehensive Scheme, 2024:-

MODIFICATION.

In the said New Comprehensive Scheme, 2024, in the Schedule, -

(1) against serial number 2, under the heading "Starting/Terminal Point" in column (3), to clause (b), the following proviso shall be added, namely:-

"Provided that the maximum route length shall be up to 30 Km where more than half of the operational area or the notified route for the operation of mini bus is under the hill areas as specified by the Regional Transport Authority/District Collector.";

(2) against serial number 4, under the heading "Salient Features of the Scheme" in column (3),-

(a) to clause (III), the following proviso shall be added, namely:-

"Provided that the maximum route length shall be up to 30 Km where more than half of the operational area or the notified route for the operation of mini bus is under the hill areas as specified by the Regional Transport Authority/District Collector.";

(b) to clause (IV), the following proviso shall be added, namely:-

"Provided that the minimum un-served route length shall not be less than 50% of the total route length where more than half of the operational area or the notified route for the operation of mini bus is under the hill areas as specified by the Regional Transport Authority/District Collector.";

(c) to clause (VI), the following provisos shall be added namely:-

"Provided that the maximum route length shall be up to 30 Km where more than half of the operational area or the notified route for the operation of mini bus is under the hill areas as specified by the Regional Transport Authority/District Collector:"

Provided further that the minimum un-served route length shall not be less than 50% of the total route length where more than half of the operational area or the notified route for the operation of mini bus is under the hill areas as specified by the Regional Transport Authority/District Collector.”.

EXPLANATORY NOTE

In consideration of the proposal of the Regional Transport Authority/District Collector, The Nilgiris District, this modification is issued to clause (b) under the heading “Starting/Terminal Point” and clauses (III), (IV) and (VI) under the heading “Salient Features of the Scheme” in the Schedule to the New Comprehensive Scheme, 2024, to improve last mile - connectivity in hill areas specified by the Regional Transport Authority/District Collector, published for the mini buses plying in the entire State of Tamil Nadu vide G.O.(Ms).No.198, Home (Transport-I) Department, dated 28.04.2025.

[G.O.Ms.No.113, Home (Transport-I), 4th March 2026, மாசி, 20, விசுவாவசு, திருவள்ளூர் ஆண்டு-2057]

No. II(1)/HO/5(a-3)/2026.

WHEREAS the State Government, to insert some provisions in a New Comprehensive Scheme, 2024, published a draft modification to the Scheme inviting objections/suggestions vide Home Department Notification No.II (1)/HO/57(g-2)/2025 at pages 2 and 3 in Part II - Section 1 of the *Tamil Nadu Government Gazette* Extraordinary, dated the 23rd December 2025;

AND WHEREAS, the objections/suggestions were received from the stakeholders, representatives of various associations and through personal hearing conducted on 23.01.2026 on the said draft Modification to the New Comprehensive Scheme, 2024;

The relevant major objections/suggestions received were duly considered by the Government in detail and remarks thereto were recorded.

NOW, THEREFORE, the major raised objections/suggestions received and the remarks of the Government thereon are hereby published as follows:-

Serial Number	Major Objections/ Suggestions received from the stake holders	Remarks of Government
(1)	(2)	(3)
1	The amendment is silent on whether the entire tenure of a migrated permit (i.e., the period already served under the previous Scheme) will be treated as served or un-served for the purpose of the five-year lock-in, jeopardising vested rights and contravening the doctrine of legitimate expectation.	It has been clearly laid down in the draft that “new permit holder/grantee under this clause shall not transfer the permit within five years of its grant”. It is applicable to the permits granted under the proposed amendment clause of New Comprehensive Scheme, 2024. The restriction does not apply to permits already in force.
2	Replacing the transparent lottery system with applicant-identified routes removes an objective allocation mechanism, opens the process to favouritism and unhealthy competition, thereby violating Article 14 of the Constitution.	The transparent lottery system will continue to be applicable for applications which are received for the routes identified and notified by the Regional Transport Authority. The transparent lottery system is not replaced.
3	Allowing operators to select routes without a prior feasibility study ignores the economic realities of rural areas, rendering many permits financially unsustainable.	The route identified by the applicant would be scrutinised as per the New Comprehensive Scheme, 2024 by the authorities concerned and then notified in the District Gazette after it satisfies the Scheme.

