



The Gazette of Meghalaya

PUBLISHED BY AUTHORITY

No. 23

Shillong, Thursday, June 5, 2025

15th Jyestha, 1947 (S. E.)

Separate paging is given on this part in order that it may be filed as a separate compilation.

PART-IIA

GOVERNMENT OF MEGHALAYA

NOTIFICATIONS

The 7th May, 2025.

No.TPT.139/2018/230. - The Governor of Meghalaya is pleased to notify the "**Meghalaya Vehicle Scrappage Policy, 2025**". The policy will come into effect from the date of notification in the Official Gazette.

SANJAY GOYAL,
Commissioner & Secretary to the Govt. of Meghalaya,
Transport Department.

Table of Abbreviation

ATS	Automated Testing Station
CPCB	Central Pollution Control Board
DTO	District Transport Office
ELV	End-of-Life-Vehicle
EV	Electric Vehicle
EPR	Extended Producer's Responsibility
MoRTH	Ministry of Road Transport and Highways
OEM	Original Equipment Manufacturer
RC	Registration Certificate
RVSF	Registered Vehicle Scrappage Facility
V-VMP	Voluntary Vehicle-Fleet Modernization Program

1. Introduction

Meghalaya, nestled in the Northeastern Region of India, is renowned for its lush landscape and unique cultural heritage. However, like many other regions, it grapples with the challenges posed by vehicular pollution, road safety concerns, and inefficient transportation systems. In response, to these grappling issues, the Government of Meghalaya has proposed the introduction of a comprehensive Vehicle Scrappage Policy.

The automobile industry has one of the highest rates of raw material consumption during manufacturing, as well as the highest rates of environmental impact during operation and post operation stages. This resource demand and consumption has increased substantially with the rise in automobile ownership. In India, the Transport Sector has emerged as the third-highest emitting sector¹. The percentage share of total carbon emissions is likely to increase from the current level of 13.5% to 19% by 2050² and road transport contributes to 90% of the transport emissions³. A study stated that a 15-year-old diesel car emitted 7.6 times higher particulate matter and 3.4 times higher nitrogen oxides than a BS-IV car⁴. Moreover, increasing vehicle ownership and usage of ELVs, and inadequate maintenance of vehicles leads to fuel inefficiency leading to rising air pollution in Indian cities. These challenges then paved the way towards the scope of re-imagining the 3Rs- Reduction in Pollution (less emission), Reduction fuel import (less extraction) and Recycling of raw materials (less mining) through the Scrappage Policy to sustain the environment.

A total of 5,54,471 vehicles are registered in Meghalaya. The capital city, Shillong has the largest number of vehicles registered at 2,67,412 followed by Tura and Jowai. The growing number of vehicles pose a threat to the growing road congestion in the state as well as the environment.

The State of Meghalaya is known to be committed towards green initiatives to conserve the environment. It is amongst one of the very few states in India to have a Climate Budget as well. However, Byrnihat located at the border of Meghalaya and Assam was declared as the most polluted city in India recording a monthly average PM2.5 concentrations of 183 ug/m³. Therefore, considering Meghalaya's determination to preserve the environment while accelerating towards economic growth, it is of paramount importance to re-imagine the transport sector of the State.

¹ Paul A. (2023). *Vehicle Scrappage Policy in India*, New Delhi: The Energy and Resources Institute.

² TERI. (2021). *Decarbonization of Transport Sector in India: Present Status and Future Pathways*, New Delhi.

³ CSE. (2021). *Greenhouse gas emissions by Indian transportation sector on the Road to COP 26*.

⁴ Roychowdhury, A. and Chattopadhyay, V. (2020). *What To Do with Old Vehicles? Towards effective scrappage policy and infrastructure*. New Delhi

2. Background

Traditionally, automobile scrapping in India has been managed by the informal sector, leading to inefficient material recovery, environmental damage and unsafe working conditions. The current system lacks visibility and transparency for owners and the Government.

In response, the government of India introduced the Vehicle Scrappage Policy:

2015: Automotive Industry Standards-129 (MoRTH) defined steps for organizing the automobile recycling sector, requirements for collection and dismantling centers and RRR (Reusability, Recyclability and Recoverability) calculations. Vehicle must be at the least 80% recyclable and 85% recoverable by mass, and the trading of secondhand parts from five functional assemblies, i.e., the engine, power transmission box, steering, axle, and chassis of the ELV is prohibited.

2019: Central Pollution Control Board published Guidelines for Environmentally Sound Facilities for Handling, Processing and Recycling of End of Life Vehicles (ELVs) covering strategies for handling, storage, transportation, depollution, infrastructure setup and waste management.

2021: The Voluntary Vehicle Fleet Modernization Program (V-VMP) aimed to phase out old, polluting vehicles for newer safer and more fuel-efficient vehicles. The Central Motor Vehicle Rules, 2021, established procedures for Automated Testing Stations (ATS) for fitness testing and registered vehicle Scrappage facilities (RVSF) for dismantling and Scrapping ELVs.

Through these frameworks the policy seeks to improve on road emissions and vehicle safety, enhance value realization and reduce the environmental impact of the End-of-Life Vehicles (ELVs).

3. Need for Vehicle Scrappage Policy in Meghalaya

The Vehicle scrappage Policy aims to create an ecosystem for phasing out unfit and polluting vehicles from Meghalaya's roads. To achieve this, state-of-the-art Scrapping and recycling units are essential.

Implementing this policy in Meghalaya is crucial. It addresses environmental concerns by reducing air pollution from old, inefficient vehicles, helping to preserve the state's pristine natural beauty. This preservation is vital for the well-being of residents and the ecosystem. The policy also enhances road safety by removing aging vehicles prone to mechanical failures and accidents, ensuring safer roads for commuters. Additionally, it stimulates economic growth by adoption of newer, more fuel-efficient vehicles, boosting the automotive industry, and creating job opportunities. Aligning with global sustainable transportation practices, this policy positions Meghalaya as a progressive and environmentally responsible state.

3.1. Short Title, Extent and Commencement

1. The Policy may be called the "Meghalaya Vehicle Scrappage Policy, 2025."
2. The policy shall come into effect from such date as may be notified by the Government of Meghalaya.
3. It shall extend to the whole State of Meghalaya.
4. This Policy shall apply to all categories of vehicles and their last registered owners, automobile collection centers, automotive dismantling, Scrapping and recycling facilities and recyclers of all types of automotive waste products.

4. Policy Period

The Meghalaya Vehicle Scrappage Policy, 2025 will remain in operation and valid for a period of five years from the date of commencement or till such time the Government may deem fit and proper.

5. Nodal Agency

The Office of the Commissioner of Transport will be the Nodal Agency for implementation of the provisions of this Policy.

6. Registration Authority

The Office of the Commissioner of Transport shall be the Registration Authority for the purpose of this Policy.

6.1. Definitions

1. 'Governor' means the Governor of Meghalaya.
2. 'Government' or 'State Government' means the Government of Meghalaya, unless specified otherwise.
3. 'State' means the State of Meghalaya.
4. 'Policy' means the Meghalaya Scrappage Policy, 2025.
5. 'Scrappage' means the entire process from receipt and record of the End-of-Life Vehicles (ELV) including depolluting, dismantling, segregation of material, safe disposal of non-reusable parts, and issuance of Certificate of Vehicle Scrappage to the registered owner of a motor vehicle.
6. 'Registered Scrapper' means a person, firm, society, trust or company, owning and operating a Registered Vehicle Scrappage Facility (RVSF).
7. 'Registered Vehicle Scrapping Facility' (RVSF) means any establishment which holds a Registration for Vehicle Scrapping issued by the 'Registration Authority' of the State Government for carrying out dismantling and Scrapping operations.
8. 'Scrappage Yard' means the designated location within the premises of the RVSF where the ELVs are processed for further treatment including recycling.
9. 'Registration Authority' means the office of the Commissioner of Transport, which will issue Registrations to RVSF to be operated by the Registered Scrapper.
10. 'Enforcement Agencies' means the Shillong Traffic Police, Municipal Corporations, CEO Cantonment Board, and Transport Department, Government of Meghalaya. 'ELV means End-of-Life vehicles *i.e.*, Government vehicles that completed 15 years of age, Transport vehicles that completed 15 years of age and Non-Transport Vehicles that have completed 20 years of age. End of Life vehicles also means all vehicles which are no longer validly registered or declared unfit through Automated Fitness Centers or their registrations have been cancelled under the Motor Vehicles Act or due to and order of a Court of Law or are self-declared by the legitimate registered owner as a waste vehicle due to any circumstances as may be specified by the Nodal Agency or any extant Rules.

11. 'Appellate Authority' means an officer at the level of Commissioner secretary or above as may be nominated by the Transport Department, Government of Meghalaya, to whom appeal against the action of Registration Authority may be taken.
12. 'Certificate of Deposit' means the certificate issued by the Registered Vehicle Scrapping Facility (RVSF) to recognize the submission of the vehicle from the registered owner to the RVSF for further treatment.
13. 'Certificate of Vehicle Scrapage means the certificate issued by a Registered Vehicle Scrapping Facility to recognize the final disposal of a vehicle.
14. 'Collection Center' means a facility or an area that may be used for the sole purpose of collecting and storing the End of Life Vehicles and sending it for further processing at the Scrapage Yard.
15. 'Final Disposal' means the treatment of the vehicle so that vehicle is no longer capable of being used as such, the evidence for which is the cut out of the Chassis and the disposal of its engine;
16. 'Recycling' means the reclamation and processing of waste in an environmentally sound manner for the original purpose-or other;
17. 'Registered Owner' of an End of Life Vehicle means:
 - i. Owner of the vehicle as defined in clause (30) of section 2 of the Motor Vehicles Act 1988; or
 - ii. Person who has gained ownership of the vehicle in a public auction in accordance with Rule 57 of the Central Motor Vehicles Rules, 1989.
18. 'Treatment' means any activity after the ELV has been handed over to a collection center of a RVSF for depollution, dismantling, shearing, shredding, recovery or preparation for disposal of the shredder wastes, and any other operation carried out for the recovery or disposal of the ELV and its components; and
19. 'Vehicle' means a motor vehicle or vehicle as defined in clause (28) of section 2 of the Motor Vehicles Act 1988.
20. 'Rule' means Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021, as notified by the MoRTH, Government of India, unless specified otherwise.

The word and expressions used and not defined in this police, but defines in the Motor Vehicles Act 1988 or extant notifications or Guidelines or Rules of MoRTH, Government of India, or Transport Department, Government of Meghalaya, shall have the same meanings respectively assigned to them therein.

7. Objective of the Vehicle Scrapage Policy

The objective for the Policy is to Modernize Meghalaya's vehicle fleet- promoting sustainability, road safety, climate preservation and economic growth through Scrapage incentives:-

7.1. Scrapage Ecosystem

To establish Automated Testing Station and Registered Vehicle Scrapage Facility to streamline automated fitness testing of vehicles and the collection, depolluting and dismantling of ELVs. This would enable **formalizing the Scrapage and recycling industry** in Meghalaya.