<i>Serial Number</i>	<i>Major Objections/ Suggestions received from the stake holders</i>	<i>Remarks of Government</i>
(1)	(2)	(3)
4	Operators who availed of the benefits under the Special Provision Act 41 of 1992 are not exempted from the new applicant-route clause, nullifying statutory protection and rendering the amendment ultra vires.	The grant of mini bus permit will not affect the stage carriage operators protected under Tamil Nadu Motor Vehicles (Special Provisions) Act, 1992 (Tamil Nadu Act 41 of 1992). The mini bus permit will be effected in accordance with New Comprehensive Scheme, 2024 and the proposed amendment thereon. Hence, the stage carriage operators are not affected and clearly excluded in the New Comprehensive Scheme, 2024.
5	Mandatory publication of every newly identified route in the <i>District Gazette</i> imposes excessive paperwork, especially on small operators in remote districts, contravening the principle of proportionality.	Publication of routes in the <i>District Gazette</i> is mandatory under the Motor Vehicles Act, 1988. Therefore, the same has been provided.
6	A thirty-day window for objections does not afford sufficient time for thorough legal and technical analysis, falling short of the "reasonable time" requirement.	A thirty-day time limit has been statutorily provided under sub-section (1) of section 100 of the Motor Vehicles Act, 1988.
7	The amendment is silent on whether a permit issued by one Regional Transport Authority (RTA) automatically covers operations in another district, leading to operational disputes therefore (i) Both the originating and destination District Transport Authorities must endorse the permit. (ii) A public notice shall be issued in both districts, inviting objections at least 15 days before the endorsement. (iii) The operating schedule (tentative timings) must receive prior approval from both District Authorities; otherwise, the permit shall be deemed unendorsed for the portion traversing the other district. (iv) Without proper dual endorsement, insurance coverage for the inter-district segment will be invalid, and any claims arising shall be the sole responsibility of the operator.	The Regional Transport Authority of any one Region may subject to the provisions of section 69 of the Motor Vehicles Act, 1988 grant a stage carriage permit to be valid in any other region within the State without the countersignature of the Regional Transport Authority of the other region as per rule 182 of the Tamil Nadu Motor Vehicles Rules, 1989. The question of Inter district permit may not arise in the case of stage carriages.
8	The existing Scheme recognises three categories (Category 1 1997/1999 new mini-bus permits, Category II migration applications, Category III comprehensive permits). The draft introduces a fourth category without defining its scope, eligibility or operational parameters, generating confusion.	There is no such categorisation of permits as claimed.
9	Ultra vires section 102 of the Motor Vehicles Act, 1988 (lack of rule-making authority for a blanket transfer ban).	Section 102 of the Motor Vehicles Act, 1988 provides for cancellation or modification of a Scheme. Therefore, it can be notified.
10	Violation of Article 14 (arbitrary classification, discriminatory impact on small operators).	The Notification does not violate Article 14 of the Constitution but provides level playing field to the operators especially to the public to do their business in the transport industry.
11	Infringement of Article 19(1)(g) (restriction on the right to trade).	The Notification does not violate Article 19 (1) (g) of the Constitution but provides level playing field to the operators especially to the public to do their business in the transport industry without any limitation of permits, if needed.