7.2. Modernization of Fleet

To encourage retirement of older, more polluting vehicles in favour of newer, more environmentally friendly models. This transition will not only **reduce emissions** but also **improve fuel efficiency**, leading to cost savings for vehicle owners and reducing the carbon footprint of the transportation sector.

7.3. Environmental Sustainability

To contribute towards environment sustainability by **reducing air and noise pollution**. Older vehicles emit higher levels of harmful pollutants, by removing these vehicles from the road and replacing them with cleaner alternatives, mitigating the environmental impact of transportation and protect the health and well-being of residents.

7.4. Road Safety

To enhance road safety by encouraging adoption of newer vehicles equipped with advanced safety features. By promoting Scrappage of older vehicles, the policy aims to **reduce the number of accidents and fatalities** on the road, creating a safer environment for all road users.

7.5. Economic Stimulus

To create opportunities for recycling and development of a more sustainable transportation ecosystem. It promotes **circular economy** through back-end integration. As older vehicles are scrapped, there is a demand for jobs stimulating economic activity in the recycling and automotive sectors.

8. Key Intervention Areas

Within the broader plan for designing a holistic vehicle scrappage policy, 3 key intervention areas have been identified. These areas serve as focal points for targeted interventions aimed at a multi-faceted policy. Each area represents a critical component in the State's Vehicle Scrappage landscape and provides the overall framework for the planning, designing, and implementation of Scrappage reforms in the State.

The **3 key intervention** areas are:

1. Setting up of Vehicle Scrappage Ecosystem
2. Regulatory Framework
3. Financials and Incentives

8.1. Setting up of Required Ecosystem

Infrastructure development is crucial for the successful implementation of the proposed Vehicle Scrappage Policy. The two major pre-requisite establishment vital for creating the ecosystem for the Scrappage policy are:

8.1.1. Automated Testing Stations (ATS)

As per **the** GOI guidelines under the Central Motor Vehicles Rules, 2022 fitness testing shall be carried out only at Government Certified Fitness Centers. This shall require the establishment of Automated Testing Stations (ATS). An Automated Testing Station (ATS) uses mechanical equipment to automate the various tests required to check the fitness of a vehicle. The owner or operator of an automated testing station shall be the State Government or any company or association or body of individuals or individual or special purpose vehicle either directly or through public- private partnership.

Provided that a vehicle manufacturer or service station or automobile dealer or any person related to repair of vehicle or manufacturing, or sale of vehicle or automobile spares shall not become the owner or operator of an automated testing station directly. If the owner or operator of an automated testing station is a government body then the application fee for grant of Preliminary Registration Certificate, Registration Certificate and security deposit or bank guarantee for registration certificate shall not be applicable and such entities shall also be exempt from meeting financial criterion.

The automated testing station shall act as a test-only facility and shall not provide any services related to repair of vehicles or manufacturing or sale of vehicles or automobile spares. A separate notification will be published by the Transport Department, Government of Meghalaya in this regard under relevant rules.

8.1.2. Setting up of Registered Vehicle Scrapping Facility (RVSF)

As per the Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 *vide* notification of the Government of India in the Ministry of Road Transport and Highways number G.S.R. 653 (E), Registered Vehicle Scrapping Facilities shall be established all over the country to enable the public to scrap their ELVs.

The process for Scrapping of vehicles is structured into the following steps: De-registration, De-Pollution, Dismantling, Shredding and Recycling as **seen in table 2**.

Sl. No.	Process	Details	Stake holders
1	De-Registration	Registration of ELV on the VAHAAN Portal	RVSF, MoRTH, NCRB
2	De-Pollution	Removal and Handling of Hazardous Materials	CPCB, RVSF & workers
3	Dismantling	Removal of parts and sorting of materials	CPCB, RVSF & workers, Recyclers
4	Shredding	Shred and sorting of materials	RVSF, Manufacturers
5	Recycle	High recovery/Disposal of shredded waste	CPCB, RVSF & OEMs

Table 2: Process for Scrapping of Vehicles at RVSF

8.1.3. Conditions of Eligibility for RVSF

1. The Registered Vehicle Scrapping Facility (RVSF) should be owned and operated by a legal entity, called as the Registered Scrapper, be it a person, firm, Society, Company or Trust established in accordance with extant laws and having the following documents:

2. Certificate of Incorporation or Registration under Shops and Establishment Act or Udyam Registration.
3. Valid Goods and Services Tax (GST) registration and Valid Permanent Account Number (PAN).
4. The Registered Scrapper shall have applied for or having an approval for consent to establish from the Registering Authority of the concerned State.
5. The Registered Scrapper shall undertake to meet the minimum and appropriate equipment to carry out the depollution, dismantling activities in a safe and environmentally responsible manner.
6. The Registered Scrapper shall undertake to obtain the required quality certifications of ISO 9001 (Quality Management System) or ISO 14001 (Environmental Management System) or ISO 45001 (Occupational Health and Safety Management System) within twelve months of commencement of operations as a RVSF.
7. The Registered Scrapper shall possess or provide an undertaking to obtain a consent to operate from Meghalaya State Pollution Control Board (MSPCB) within a period of six months from commencement of operations.
8. The Registered Scrapper shall undertake to abide by the provisions of all applicable Labour codes and all other extant Acts or Rules.
9. The Registered Scrapper shall provide evidence of availability of an adequate usable area of the land in the Orange category⁵ industrial zone of the State by way of ownership of agreement to sell or agreement for lease of a minimum period of three years.
10. The Registered Scrapper shall submit evidence of Orange category industrial zone from the Meghalaya State Pollution Control Board (MSPCB)
11. The Registered Scrapper operating the RVSF must have the necessary cyber security certification for IT systems before start of operation for safe access to the VAHAN database.
12. The Registered Scrapper shall provide approved planed layout and the building plan.
13. The Registration Authority shall consider the site inspection report of the proposed RVSF as per provisions of this policy.

⁵ <https://epcb.nic.in/openpdffile-direction.php?id=UHVibGljYXRpb25GaWxlLzM3NzdfMTU4ODU3NzUwM19tZWVpYXBob3RvMzcyMi5wZGY=>

8.1.4. Registration Procedure for RVSF

1. An applicant, being legal entity called as Registered Scrapper, may make an application in the prescribed Form-1, addressed to the Registration Authority along with a non-refundable processing fee of Rs. 1,00,000/- (Rupees one lakh only) for each Registered Vehicle Scrapping Facility proposed to be established; and
2. An earnest money deposit by way of bank guarantee of Rs. 10,00,000/- (Rupees ten lakhs only) for each RVSF proposed to be established, in favour of the Registration Authority or as a non-interest-bearing security deposit for a period, co-terminus with the validity of the initial registration period plus ninety days.
3. All accepted applications shall be issued a registration certificate in Form-1A.
4. The Registration Authority shall refund the earnest money or bank guarantee of applicants (Registered scrappers) whose applications are rejected.
5. Once the centralized Single Window Clearance portal is developed by the Government of India, the Nodal agency shall be on-board to the online portal. In the interim period, and if the necessity arises, the Nodal Agency may also develop an online portal to clear any pendency in a judicious manner and for Ease of Doing Business.
6. The Nodal Agency shall publish the procedure for grant of approvals on such portal as may be required from time to time.

8.1.5. Duties and Responsibilities of Registered Vehicle Scrapping Facility (RVSF)

1. The registered vehicle Scrapping facility shall be provided connectivity and access to the VAHAN database off vehicle registration with password protected user ID and shall be authorized to make suitable entries regarding Scrapage of the vehicle and issuance of certificate of deposit and certificate of Scrapage either directly or through their collection centre.
2. The Registered vehicle Scrapping facility must have necessary cyber security certifications for IT systems before start of operation for safe access to the VAHAN database.
3. The RVSF shall be provided the necessary connectivity to verify the records of the vehicles produced for Scrapage with the database of the stolen vehicles, health by National Crime Records Bureau (NCRB), or local police as may be required, and it shall be duty of the Registered vehicle Scrapping facility to carry out such verification before Scrapage a vehicle.
4. The RVSF shall undertake verification of the persons handing over the vehicle for Scrapage to determine the bonafide of the vehicle owner or the authorized representative and retain a copy of the same for record for a minimum period of 6 months.
5. The RVSF shall be recognized as facilitation centre as per clause (d) rule 2 of the central motor vehicles rules 1989 for Registered vehicle Scrapping facility purpose only.

8.1.6. Validity and Renewal of RVSF Registration

1. The registration for RVSF issued by the registration authority shall be valid for an initial period of 10 years which shall be renewable for another 10 years at a time subject to the condition that the registered scraper has not been in default of the provisions as prescribed in this policy or any extant laws.

2. An application for renewal of registration may be made 3 months before expiry of such registration.
3. An application for renewal shall be in Form-1 and shall carry such renewal fee and security deposit as may be specified by the nodal agency for this purpose.
4. The registration issued under this policy shall not be transferable.

8.1.7. Right to Inspection

1. Before issuing approval for setting up the RVSF, the Registration Authority, through a committee to be constituted for the purpose shall inspect the proposed site and assess the feasibility and readiness for setting up of the RVSF.
2. The Registered Scrapper shall maintain in the RVSF the records regarding the transaction of vehicles and scrap generation and its responsible disposal to authorized recyclers and all the machinery equipment and apparatus in the RVSF premises, ready for inspection by the Registration Authority or a designated officer of the Government of Meghalaya.
3. Physical inspection and the site visits may be carried out after execution of process as listed below:
 - i. When a report of non-compliance by the appropriate authority or a public complaint has been received by the registration authority in respect of the RVSF or the Registered Scrapper.
 - ii. Such complaint has been forwarded to the registered scrapper to file a written response within 7 working days.
 - iii. The response has been scrutinized and an opportunity has been provided to the registered scrapper to provide further clarifications within 3 working days.
 - iv. The response and clarifications provided are inadequate in the opinion of the registration authority and a site visit is warranted.
4. Such site visit shall be duly authorized by the Registration Authority.
5. The report of the inspection team shall be submitted to the Registration Authority and a copy of the same shall be provided to the Registered Scrapper.
6. In case of non-compliance to the directions of the Registration Authority; the Registration Authority, may after providing an opportunity to the registered scrapper of being heard pass a speaking order to cancel or suspend the registration for the RVSF.

8.1.8. Criteria for Scrappage of Vehicles

The following vehicles may be offered for Scrappage to the registered scrapper:

1. Vehicles which have not renewed their certificate of registration in accordance with rule 52 of the central motor vehicles rules 1989.

2. Vehicles which have not been granted certificate of fitness in accordance with rule 62 of the central motor vehicles Rules, 1989.
3. Vehicles which have been damaged due to fire, riot, natural disaster, accident or any calamity, following which the registered owner self certifies the same as scrap.
4. Vehicles which have been declared obsolete or surplus or beyond economic repair by the Central or State Organizations of the Government and have been offered for Scrappage.
5. Vehicles bought by any agency including Registered Vehicle Scrapping Facility (RVSF) in an auction for Scrappage the vehicles.
6. Vehicles which have outlived their utility or application particularly for projects in mining, highways, power, farms etc. as may be self-certified by the owner.
7. Manufacturing rejects, test vehicles, prototype, vehicles damaged during transportation from vehicle original equipment manufacturer to dealers or Unsold or unregistered vehicles as may be certified by the vehicle original equipment manufacturer.
8. Auctioned, impounded, or abandoned vehicles by any enforcement agency.
9. Any other vehicle voluntarily offered to a Registered Vehicle Scrapping Facility for Scrappage, by the owner.