Serial Number	Major Objections/ Suggestions received from the stake holders	Remarks of Government
(1)	(2)	(3)
12	Define “Un-served Sectors” - Adopt a quantitative definition (e.g., routes with a passenger load factor below 30% for six consecutive months).	“The unserved route” has already been defined under the New Comprehensive Scheme, 2024.
13	Allow permit transfer on bona-fide grounds (death, disability, insolvency) subject to Regional Transport Authority approval.	In case of death, the permit may be transferred to legal heirs as per the provisions of the Motor Vehicles Act, 1988 and the Rules.
14	Upload every amendment and route notification to the official Transport Department website at least fifteen days before Gazette publication, with proof of circulation to all registered associations.	All the transparent publication as required under the Motor Vehicles Act, 1988 and the Rules will be followed.
15	Explicitly state that routes classified as “un-served” under the previous scheme will not be retroactively treated as “served” unless a fresh feasibility study confirms viability.	The application will be considered as per the New Comprehensive Scheme, 2024 as on the date of notification of route.
16	When the matter is sub-judicial before the Hon’ble High Court the said scheme cannot be tinkered with any further.	W.P.No.18184 of 2025 has been dismissed by the Hon’ble High Court of Madras in its Common Order, dated 25.09.2025.
17	5 வருடங்களுக்கு பெயர் மாற்றம் செய்யக்கூடாது என்ற அறிவிப்பு ஏற்படையதல்ல. உரிமையாளர்களுக்கு உடல்நலக்குறைவு மற்றும் எதிர்பாராத தருணங்களில் அந்த வழித் தடத்தில் வாகனம் இயக்குவதில் தடங்கல் ஏற்படும்.	It has been considered to reduce the period from 5 years to 2 years.
18	வழித்தடம் கிராமபுற மக்களுக்கு பேருந்து வசதி இல்லாத நிலையில் உள்ளதா அல்லது ஏற்கனவே பேருந்து வசதி இல்லையா என்று கள ஆய்வாளர்களால் கண்டறியப்பட்டு பேருந்து வசதி இல்லாத பகுதியில் வழங்கப்பட வேண்டும்.	The permit will be issued as per the conditions/ provisions laid down in the New Comprehensive Scheme, 2024.
19	பேருந்து வசதி அல்லாத கிராமபுற தடத்தினை ஆய்வு செய்து மனுதாரர்கள் மனு செய்யும் போது ஒன்றுக்கு மேற்பட்ட மனுக்கள் பெறப்படுமாயின் அதனை முந்தைய அரசாணையில் தெரிவிக்கப்பட்ட படி குலுக்கல் முறையில் தான் தேர்வு செய்து அனுமதி சீட்டு வழங்கப்பட வேண்டும்.	The applications will be considered on the basis of first come first served, for the new routes identified by the applicant. Lottery system will be used for multiple applications for the routes identified by Regional Transport Authority.
20	While granting New mini Bus if the New Route overlaps with Existing Route, RTO/ RTA shall consider the representation along with TNSTC to safe guard the Existing Operator.	This objection may be put forth before the Regional Transport Authority whenever a new route is notified in the <i>District Gazette</i> . Moreover, the enforcement officials will watch the operation of mini buses as per the provisions in the New Comprehensive Scheme, 2024.

NOTIFICATION – II

[G.O.(Ms) No.113, HOME (Transport-I), 4th March 2026, மாசி, 20, விசுவாவசு, திருவள்ளூர் ஆண்டு-2057]

No. II(1)/HO/5(a-4)/2026.

Whereas, the Government of Tamil Nadu have considered the draft modification to the New Comprehensive Scheme, 2024 published in Home Department Notification No.II(1)/HO/57(g-2)/2025 at pages 2 and 3 of in Part II - Section 1 of the *Tamil Nadu Government Gazette Extraordinary*, dated the 23rd December 2025 and after considering the objections/suggestions and representations thereto made through petitions and in person, in exercise of the powers conferred by sub-section (1) of section 102 of the Motor Vehicles Act, 1988 (Central Act 59 of 1988), the State Government hereby approve the following Modification to the New Comprehensive Scheme, 2024:-

MODIFICATION

In the said New Comprehensive Scheme 2024, in the Schedule, against serial number 4, under the heading "Salient Features of the Scheme" in column (3), after clause (VI), the following clause shall be inserted, namely:-

" (VI-A) Identification of new routes by applicants:

(i) Apart from the routes identified and notified in the District Official Gazette by the Regional Transport Authority, where a person has identified a new route for mini bus service and request the Regional Transport Authority to grant him permit for that route newly identified by him, the Regional Transport Authority shall grant permit to such person after satisfying that all the relevant conditions or provisions laid down under the said Scheme are fulfilled and satisfied and that the said route was notified in the *District Gazette*:

Provided that such person shall make an application for permit in Form Stage Carriage Permit Application (SCPA) after the route was notified in the *District Gazette*:

Provided further that if more than one application is received for the same identified new route, the applications shall be considered on a first come first served basis:

Provided also that the new permit holder/grantee under this clause shall not transfer the permit within two years of its grant.

(ii) If the applicant fails to produce the valid records of the vehicle within ninety days, the Regional Transport Authority shall revoke its sanction as per sub rule (b) of rule 181 of the Tamil Nadu Motor Vehicles Rules, 1989".

EXPLANATORY NOTE

The New Comprehensive Scheme, 2024 has been published with an objective to improve the accessibility of bus services in urban and rural areas and to ensure last mile connectivity. Since the process of identification of route and notifying the same in the *District Official Gazette* requires improvement by inviting more number of applications for grant of mini bus permits, the present modification is made in the larger interests of the public.

DHEERAJ KUMAR,
Additional Chief Secretary to Government.