8.1.9. Scrappage Procedure

The Scrappage of vehicles shall be carried out by the RVSF in respect of all end of life vehicles by the following procedure namely: -

1. The registered owner or the authorized representative shall hand over the vehicle together with an application as per Form-2 in two originals to the Registered Scrapper or the designated Collection Centre for deposit and further treatment of the vehicle.
2. If the vehicle does not have a valid registration, then the Registered Scrapper or its designated center shall match the identity of the registered owner as per the VAHAN database with the person handing over the vehicle and receive the vehicle and issue a receipt through digital platform linked to VAHAN database.
3. Vehicles impounded by an enforcement agency shall be handed over to the Registered Scrapper.
4. The Registered Vehicle Scrapping Facility shall verify the records of the vehicles produced for Scrappage with the database of the stolen vehicles held by National Crime Records Bureau as well as with the local Police before Scrappage a vehicle.
5. The Registered Scrapper shall require, along with the Form-2, the following applicable original documents from the owner or the authorized representative, -
 - i. Original Certificate of Registration.

- ii. Authorization from the registered owner; in case of inheritance, the death certificate of the registered owner accompanied with any proof of succession,
- iii. Certificate or order confirming the sale of the vehicle in a public auction in his favour duly signed by the person authorized to conduct the auction; and
- iv. An undertaking, as per para 4 of Form-2 from the owner or representative, indicating that vehicle has no pending criminal record or litigation and there are no pending dues on the vehicle.
- v. The Registered Scrapper shall verify that the hire-purchase, lease or hypothecation agreement in the certificate of registration of a motor vehicle required under sub-section (2) of section 51 of the Act has been duly discharged and an undertaking to this effect shall also be given by the owner or representative in para 4 of Form-2.
- vi. The Registered Scrapper shall accept self-certified copies from the owner or through authorized representative of the following documents:
 - a) Copy of the Permanent Account Number card of the owner.
 - b) Canceled cheque of the bank account of the owner.
 - c) Identity Proof of the authorized representative (if applicable) such as passport, voter card, Aadhar Card, driving license or photo identity card issued by the State Government or the Central Government.
 - d) Address proof of the owner such as electricity bill, water bill, land line telephone bill or piped cooking gas bill etc.; and
 - e) Digital photograph of the owner or authorized representative physically handing over the End-of-Life Vehicle to the Registered Scrapper, or a photograph of the owner or representative duly pasted in Form-2 and countersigned by the owner or representative.
6. The Registered Scrapper shall return the second Form-2, duly receipted, to the owner or his/her authorized representative and deface or punch the Registration Certificate in the presence of the owner or his/her authorized representative and issue the Certificate of Deposit as evidence of transfer of ownership of the vehicle.
7. The Registered Vehicle Scrapping Facility established in a State may accept and scrap the vehicles registered in any of the State or Union Territory under the jurisdiction of any Registration Authority.
8. The whole process shall be smoothly linked with VAHAN and on pan India basis irrespective of the location of any vehicle registering authority.
9. The Registered Vehicle Scrapping Facility shall facilitate the process of submission of request electronically and transmission of registration certificate (defaced or punched) to road transport or regional transport office in getting vehicle deregistered as per provisions of the Act.
10. The 'Certificate of Deposit' shall be a necessary and sufficient document for the owner to avail incentives and benefits for purchase of a new vehicle as may be declared from time to time.

11. The Certificate of Deposit shall be tradable and once utilized shall be collected by the agency or dealer providing the benefits to the holder of the said certificate.
12. The Certificate of Deposit shall be stamped as Canceled by the agency or dealer, and marked as such in the VAHAN database.
13. The regional transport office registering the new vehicle purchased against the Certificate of Deposit may verify and authenticate the Certificate of Deposit.
14. The Registered Scrapper shall digitally remit or pay by an account payee cheque, the agreed consideration for the vehicle and obtain a receipt for the same from the owner or his authorized representative for record.
15. The Registered Scrapper shall have the cut piece of the chassis number in safe custody for a period of six months from the date of issue of Certificate of Vehicle Scrappage issued under rule 11.
16. The Registered Scrapper shall maintain a physical copy of all documents for a period of two years and a digital scanned copy of those documents for a period of ten years for record and examination during inspection.
17. The Registered Scrapper shall ensure that removal or re-cycling or disposal of hazardous parts of the scrapped vehicle is done as per CPCB guidelines for Environmentally Sound Management of End-of-Live Vehicles and AIS-129 and the Guidelines of the Meghalaya State Pollution Control Board (MSPCB).
18. Vehicles shall not be scrapped until the fuel, oil, antifreeze, and other gases, fluids etc. are drained and collected in certified standard containers.
19. A register of vehicles scrapped shall be maintained in Form-3.

8.1.10. Issuance of Certificate of Vehicle Scrappage

1. The Registered Scrapper, after completing the necessary treatment, shall issue a digital Certificate of Vehicle Scrappage including a digital photograph of the cut out of the chassis, in Form-4 to update the national register, VAHAN Database and inform the competent authority of the State Government or Union territory Government for updating of records.
2. A separate record of the scrapped vehicles shall be maintained on the VAHAN database by the Central Government.

8.1.11. Installation of CCTV Cameras

1. The Registered Scrapper shall install CCTV cameras at the Scrappage yard, in the customer and vehicle reception area and the record of Scrappage shall be saved in the Registered Scrapper's IT system for a period of three calendar months.
2. The access to the CCTV footage installed in the facility may be provided to the authorized agencies as may be required by the State Government or Union territory Government.

8.1.12. Scrappage Yard and Collection Center

1. The Scrappage Yard shall be set up in an adequate area having space for vehicular movement, storing the vehicles or items received and recyclable material recovered, commensurate to the size and voluminous nature of the scraps to be handled by the facility.

2. The Scrappage Yard shall be a gated area to handle, depollute and dismantle End-of-Life Vehicles, white goods and other scraps along with a facility for measuring radiation as is followed for import of scrap.
3. Material handling machines shall be utilized to minimize human intervention and create safe workplaces.
4. All Scrappage Yards shall engage competent and trained manpower to process the End-of-Life vehicles, goods and other scraps.
5. The Scrappage Yard shall have dry areas (free from water logging), impermeable surfaces like asphalt or concrete flooring, asphalt or concrete roads, adequate workshop facilities for in-house maintenance, fire protection systems etc. to maintain safe workplaces and all other required measures for keeping pollution under control.
6. Scrappage Yard shall be equipped with a depollution system, preferably with zero discharge system and dismantling work shall be done using technology for processing the End-of-Life vehicles, goods and other scraps.
7. The Scrappage Yard shall comply with relevant health and safety legislation or regulation and environmental norms.
8. The Scrappage yard shall have, -
 - i. Suitable earmarked area for parking of waste vehicles on non-permeable asphalt or concrete or epoxy coated flooring with adequate drainage facility and no waste or potentially waste vehicle shall be parked on roads or public spaces even during processing of applications for deposit and shall be accommodated within the premises of the Registered Vehicle Scrappage Facility only.
 - ii. Certified de-polluting equipment to ensure zero leakage of pollutants during draining of fuels or fluids or gases and liquids, certified de-risking equipment for safe neutralization or removal of airbags, pretensioner etc., appropriate dismantling equipment for the activities defined (such as de-risking, depolluting, dismantling, shredding, shearing, bailing etc.), designated areas for storing the segregated scrap, adequate space for storage and handling of segregated spares, designated space for temporary storage of automotive hazardous waste such as tyres, batteries, fuel, oils, liquids and gases, suitable safety and occupational health equipment, material handling equipment for the safe transportation of spares, scrap etc.
 - iii. Appropriate Industrial grade lighting and ventilation systems, conformity to noise pollution norms and appropriate effluent treatment plants or water recycling plants.
9. Scrappage Yards shall accredit themselves with the latest version of quality standards viz. ISO 9001 (Quality management system), ISO14001 (Environmental Management System) and ISO 45001 (Occupational health and safety) within twelve months of commencement of operations.
10. In case Scrappage Yards do not have adequate capability or provisions for responsible recycling of hazardous waste (like e-waste, lead acid batteries, lithium-ion components, or for recovery of rare earth metals, etc.), or for recycling of scrap material, which is outside its scope, then such materials shall be sold to duly authorized recyclers or agencies, who have adequate capability and license.

11. Records of the transactions shall be maintained, clearly stating the volumes offloaded and the name, authorization number, Permanent Account Number, Goods and Services Tax and other commercial details of the authorized recycler/agency. Such records shall be subject to periodical audit.
12. Collection Centre may be established by a Registered Vehicle Scrapping Facility at any other place, other than the Scrappage Yard if collection center undertakes activities such as depollution and dismantling and the requirements applicable for Scrappage Yard shall also be applicable to such Collection Center.

8.2. Regulatory Framework

The Regulatory framework of the policy encompasses the **audit and certification** of RVSFs and the detail of penalties and appeal. For implementing this scrappage policy in an effective way in the State of Meghalaya to reduce vehicular pollution & to phase out unfit and polluting vehicles, thereby promoting recycling of vehicle scrap in an eco-friendly manner, the followings steps shall be adopted by the Government of Meghalaya:

8.2.1. Audits and Certification

1. The Registered Vehicle Scrapping Facility shall be audited by the Registration Authority for compliance with these rules.
2. On behalf of the Registration Authority, any of the agencies specified under rule 126 of the Central Motor Vehicles Rules, 1989 or in such list, may undertake, -
 - i. Regulatory and compliance audit; and
 - ii. Audit of the mass flow statement as maintained in Form-3 by the Registered Vehicle Scrapping Facility (RVSF).
3. The audit report shall also grade and evaluate the Registered Vehicle Scrapping Facility (RVSF) in terms of its performance and adherence to occupational health and safety compliances, regulatory, business, environment and labour standards and the respective recycling rates basis, the mass flow information recorded in Form-3 achieved by the Registered Scrapper.
4. Such audit report shall be uploaded on the portal by the Registered Scrapper annually for a financial year or part thereof and shall be submitted by the 31st of May (within two months of completion of financial year) of that financial year.
5. Observations of non-compliance as reported in the audit report shall be resolved by the Registered Scrapper within two months of issue of the audit report which may be extended by a maximum of one-month by the Registration Authority.
6. The Registered Scrapper shall ensure that ISO certifications are re-validated at least three months before their expiry.

8.2.2. Penalties and Appeal

1. Any person aggrieved by an order passed the Registration Authority may within thirty days of the date of receipt of such order, appeal to the Appellate Authority.
2. The Appellate Authority shall dispose the appeal within thirty working days from the date of appeal. In case of any violation of this Policy or any extant Laws, the Registration Authority may forfeit the security amount in part or full or/and may also cancel the registration of any Authorized Scrapper. However, of opportunity of being heard will be given before forfeiture of security and before issuance of cancellation orders.
3. Any person aggrieved by any order of the Registration Authority for forfeiture of security or issuance of cancellation orders or any related mater thereto, may within 30 days of the receipt of such order, appeal to the Appellate Authority.
4. The Appeal shall be preferred in duplicate in the form of an application setting forth the grounds of objections to the order of the Registration Authority and shall be accompanied by a certified copy of the order appealed against and a fee of Rs. 10,000/- (Rupees Ten Thousand Only)
5. The Appellate Authority shall dispose the appeal within thirty working days from the date of appeal.

8.3. Financials and Incentives

The Vehicle Scrappage Policy incentivizes Scrappage of vehicles through provision of the following financials and incentives:

8.3.1. Scrap Value of ELVS:

1. The scrap value for ELVs (Annexure -1) would be determined as 90% of the value of ferrous scrap component of the vehicle. The weight of ferrous scrap in an ELV could be taken at 65% of its kerb weight (total weight of a vehicle along with all standard equipment, fluids, and fuel of the vehicle). The standard formula to derive the market value will be as follows:

Market Value = Value of ferrous or metal scrap (90% X current market price of ferrous metal) X Scrap Metal weight (65% X ELV Kerb Weight)

2. All the scrap value shall be paid through digital mode only to the bank account in the name of Vehicle owner within 15 days of the vehicle accepted by the RVSF.
3. The vehicle for which scrap value is not claimed within the period of 15 days, the scrap value shall be deposited by the concerned RVSF in government account of the enforcement agency by way of Demand Draft/RTGS/NEFT/IMPS

8.3.2. Incentives for Vehicle Owners:

To encourage people to voluntarily hand over their vehicles to RVSF and in pursuance of MoRTH Notification vide GSR 720(E), Dtd. 5th October 2021, the following incentives shall be available:

1. Issuance of a **Certificate of Deposit (COD)** after successful deposit of the ELVs. The COD, which shall be tradable, is a necessary and sufficient document for the owner to avail incentives and benefits for the purchase of a new vehicle as may be declared from time to time.
2. The person who has scrapped his/her ELVs and further purchases a new vehicle with the BS VI norms and above as well as EV may be prescribed by the competent authority from time to time shall be eligible for **complete waiver on the registration charges** levied upon by the Regional Transport Office (RTO) of the new vehicle.
3. In case the vehicle is registered against submission of "Certificate of Deposit", the Government would provide up to **25% (non-transport vehicles)** and **15% (transport vehicles)** of rebate on Motor Vehicle Tax levied upon by the RTO for vehicles which are purchased after scrapping of old vehicles. This concession shall be available up to 8 years in case of transport vehicles and up to 15 years in case of non-transport vehicles.
4. The State may come up with "One Time Settlement" scheme to incentivize voluntary Scrapping within a specified period.

8.3.3. Incentives for Registered Vehicle Scrapping Facilities:

1. 100% exemption of Stamp Duty and Registration, subject to a monetary ceiling of INR 10,00,000 (Rupees Ten Lakhs Only).
2. Land bank support to Registered Vehicle Scrapping Facility to set up a collection center in Meghalaya.

9. Institutional Arrangement

Presently, the vehicle Scrapping in the state involves multiple institutions and stakeholders responsible for various facets, including service provision, infrastructure development, enforcement, regulation, and decision-making. Despite the presence of these stakeholders, there exists a crucial gap in the implementation, delivery of services, enforcement, and infrastructure development within the current institutional structure.

With the introduction of this policy, the State shall empower the Transport Department to streamline the policy. A separate entity within the Transport Department shall be further created as an overarching institutional mechanism for the policy and resources shall be allocated for

The same. The entity shall be responsible for overseeing the implementation and facilitate coordination among stakeholders.

By centralizing this process, the policy seeks to overcome overlaps, enhance coordination, and ensure the effective dissemination of relevant data and information among different agencies. This proactive approach aims to develop a more accountable, citizen-centric, and streamlined urban mobility framework in the State.

In addition, the implementation of the policy requires coordinated efforts from various State departments and agencies, each having specific roles. Each Department shall contribute to the overall strategy and execution of the policy initiatives in the following ways:

9.1. Role of State Government:

9.1.1. Regulatory environment

The government shall indicate clear targets and activities in the policy for extended producers' responsibility (EPR) that need to be undertaken by OEMs to ensure better recovery and recycling of the ELVs.

For manufacturers to meet the design standards of vehicles, Automotive Industry Standard-129 shall be mandated immediately.

A list of the vehicle parts that are non-critical that can be reused, such as wiper motor, should be clearly mentioned. Standards for secondary parts should be developed to ensure market acceptance.

9.1.2. Implementation

Immediate announcement and implementation of guidelines provided by MoRTH shall be carried out by all districts.

Phase I:

Government Vehicles: All Govt. Vehicles under different Govt. Departments, PSUs, Organizations, Autonomous Councils etc. above 15 years of age as on the date of notification of this Meghalaya Vehicle Scrappage Policy 2025 failing fitness test are to be mandatorily scrapped through a Registered Vehicle Scrapping Facility (RVSF) at the scrap value as per existing market rate (Annexure -1). No such vehicles are required to be placed before any condemnation board for disposal of such "End of life" vehicles. In case, two or more RVSF take part in auction process, the vehicle shall be handed over to the highest bidder.

Non-Government Vehicles: Non-transport vehicles above 35 years that fail the fitness test or are not granted a certificate of fitness shall be handed over to the RVSF for scrappage.

Phase II*:

Non-Government Vehicles: Non-transport vehicles above 20 years that fail the fitness test or are not granted a certificate of fitness shall be handed over to the RVSF for scrappage.

Phase III*:

Non-Government Vehicles: Non-transport vehicles above 15 years that fail the fitness test or are not granted a certificate of fitness shall be handed over to the RVSF for scrappage.

**The detail of enabling implementation and date shall be published by the Transport Department, Government of Meghalaya in a consecutive notification.*

9.1.3. Inspection and Maintenance (I&M)

To implement an Inspection & Maintenance system, state government shall provide adequate land for setting up Registered Vehicle Scrappage Facility (RVSF) that allows for frequent upgradation.

To ensure compliance with the Scrappage policy, the centralized VAHAN database of vehicles shall be updated regularly.

The two departments crucial to the successful implementation of the policy are:

1. **The Transport Department:** The Department shall oversee the overall management and implementation of the policy. It shall be the central point of communication and be responsible for the strategic planning and resource allocation.
2. **The Home Department:** The Department shall develop and implement regulatory frameworks related to the vehicle Scrappage policy, disposal of ELVs, and traffic rules. It shall ensure compliance with national and local transportation laws and regulations.

9.1.4. Capacity Building of Officials

The officials in DTOs and with the Home Department as enforcement agency shall undergo capacity building training to ensure appropriate implementation of the policy.

9.1.5. Improve customer awareness.

Public awareness is one of the main factors in determining the success of the Vehicle Scrappage Policy which should be tailored towards potential participants at a regional level by the state governments.

A conditional purchase incentive for electric/hybrid/fuel-efficient vehicles for buyers with a vehicle Scrappage certificate can push their adoption among users while promoting Scrappage.

To ensure participation of the customers in the recycling process, a refundable advance recycling fee can be levied at the time of purchase.

9.1.6. Support to RVSF

One of the major investments for RVSF is land acquisition. The state governments shall assist in the establishment of RVSFs because of the resource-intensive nature.

The recycling industry/RVSFs should be eligible for incentives and benefits given to industries.

9.2. Stakeholder Management

The successful implementation of the policy would require convergence amongst all the stakeholders involved in the process to ensure seamless transformation to a formalized Scrappage economy as compared to the unorganized and informal Scrappage structure currently in place.

9.2.1. Role of Original Equipment Manufacturer (OEMs):

OEM refers to a company that produces components or products that are used as parts in the final products of the company. Automobile manufacturers have a crucial role to play in the successful implementation of the Vehicle Scrappage Policy by contributing towards recycling of ELVs and enabling the flow of circular economy.

9.2.2. Extended Producers' Responsibility (EPR):

EPR activities for ELVs shall include reverse logistics for take back, recycling, recovery, and disposal of ELVs by OEMs, besides feedback into design and choice of materials for new vehicles. To calculate the recyclability/recoverability rates, OEMs shall provide detailed information regarding the nature and mass of all materials used in manufacturing of the vehicles.

9.2.3. Recycle, Reuse, Reduce - from the design stage for new vehicles:

OEMs shall create vehicles beginning from the design phase that can easily be recycled. To achieve recoverability and recyclability levels vehicles manufactured should be reusable and/or recyclable to a minimum of 80% by mass and reusable and/or recoverable to a minimum of 85% by mass.

9.2.4. Role of RVSFs:

The RVSFs shall create environmental and safety standard compliant infrastructure.

They must ensure that an indicative scrap value of an ELV should be based on the weight of the vehicle and the market (Annexure -1) value of the materials that are obtained by the customers.

The RVSFs shall have back-end-integration to promote circular economy.

9.2.5. Role of Vehicle Owners:

The Vehicle Owners shall comply with the rules laid by the national and state laws and regulations. They must act as responsible agents in advancing the objectives of the vehicle Scrappage policy in reducing air pollution.

10. Conclusion

The vehicle Scrappage policy is aimed at creating an eco-system for phasing out unfit and polluting vehicles in an environmentally friendly and safe manner. The automotive sector has been undergoing various regulatory changes and challenges over a period of 2-3 years. The Vehicle Scrappage Policy is one policy which was long due and now is being implemented in a phase wise manner in the State. The Policy takes into consideration various factors such as age of vehicles, emissions levels, and economic incentives for participation in the Scrappage program. This strategy is informed by rigorous data analysis, including assessments of the current state of the vehicle fleet, projected environmental impacts, and potential economic benefits.

Collaboration with key stakeholders is crucial for the successful execution of the policy. This includes convergence of the Transport and the Home department responsible for regulation and enforcement with the Automobile manufacturers, fitness testing centers, Scrappage facilities.

Public awareness campaigns play a pivotal role in encouraging participation in the Scrappage program and promoting the adoption of sustainable transportation alternatives. These campaigns should be carefully crafted to educate citizens about the benefits of the vehicle Scrappage, such as reduced air pollution, improved road safety, and economic incentives for replacing older vehicles with newer more fuel-efficient models. The initiative will promote a circular economy and make the process of economic development more sustainable and environment friendly. This shall further result in more production of raw materials and less dependency on the imports for many raw materials. The Policy further envisions to help create job opportunities by formalizing the Scrappage industry.

Furthermore, continuous monitoring and evaluation mechanisms must be established to assess the impact of the policy and facilitate necessary adjustments over time. This includes tracking key indicators such as the number of vehicles scrapped, emissions reduced achieved, and economic benefits realized. Overall, the proposed Vehicle Scrappage Policy for Meghalaya represents a holistic approach to addressing the challenges posed by ageing vehicles. By integrating regulatory, economic, and social dimensions, the policy aims to achieve tangible benefits for both the environment and public health while promoting sustainable transportation practices across the state.

SANJAY GOYAL,

Commissioner & Secretary to Government of Meghalaya,
Transport Department.

FORM- 1

(Refer Rule: 8.1.4 - 1)

APPLICATION FOR REGISTERED VEHICLE SCRAPPING FACILITY (RVSF)

Application for	Please tick as applicable
Registration for a new RVSF	
Renewal of Registration for existing RVSF	
Modification in existing registration	

1. FOR OFFICE USE

APPLICATION NO	
APPLICATION DATE	
DATE	
FEE	
SECURITY DEPOSIT	

2. GENERAL INFORMATION

i	Name	
ii	Address	
iii	Tel	
iv	FAX	
v	Email	
vi	CIN	
vii	PAN	
viii	GST	
ix	Status	Company Firm Trust Society Proprietor Govt JV PPP
x	Attach	MoA AoA
xi	Existing Activities of the Company (National Industrial Classification Code)	

3. PLANT DETAILS

a	Location (Provide Map)	
b	Area (sq m)	
c	Possession Details	Owned Lease/Period Years
d	State	
e	District	
f	Category of industrial zone	

4. Proposed Activities of the Company	L Vehicles	Yes	No	Capacity	Nos
	M Vehicles	Yes	No	Capacity	Nos
	N Vehicles	Yes	No	Capacity	Nos
	Other	Yes	No	Capacity	Nos
5. Proposed Capital Structure (INR Lakh)	Authorised				
	Subscribed				
	Paid-Up				
6. Proposed No of Employees					

7. Availability of Space

a	Plant Design and Layout, showing following spaces and areas (sqm): -	
---	--	--

b	Earmarked area for the safe and environmentally compliant parking of waste vehicles (sqm)	
c	Designated areas for storing the segregated scrap (sqm)	
d	Space for processed scrap and usable parts (sqm)	
e	Designated space for temporary storage of automotive hazardous waste (sqm)	
f	Provision of space for parking of safe transportation of spares, scrap and waste products (sqm)	

8. Availability of Equipment

a	Certified de-polluting equipment	Yes	No
b	Certified de-risking equipment	Yes	No
c	Safety and occupational health equipment	Yes	No
d	Security certifications for the IT Systems for safe access to VAHAN database	Yes	No

9. Environmental Clearance

a	Consent to Establish	
b	Consent to Operate	

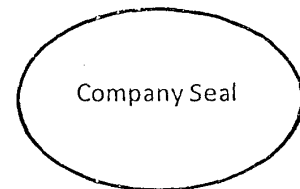
10. Application No for VAHAN Database	
---------------------------------------	--

11. Undertaking

	The Applicant hereby undertakes to		
a	Comply with CPCB Guidelines for the Safe Disposal of scrapped vehicles	Yes	No
b	Obtain the Quality Certifications within 12 Months of Issue of Registration		
	i	ISO 9001	Yes
	ii	ISO 14001	Yes
	iii	ISO 45001	Yes
c	Comply with the Hazardous Waste Management Rules (2016)	Yes	No

Authorized Signatory

Date



Company Seal

FORM-1A

(Refer Rule: 8.1.4 - 3)

APPROVAL FOR SETTING UP OF REGISTERED VEHICLE SCRAPPING FACILITY (RVSF)

The Registration Authority has approved the issue of Registration for setting up of Registered Vehicle Scrapping Facility as per details below:

1.	APPLICANT						
2.	LOCATION						
3.	APPLICATION NO						
4.	APPLICATION DATE						
5.	APPROVAL	YES		NO		RESUBMIT	
6.	CATEGORY	L Vehicles	Yes	No	Annual Capacity		Nos
		M Vehicles	Yes	No	Annual Capacity		Nos
		N Vehicles	Yes	No	Annual Capacity		Nos
		Others	Yes	No	Annual Capacity		Nos
7.	REGISTRATION NUMBER						
8.	VALIDITY	FROM			TO		
9.	PROCESSING FEE	AMOUNT					
10.	SECURITY DEPOSIT	AMOUNT					
11.	BANK GUARANTEE	AMOUNT		Date		Validity	
12.	CONDITIONS						
	a	Registration is Non-Transferable					
	b	Undertaking are to be liquidated by			Date		
	c	Submit Compliance Self-Certification by			Date		
	d	Facility Inspection Due			Date		
	e	First Test Audit Due			Date		

Note: The Registration is Non-Transferable

Registration Authority

Stamp
Date

FORM - 2

(Refer Rule: 8.1.9 - 1)

COMPOSITE APPLICATION FOR SCRAPPAGE AND CERTIFICATE OF VEHICLE DEPOSIT

1. OWNER DETAILS	
A	NAME
B	ADDRESS
C	MOBILE NO
D	E MAIL
E	PAN
F	BANK ACCOUNT
	i NAME OF BANK
	ii BRANCH
	iii ACCOUNT NUMBER
	iv IFSC
	v CANCELLED CHEQUE
	vi CONSIDERATION RECEIVED (Rs)
	vii INVOICE NO AND DATE
G	PHOTOGRAPH ATTACHED
2. VEHICLE DETAILS	
	REGISTRATION NO
	MAKE
	MODEL
	VEHICLE CATEGORY
	CHASSIS NO
	ENGINE NO
	MONTH/YEAR OF MANUFACTURE
3. DOCUMENT	
A	Original Certificate of Registration.
B	Copy of Fitness Certificate following which the vehicle has been declared unfit for use, if applicable.
C	Authorization from the registered owner
D	In case of Inheritance, the death certificate of the registered owner accompanied with any proof of succession
E	Certificate or order confirming the sale of the vehicle in a public auction
4. CERTIFICATION BY APPLICANT	
<p>I/We Resident of hereby declare that all the particulars furnished by me / us in this form are true and correct; the subject vehicle is not engaged in any kind of criminal activity/litigation and realize that I/WE are fully liable for any false declaration furnished above.</p> <p>I/We hereby declare that there are no pending dues on the said vehicle; the hire-purchase, lease or hypothecation agreement in the certificate of registration of the said vehicle has been duly discharged and that I/WE shall be fully liable for any such dues and charge pending before this date and I/We fully indemnify the Registered Vehicle Scrappage Facility from all such charges.</p>	

DATE:		SIGNATURE:	
PLACE:			
5.	CERTIFICATE OF DEPOSIT		
	<p>1. We certify that Vehicle Registration No.....Make.....Model..... Vehicle Category.....has been accepted at our Facility vide our Inward No. dated.for Treatment in accordance with these rules for the Disposal of Vehicles and the agreed consideration of Rs.....has been paid to the owner vide our Payment Voucher No.....Dated.....</p> <p>2. We further certify, that on completion of Treatment the National Register, VAHAN Database and the competent authority would be intimated for updating of records.</p>		
DATE:		SIGNATURE:	
PLACE:		STAMP:	
		RVSF No.	
		VALIDITY	

On Company Letter Head

RVSF No. VALIDITY

FORM-3

(Refer Rule: 8.1.9 - 19)

ANNUAL RETURN FOR FINANCIAL YEAR 2021-202_

1.	NAME				
	REGISTRATION NUMBER				
	VALIDITY				
2.	CAPACITY UTILISATION (NOS)				
	A	DEREGISTRATION	COMPLETED (1)	IN PROCESS (2)	TOTAL (1+2)
	i	L VEHS			
	ii	M VEHS			
	iii	N VEHS			
	iv	OTHERS			
	v	TOTAL(A)			
	B	TREATMENT	AUTHORISED (1)	UTILISED (2)	% UTILISATION ((1)/(2)*100)
	i	L VEHS			
	ii	M VEHS			
	iii	N VEHS			
	iv	OTHERS			
	v	TOTAL(B)			
3.	MASS FLOW				KGS
	A	INWARDS			
	i	L VEHS			
	ii	M VEHS			
	iii	N VEHS			
	iv	OTHERS			
	v	GRAND TOTAL (i+ii+iii+iv =A)			
	B	OUTWARDS			
	i	FERROUS			
	ii	ALUMINIUM			
	iii	COPPER			
	iv	PLASTICS			
	v	GLASS			
	vi	TYRES			
	vii	PRECIOUS METALS (Palladium, Rhodium, Gold, Silver, Platinum, etc.)			
	viii	OTHERS			
	ix	SUB-TOTAL (i)			
	C	HAZARDOUS WASTE FOR REPROCESSING			
	i	FUEL			
	ii	OILS			
	iii	GASES			
	iv	BATTERIES			
	v	FLUIDS			
	vi	SUB-TOTAL (ii)			
	D	HAZARDOUS WASTE TO LANDFILL			
	i	RESIDUES RETAINED			
	ii	LANDFILL			
	iii	SUB-TOTAL (iii)			
	E	GRAND TOTAL (i+ii+iii =B)			
	F	MASS BALANCE(A-B)			

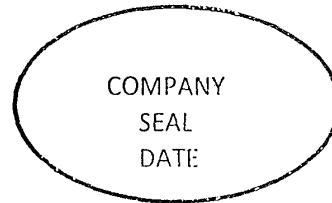
4.	QUALITY CERTIFICATIONS STATUS		VALIDITY	REMARKS
	A	ISO 9001		
	B	ISO 14001		
	C	ISO 45001		
5.	AUDIT			
	A	AGENCY		
	B	DATE		
	C	RESULT	PASS	FAIL
				RESUBMIT
6.	SAFETY		Nos	REMARKS
	A	ACCIDENTS		
	B	INCIDENTS		

I..... DESIGNATION.....

hereby certify that the data submitted above is a true and accurate reflection of the activities of the company for the financial year 2021-202_.

Signature

Place



Annexure – I
(Refer Rule: 9.1.2, 9.2.4)

Determination of reserve price for the End-of-life Vehicle (ELV).

Determination of reserve price for the End-of-life Vehicle (ELV).

Value of ferrous or metal scrap [A]

The market price of ELVs will be determined by 90% of the value of the ferrous or metal scrap component of a vehicle multiplied by the current market price of iron.

Scrap Metal weight [B]

The weight of ferrous scrap in an end of life vehicle [ELV] could be taken at 65% of its kerb weight (total weight of a vehicle along with all standard equipment, fluids, and fuel of the vehicle).

The standard formula to derive the market value will be as follows:

Market Value = Value of ferrous or metal scrap (90% X current market price of ferrous metal) X Scrap Metal weight (65% X ELV Kerb Weight)

$$M.V = A \times B$$

The 16th May, 2025.

No.FOR.64/2021/1019. - In exercise of the power conferred under Section 17 (1) of the Meghalaya Forest Regulation Act, 1973 (Assam Forest Regulation VII of 1981 as adapted by the Government of Meghalaya), the Governor of Meghalaya is pleased to declare the land described below which is essentially for Compensatory Afforestation provided by the User Agency *viz* M/s Green Valliey Industries Limited in *lieu* of forest land diverted under the Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980 with Stage I/ In-principle approval of Central Government vide letter F.No.3-MGC017/2022-SHI, dated 30th September, 2024, shown in the Schedule and map annexed herein as Phase-II extension of Nongumiang Reserved Forest with effect from the date publication of this Notification in the Official gazette of Meghalaya.

SCHEDULE

- | | | |
|---|---|-------------------------------------|
| 1. District | - | West Khasi Hills |
| 2. Mauza No. | - | Nongstoin Syiemship |
| 3. Name of the Proposed Reserved Forest | - | Nongumiang Block II Reserved Forest |
| 4. Area | - | 11.09 Ha. |

Area of land measuring 11.09 Hectares situated at Nongumiang village being part of land acquired *vide* Government Declarations:-

1. No.RDS.97/2017/Pt.1/106, dated 30th October, 2019
2. No.NDR/TL-3/2019/8, dated 6th November, 2019

BOUNDARIES

- | | | |
|-------|---|---|
| North | - | Land of M/s Green Valliey Industries Limited |
| South | - | Land of Shri Sailen Nongrum |
| East | - | Land of Shri Sailen Nongrum |
| West | - | Land of M/s Green Valliey Industries Limited. |

DESCRIPTION OF BOUNDARIES

NORTH:- Starting from Station 1 at a co-ordinate N 25°26'20.61" E 91°07'42.83" the boundary line runs Northeastwards with a fore bearing of 82° and for a distance of 61.56 m to station 2 at co-ordinates N 25°26'21.02" E 91°07'45.00". Thence from station 2 Northeastwards with a fore bearing of 81° and for a distance of 55.81 m to station 3 at co-ordinates N 25°26'21.22" E 91°07'46.98". Thence from station 3 Northeastwards with a fore bearing of 76° and for a distance of 57.36 m to station 4 at co-ordinates N 25°26'21.79" E 91°07'48.96". Thence from station 4 Northeastwards with a fore bearing of 81° and for a distance of 59.88 m to station 5 at co-ordinates N 25°26'22.01" E 91°07'51.08". Thence from station 5 Southeastwards with a fore bearing of 128° and for a distance of 38.91 m to station 6 at co-ordinates N 25°26'21.31" E 91°07'52.25". Thence from station 6 Southeastwards with a fore bearing of 116° and for a distance of 82.54 m to station 7 at co-ordinates N 25°26'20.34" E 91°07'54.94". Thence from station 7 Southeastwards with a fore bearing of 112° and for a distance of 51.54 m to station 8 at co-ordinates N 25°26'19.50" E 91°07'56.64".

EAST:- From Station 8 at co-ordinates N 25°26'19.50" E 91°07'56.64" runs Southwestward with a fore bearing of 200° and for a distance of 92.59 m to station 9 at co-ordinates N 25°26'16.65" E 91°07'55.51". Thence from station 9 runs Southwestward with a fore bearing of 178° and for a distance of 56.31 m to station 10 at N 25°26'14.82 E 91°07'55.67". Thence from station 10 runs Southwestward with a bearing of 204° and for a distance of 47.37 m to station 11 at N 25°26' 13.40" E 91°07'54.97". Thence from station 11 runs South westward with a fore bearing 202° and for a distance of 41.62 m to station 12 at N 25°26'12.14" E 91°07'54.43".

SOUTH:- From station 12 at N 25°26'12.14" E 91°07'54.43" runs Southwestward with a fore bearing of 259° and for a distance of 55.69 m to station 13 at N 25°26'11.76" E 91°07'52.48". Thence from station 13 runs South westwards with a fore bearing of 250° and for a distance of 57.55 m to station 14 at N 25°26'11.10" E 91°07'50.56". Thence from station 14 runs Southwestwards with a fore bearing of 258° and for a distance of 57.39 m to station 15 at N 25°26'10.69" E 91°07'48.55". Thence from station 15 runs Southwestwards with a fore bearing of 238° and for a distance of 88.97 m to station 16 at N 25°26'09.17" E 91°07'45.84". Thence from station 16 runs Southwestwards with a fore bearing of 248° and for a distance of 61.57 m to station 17 at N 25°26'08.39" E 91°07'43.82".

WEST:- From station 17 at N 25°26'08.39" E 91°07'43.82" runs Northwestwards with a fore bearing of 357° and for a distance of 94.25 m to station 18 at N 25°26'11.44" E 91°07'43.57". Thence from station 18 runs Northwestwards with a fore bearing of 357° and for a distance of 94.25 m to station 19 at N 25°26'14.50" E 91°07'43.32". Thence from station 19 runs Northwestwards with a fore bearing of 357° and for a distance of 94.25 m to station 20 at N 25°26'17.55" E 91°07'43.08". Thence from station 20 runs Northwestwards with a fore bearing of 357° and for a distance of 94.25 m to station 1 at N 25°26'20.61 E 91°07'42.83".

P. BAKSHI,

Commissioner Secretary to the Government of Meghalaya,
Forest & Environment Department.

The 7th May, 2025.

No.POWER.167/2020/107. - In exercise of the powers conferred by sub-Section (1) of Section 3 of the Meghalaya Essential Services Maintenance Act, 1980 (No.23 of 1980) *read* with the Meghalaya Essential Services Maintenance (Amendment) Act, 2003 the Governor of Meghalaya being satisfied that in the public interest it is necessary to do so I, hereby prohibits strikes in any essential services connected with the production, generation, storage, transmission supply or distribution as the case may be of electricity in order to prevent any disruption and breakdown of emergency services to the public.

This Order shall come into force with immediate effect and will remain in force for a period of six months.

By Orders in the name of the Governor of Meghalaya.

SANJAY GOYAL,

Commissioner & Secretary to the Government of Meghalaya,
Power Department.

The 20th May, 2025.

CORRIGENDUM

No.PDS.23/2021/Part/682. - The words "Section 474 of the Bharatiya Nagarik Suraksha Sanhita, 2023" as and wherever they appear in the Notification No. PDS.23/2021/Part/564 dated 31st January, 2025 may kindly be *read* as "Section 473 of the Bharatiya Nagarik Suraksha Sanhita, 2023".

R. RAPTHAP,

Commissioner & Secretary to the Govt. of Meghalaya,
Department of Prisons & Correctional Services.

The 31st January, 2025.

No.PDS.23/2021/Part/564. - Whereas the Hon'ble Supreme Court, in various Orders passed in the case of *Suo Moto Writ (Criminal) No. 4 of 2021* titled as *In Re: Policy Strategy for Grant of Bail* has directed all the States to frame/modify their policies for grant of remission or additional remission under Section 474 of the *Bharatiya Nagarik Suraksha Sanhita, 2023* or Section 432 of the *Code of Criminal Procedure, 1973*, as may be applicable, in accordance with the Judgments and Orders passed by the Hon'ble Supreme Court from time to time to bring uniformity to the policies throughout the country; and

Whereas the Hon'ble Supreme Court in the Judgment of *Laxman Naskar versus Union of India* [Judgment dated 15th February, 2000 in *Writ Petition (Criminal) No. 64 of 1999*] passed directions laying down certain norms and guidelines to be followed by the appropriate Government for grant of remission of sentence of convicts under Section 474 of the *Bharatiya Nagarik Suraksha Sanhita, 2023* (formerly Section 432 of the *Code of Criminal Procedure, 1973*); and

Whereas the Hon'ble Supreme Court in the Judgment of *Sangeet & Anr. versus State of Haryana* [Judgment dated 20th November, 2012 in *Criminal Appeal No. 490-491 of 2011*] passed directions laying down certain additional norms and guidelines to be followed by the appropriate Government for grant of remission of sentence of convicts under Section 474 of the *Bharatiya Nagarik Suraksha Sanhita, 2023* (formerly Section 432 of the *Code of Criminal Procedure, 1973*); and

Whereas the Hon'ble Supreme Court in the Judgment of *Mafabhai Motibhai Sagar versus State of Gujarat* [Judgment dated 21st October, 2024 in *Criminal Appeal No. 2307 of 2024*] passed further directions as to guidelines to be followed by the appropriate Government for grant of remission of sentence of convicts under Section 474 of the *Bharatiya Nagarik Suraksha Sanhita, 2023* (formerly Section 432 of the *Code of Criminal Procedure, 1973*); and

Whereas, in the light of the various directions passed by the Hon'ble Supreme Court, the Government of Meghalaya has decided to consolidate all the guidelines and to bring into place a comprehensive and objective policy for grant of remission of sentence of convicts under Section 474 of the *Bharatiya Nagarik Suraksha Sanhita, 2023*.

Therefore, the Governor of Meghalaya is pleased to notify the "**Remission Policy, 2025**" which shall come into force from the date of its publication in the Gazette of Meghalaya.

The Remission Policy, 2025 is as follows:

ELIGIBILITY OF CONVICTS:

The following categories of convicts who have consistently maintained overall good conduct in the prison throughout their incarceration and have not committed any offence while lodged in the prison and who do not fall in the categories of convicts who are not eligible for remission in the present policy, shall be eligible for consideration of remission and premature release:

A. Convicts with sentence of life imprisonment or death sentence commuted to life imprisonment or convicted for an offence for which a sentence of death or life imprisonment may be awarded:

- a) Convicts with terminal illness certified by the Medical Board constituted for the purpose by the Government, irrespective of age and period undergone.
- b) All other convicts under this category, if they have completed at least 14 (fourteen) years of the sentence (without counting the period of remission earned under the applicable rules or the Meghalaya Prisons Manual, 2022).

B. All other convicts not falling in category 'A' above, i.e. with sentence less than life imprisonment and convicted for an offence for which sentence of death or life imprisonment may not be awarded:

- a) Convicts with terminal illness certified by the Medical Board constituted for the purpose by the Government, irrespective of age and period undergone.
- b) Physically disabled convicts with 70% or more disability, duly certified by a Medical Board constituted by the State Government, who have completed at least 50% of the sentence awarded or 12 (twelve) years of the sentence, whichever is earlier, irrespective of their age (without counting the period of remission earned under the applicable rules or the Meghalaya Prisons Manual, 2022).
- c) Female or Transgender convicts of more than 55 years of age, who have completed at least 2/3rd of the sentence awarded or 12 (twelve) years of the sentence, whichever is earlier, (without counting the period of remission earned under the applicable rules or the Meghalaya Prisons Manual, 2022).
- d) Male convicts of more than 60 years of age, who have completed at least 2/3rd of the sentence awarded or 12 (twelve) years of the sentence, whichever is earlier, (without counting the period of remission earned under the applicable rules or the Meghalaya Prisons Manual, 2022).
- e) All other convicts of this category who are not fulfilling the age criteria if they have completed at least 3/4th of the sentence awarded or 14 (fourteen) years of the sentence, whichever is earlier, (without counting the period of remission earned under the applicable rules or the Meghalaya Prisons Manual, 2022).

C. The following categories of convicts SHALL NOT BE ELIGIBLE for grant of remission under this policy:

- a) Convicts who are convicted for murder of two or more persons in one incident or in separate incidents.
- b) Convicts who are convicted of murder in mob lynching as prescribed under Sub-Section 2 of Section 103 of the Bharatiya Nyaya Sanhita, 2023.
- c) Convicts against whom any case of murder and/or rape or gang-rape is pending at any stage, whether at the investigation stage or trial stage, till he/she is acquitted in all such other cases.
- d) Convicts of rape and/or murder cases who are convicted with a sentence which is not a life sentence.
- e) Convicts for offence/s under Sections 3 to 6 of the Protection of Children from Sexual Offences (POCSO) Act, 2012.
- f) Convicts convicted under the Terrorist and Disruptive Activities (Prevention) Act, 1985; The Prevention of Terrorism Act, 2022; Unlawful Activities (Prevention) Act, 1967; The Explosive Substances Act, 1908; The National Securities Act, 1982; Official Secrets Act, 1923; Anti Hijacking Act, 2016; the Arms Act, 1959; Section 113 of the Bharatiya Nyaya Sanhita, 2023.
- g) Convicts for offences under Section 489 (A to E) of the Indian Penal Code, 1860 or Sections 178 to 182 of the Bharatiya Nyaya Sanhita (BNS), 2023.
- h) Convicts for offences of Human Trafficking under the Immoral Traffic (Prevention) Act, 1956.
- i) Convicts for offences under the Narcotics Drugs and Psychotropic Substances Act, 1985.

- j) Convicts for offences under the Weapons of Mass Destruction and their Delivery Systems (Prevention of Unlawful Activities) Act, 2005.
- k) Convicts of Offences under Chapter VI of the Indian Penal Code, 1860 or Sections 147 to 158 of the Bharatiya Nyaya Sanhita (BNS), 2023.
- l) Convicts for offences under the Drugs and Cosmetics Act, 1940.
- m) Convicts for offences under the Prevention of Food Adulteration Act, 1954.
- n) Convicts for offences under the Essential Commodities Act, 1955.
- o) Convicts for offences under the Conservation of Foreign Exchange and Prevention of Smuggling Activities Act, 1974.
- p) Convicts who have been found to be absconders during any period of parole/ furlough, bail granted to them, for a period of more than 7 days from the stipulated period.
- q) Convicts who are habitual offenders, notorious criminals, dangerous and involved in gangster activities and organized crime or inter-state criminal activity or offences having international ramifications.
- r) Convicts for offences under Sections 392 to 402 of the Indian Penal Code, 1908 or Sections 309 to 313 of the Bharatiya Nyaya Sanhita (BNS), 2023.
- s) Convicts belonging to any banned organization by the State Government or the Government of India.
- t) Convicts who have been granted conditional remission previously but have been re-arrested and sent back to prison to undergo the remaining sentence because of violation of conditions of remission/pre-mature release or failure to fulfill conditions of grant of remission/pre-mature release.
- u) Convicts of offences which have been investigated by the Delhi Special Police Establishment constituted under the Delhi Special Police Establishment Act, 1946.
- v) Convicts of offences which involve misappropriation of property or damage or destruction of property belonging to the Government.
- w) Convicts who were employees of the Government and convicted for offences under the Prevention of Corruption Act, 1988 in connection with their services under the Government.
- x) Convicts of offences to which the executive authority of the State Government does not extend and where the Government of India is the appropriate Government for considering such requests.

PROCEDURE TO BE FOLLOWED:

For the exercise of powers of grant of remission/premature release of a convict under Section 474 of the Bharatiya Nagarik Suraksha Sanhita, 2023 or Section 432 of the Code of Criminal Procedure, 1973, as may be applicable, the following procedure shall be followed:

1. Convicts eligible for grant of remission/pre-mature release under the above policy shall be informed in writing by the Superintendent of the concerned District Prison & Correctional Home of their eligibility and the acknowledgment of the convict is to be taken on such intimation. The record of all such intimation to

eligible convicts shall be maintained by the prison authorities till remission is granted or rejected by the competent authority.

2. Upon receiving such intimation, the convict shall have to apply for remission/premature release to the concerned Superintendent of the prison.
3. The Superintendent of the prison shall, within 15 days of receipt of such application from an eligible convict, forward the application to the Department of Prisons & Correctional Services, Government of Meghalaya, through the Director/Inspector General of Prisons & Correctional Services, Meghalaya, along with his report indicating, inter-alia, the following points:
 - Conduct of the convict prisoner during the period of incarceration.
 - Details of pendency of any other case against the convict prisoner either at the investigation stage or the trial stage.
 - Period of absconding, if any, during the incarceration or jumping of bail during the period of investigation or trial.
 - Report of the psychologist of the prison (visiting or permanent) on the mental state and behaviour of the convict prisoner.
 - Any other information which the Superintendent of the prison believes to have any effect on the decision of remission/pre-mature release of the convict prisoner.
4. Upon receipt of an application for grant of remission/pre-mature release, along with the report of the Superintendent of the prison, the Department of Prisons & Correctional Services shall scrutinize the application for eligibility of the applicant and if found ineligible under the policy, shall inform the Director/Inspector General of Prisons & Correctional Services, Meghalaya, forthwith with reasons to be recorded, in writing.
5. If the Department finds that the applicant convict is eligible for grant of remission/pre-mature release under this policy, it shall forward the application with all the relevant records to the Presiding Officer of the Convicting Court or the Confirming Court and obtain the opinion of that Court.
6. The Presiding Officer of the Convicting Court or the Confirming Court shall render their opinion on the application of the applicant convict with reasons to be recorded in writing, for the opinion given.
7. Upon receipt of the opinion of the Convicting Court or the Confirming Court, the Department should place such opinion and all other relevant records before the Sentence Review Committee, which shall consider all the materials available on record, including the opinion of the Convicting Court or the Confirming Court and the Superintendent of the prison. The Sentence Review Committee shall take a decision in accordance with the guidelines laid down by the Hon'ble Supreme Court from time to time, on the issue of grant of remission to convicts.
8. If the Sentence Review Committee decides to reject the application for grant of remission/premature release of a convict, it shall record all the reasons in writing for such rejection and the order of the Sentence Review Committee shall be served on the applicant convict within 15 days of passing of such order with intimation that he/she has the right to challenge the order of rejection before the competent Court of law. A copy of the rejection order shall also be served to the concerned District Legal Services Authority (DLSA), within 15 days of passing of such order, for providing legal assistance to the applicant convict, if required.

9. If the Sentence Review Committee decides to accept the application for grant of remission/pre-mature release of a convict, its recommendation along with conditions to be imposed, if any, for grant of remission/pre-mature release of the convict, shall be taken up by the State Government within a period of 15 (fifteen) days.
10. The State Government shall take a decision on the recommendation of the Sentence Review Committee within a period of 30 (thirty) days from the date on which such recommendation was communicated, by considering all the relevant material.
11. If the State Government decides to reject the application for grant of remission/premature release of a convict, it shall record all the reasons in writing for such rejection and the order of the State Government shall be served on the applicant convict within 15 days of passing of such order with intimation that she/he has the right to challenge the order of rejection before the competent Court of law. A copy of the rejection order shall also be served to the concerned District Legal Services Authority (DLSA), within 15 days of passing of such order, for providing legal assistance to the applicant convict, if required.
12. If the grant of remission/pre-mature release to the applicant convict is conditional and the convict fails to oblige and fulfill the conditions or if there are violations of the conditions by the convict, the Department of Prisons & Correctional Services shall, upon receipt of such information, cancel the grant of remission/pre-mature release and inform the Home (Police) Department for re-arrest of the convict who shall be sent to prison for serving the remaining sentence. In such a case, the period during which the convict was on remission shall not be counted for the purpose of calculating the sentence undergone by the convict.
13. An eligible applicant, whose application for grant of remission/pre-mature release has been rejected by the Sentence Review Committee or the State Government may make another application, after the expiry of one year from the passing of the rejection order.

W. NONGSIEJ,

Secretary to the Government of Meghalaya,
Department of Prisons and Correctional Services.

The 20th May, 2025.

No. LE&SD.20/08/647. - Whereas Messrs the Meghalaya Co-operative Apex Bank Limited, Shillong (herein after referred to as the said establishment) has applied for exemption under clause (a) of Sub-Section (1) of Section 17 of the Employees' Provident Funds and Miscellaneous Provisions Act, 1952 (19 of 1952) herein after referred to as the said Act.

AND WHEREAS in the opinion of the State Government the rules of the Provident Fund of the said establishment with respect to the rates of contribution are not less favourable to employees therein than those specified in Section 6 of the said Act and the employees are also in enjoyment of other provident fund benefits which on the whole are not less favourable to the employees than the benefits provident under the said Act or under the Employees' Provident Funds Schemes 1952 (herein after referred to as the said Scheme) in relation to the employees in any other establishment of a similar character;

NOW, THEREFORE, in exercise of the powers conferred by clause (a) of sub-section (1) of Section 17 of the said Act and subject to the conditions specified in the schedule annexed hereto, the State Government hereby exempts the said establishment from the operation of all the provision of the said Scheme for a period with effect from **29th May, 2025 to 28th May, 2028.**

THE SCHEDULE

1. The employer in relation to the said establishment shall provide for such facilities for inspection and pay such inspection charges as the Central Government may from time to time direct under clause (a) of sub-section (3) of Section 17 of said Act within 15 days from the close of every month.
2. The rate of contribution payable under the provident fund rules of the establishment shall at no time be lower than those payable under the said Act in respect of the unexempted establishments and the said scheme framed there under.
3. In the matter of advances, the scheme of the exempted establishment shall not be less favourable than the employees Provident Fund Scheme, 1952.
4. Any amendment to the said scheme which is more beneficial to the employees than the existing rules of the establishment shall be made applicable to them automatically. No, amendment of the rules of the Provident Fund of the said establishment shall be made without the previous approval of the Regional Provident Fund Commissioner and where any amendment is likely to affect adversely the interest of the employees of the said establishment, the Regional Provident Fund Commissioner shall before giving his approval, give a reasonable opportunity to the employees to explain their point of view.
5. All employees (as defined in Section 2(f) of the said Act) who would have been eligible to become members of the Provident Fund had the establishment not been granted exemption shall be enrolled as members.
6. Where an employee who is already a member of the Employees Provident Fund (statutory) or a Provident Fund of any other exempted establishment is employed in his establishment, the employer shall immediately enroll him as a member of the fund and arrange to have the accumulations in the Provident Fund account of such employees with his previous employer transferred and credited to his account.
7. The employer shall establish a Board of Trustees for the management of the provident fund according to such directions as may be given by the Central Provident Fund Commissioner or by the Central Government as the case may be, from time to time.

8. The Provident fund shall vest in the Board of Trustees who will be responsible for and accountable to the Employees Provident Fund Organisation inter-alia for proper accounts of the receipts into and payment from the Provident Fund and the balances in their custody.
9. The Board of Trustees shall meet at least once in every three months and shall function in accordance with the guidelines that may be issued from time to time by the Central Government/Central Provident Fund Commissioner or an officer authorised by him.
10. The accounts of the Provident Fund maintained by the Board of Trustees shall be subject to audit by a qualified independent Chartered Accountant annually. Where considered necessary, the Central Provident Fund Commissioner shall have the right to have the accounts re-audited by any other qualified auditor and the expenses so incurred shall be borne by the employer.
11. A copy of the audited annual provident fund accounts together with the audited balance sheet of the establishment for each accounting year shall be submitted to the Regional Provident Fund Commissioner within 6 months after the close of the financial year. For this purpose the financial year of the provident fund shall be from the 1st April to the 31st March.
12. The employer shall transfer to the Board of Trustees the contributions payable to the provident Fund by himself and the employees by the 15th of each month following the month for which the contributions are payable. The employer shall be liable to pay damages to the Board of Trustees for any delay in payment of the contributions in the same manner as an un-exempted establishment is liable under similar circumstances.
13. The Board of Trustees shall invest the moneys in the fund as per directions that may be given by the Government from time to time. The securities shall be obtained in the name of the Board of Trustees and shall be kept in the custody of a schedule Bank under the Control of the Reserve Bank of India.
14. Failure to make the investments as per directions of the Government shall make the Board of Trustees severally and jointly liable to surcharge as may be imposed by the Central Provident Fund Commissioner or his representative.
15. The Board of Trustees shall maintain a script wise register and ensure timely realization of interest and redemption proceeds.
16. The Board of Trustees shall maintain detailed accounts to show the contributions credited, withdrawal and interest in respect of each employees.
17. The Board shall issues an annual statement of account to every employee within six months of the close of financial/accounting year.
18. The Board may, instead of the annual statement of accounts, issue pass books to every employee. These pass books shall remain in the custody of the employees and will be brought upto date by the Board on presentation by the employees.
19. The account of each employee shall be credited with interest calculated on the opening balance as on the 1st day of the accounting year at such not be lower than the rate declared by the Central Government under para 60 of the said scheme.
20. If the Board of Trustees are unable to pay interest at the rate declared by the Central Government for the reason that the return on investment is less or for any other reason then the deficiency shall be made good by the employer.

21. The employer shall also make good any other loss that may be caused to the Provident Fund due to theft burglary, defalcation, mis-appropriation or any other reason.
22. The employer as well as the Board of Trustees shall submit such returns to the Regional Provident Fund Commissioner as the Central Government/Central Provident Fund Commissioner may prescribed from time to time.
23. If the Provident Fund rules, of the establishment provide for forfeiture of the employers' contributions in cases where an employee ceases to be a member of the fund on the lines of para 69 of the said scheme, the Board of Trustees shall maintain a separate account of the amounts so forfeited and may utilise the same for such purpose as may be determined with the prior approval of the Central Provident Fund Commissioner.
24. Notwithstanding anything contained in the rules of the Provident Fund of the establishment, if the amount payable to any member upon his ceasing to be an employee of the establishment or transferable on his transfer to any other establishment by way of employer and employees' contribution plus interest thereon taken together with the amount, if any payable under the gratuity or pension rules be less than the amount that would be payable as employer's and employees' contributions plus interest thereon if he were a member of the provident Fund under the said scheme, the employer shall pay the difference to the member as compensation or special contribution.
25. The employer shall bear all the expenses of the administration of the Provident Fund including the maintenance of accounts, submission of returns, transfer of accumulations.
26. The employer shall display on the notice board of the establishment, a copy of the rules of the fund as approved by the appropriate authority and as and when amended thereto along with a translation of the salient points thereof in the language of the majority of the employees.
27. The "appropriate Government" may lay down any further conditions for continued exemption of the establishment.
28. The employee shall enhance the rate of provident fund contribution appropriately if the rate of provident fund contribution for the class of establishments in which his establishment falls is enhanced under the said Act so that the benefits under the Provident Fund Scheme of the establishment shall not become less favourable than the benefits provided under the said Act.
29. The exemption is liable to be cancelled for violation of any of the above conditions.

C. SONGATE,

Principal Secretary to the Govt. of Meghalaya,
Department of Labour, Employment & Skill Development.

The 23rd May, 2025.

No.PER(ARC)12/2023/55. – This Department's Notification No.PER(ARC)3/2012/Pt.I.338, dated 14th January, 2021 which is as under:

Sl. No.	Name of Service	Number of working days for service delivery after receipt of application	Department/ Organization	Designated Official	Appellate Authority
22.	Permission for tree felling under The Meghalaya Tree Felling (Non-Forest Areas) Rules.	<p>(i) 30 days when the application is in complete form for recommending to the PCCF & HoFF.</p> <p>(ii) 15 days for further rectification of deficiencies and clarification of queries, etc. if any from PCCF & HoFF.</p> <p>(iii) 10 days for final disposal by the PCCF & HoFF when the application, documents and recommendation of the DFO are complete in all respect and need no further rectification as at (ii) above.</p> <p>(iv) 5 days for final disposal by PCCF & HoFF if there is a need for further rectification by the DFO at (ii) above, after all the application, relevant documents and replies/ clarification are found in order and satisfactory.</p>	Forest & Environment Department.	<p>Divisional Forest Officer.</p> <p>-Do-</p> <p>Principal Chief Conservator of Forests & Head of Forest Force.</p> <p>-Do-</p>	Principal Secretary/ Commissioner & Secretary/ Secretary, Forests & Environment Department.

have been amended as follows:-

Sl. No.	Name of Service	Number of working days for service delivery after receipt of application	Department/ Organization	Designated Official	Appellate Authority
22.	Permission for tree felling under the Meghalaya Tree Felling (Non-Forest Area) Rules 2006.		Forest & Environment Department	Divisional Forest Office (T)/ Conservator of Forest (T). Conservator of Forest (T)/Chief Conservator of Forest (T) Conservator Of Forest (T)/ Chief Conservator of Forest (T)	Principal Secretary/ Commissioner & Secretary/ Secretary, Forests & Environment Department.
	a) Permission for felling of isolated trees in Non-Forest Areas like Homestead/Farm etc.	40 days			
	b) Permission for felling of trees from registered Social Forestry Plantations or plantations raised by other Government Departments.	60 days			
	c) Permission for felling of trees from Registered Social Forestry Plantations from registered Private Plantations raised without government funding.	60 days			

C. V. D. DIENGDOH,

Secretary to the Government of Meghalaya,
Personnel & Administrative Reforms (B) Department
(Administrative Reforms Cell).

The 30th May, 2025.

No.RDS.12/2025/71. - In exercise of the power conferred under Section 11(d)(i) of the Meghalaya Transfer of Land (Regulation) Act, 1971, the Governor of Meghalaya is pleased to specify the **Indian Oil Corporation Limited** as a Company to which the provisions of the said Act, shall not apply in relation to transfer of land measuring **2475 Sq. m. (more or less)** located at **Mawkohtep Village, Sohiong Lyngdohsip NH-44, East Khasi Hills District** (and more fully described in the Schedule below) by way of lease for a period of 20 (twenty) years from **Shri Erick Robert Lyngdoh** to **Indian Oil Corporation Limited** for the purpose of setting up of a retail outlet.

SCHEDULED OF BOUNDARIES

North : Land of Smti. Kling Sun
East : Land of Smti. Amula Sun
South : Land of Smti. Mera Sun
West : National Highway (NH-44).

I. MAWLONG,

Joint Secretary to the Government of Meghalaya,
Revenue & Disaster Management Department.

The 27th May, 2025.

No.PLR.37/2025/31. - The Governor of Meghalaya is pleased to notify Planning Investment Promotion & Sustainable Development Department as the Nodal Department for implementation of Pradhan Mantri Jan Vikas Karyakram (PMJVK) Scheme in the State. Further, Meghalaya Infrastructure Development and Finance Corporation Ltd. (MIDFC) which is the technical organization under Planning Department shall also serve as the Engineering and Technology partner for implementation of the scheme.

VIJAY KUMAR D,

Commissioner & Secretary to the
Government of Meghalaya,
Planning Investment Promotion &
Sustainable Development Department.

The 7th February, 2025.

No.DC.III/RA/234/2024-2025/5. - Whereas in exercise of the powers conferred by Section 12 of the Khasi Hills Autonomous District (Khasi Social Custom of Lineage) Act, 1997, the Executive Committee, Khasi Hills Autonomous District Council through the Registration Authority is pleased to pass the following order:-

The Khasi Hills Autonomous District (Khasi Social Custom of Lineage) Act, 1997.

Preamble:- Whereas it has become expedient to accept the petition for the change of surname of the following Petitioner from "Khongjoh" to "Khongkiang".

1. Smti. Wansukmon Khongjoh to Smti. Wansukmon Khongkiang.
2. Mr. Banteilang Khongjoh to Shri Banteilang Khongkiang.
3. Mr. Iarapborlang Khongjoh to Mr. Iarapborlang Khongkiang.
4. Mr. Donboklang Khongjoh to Mr. Donboklang Khongkiang.
5. Miss Naphisabet Khongjoh to Miss Naphisabet Khongkiang.
6. Mr. Mewanbok Khongjoh to Mr. Mewanbok Khongkiang.

Now, therefore, it is satisfied that after due procedure prescribed in the said Act was duly followed by the Petitioner and the family members the proposed change of surname is not in contravention with the prevailing Khasi Social Custom of Lineage in any way shape or form. Hence, the aforementioned Petitioner and the family members is allowed to assume the surname of Khongkiang and shall henceforth be known as such for all intents and purposes.

A. L. BASAIWMOIT,
Registration Authority,
Khasi Hills Autonomous District Council,
Shillong.

The 7th February, 2025.

No.DC.III/RA/235/2024-2025/5. - Whereas in exercise of the powers conferred by Section 12 of the Khasi Hills Autonomous District (Khasi Social Custom of Lineage) Act, 1997, the Executive Committee, Khasi Hills Autonomous District Council through the Registration Authority is pleased to pass the following order:-

The Khasi Hills Autonomous District (Khasi Social Custom of Lineage) Act, 1997.

Preamble:- Whereas it has become expedient to accept the petition for the change of surname of the following Petitioner from "Ranee" to "Nongmalieh".

1. Smti. Brestimai Ranee to Smti. Brestimai Nongmalieh.
2. Smti. Ailad Ranee to Smti. Ailad Nongmalieh.
3. Smti. Ridahun Ranee to Smti. Ridahun Nongmalieh.
4. Smti. Shimtilin Ranee to Smti. Shimtilin Nongmalieh.
5. Shri Paleilang Ranee to Shri Paleilang Nongmalieh.

Now, therefore, it is satisfied that after due procedure prescribed in the said Act was duly followed by the Petitioner the proposed change of surname is not in contravention with the prevailing Khasi Social Custom of Lineage in any way shape or form. Hence, the aforementioned Petitioner and is allowed to assume the surname of Nongmalieh and shall henceforth be known as such for all intents and purposes.

A. L. BASAIWMOIT,
Registration Authority,
Khasi Hills Autonomous District Council,
Shillong.

The 12th May, 2025.

No.JHADC/GENL/8/96/1. - In pursuance of Rule 12 (5) of the Jaintia Hills Autonomous District Council Service Rules, 1981 as amended, the Executive Committee is pleased to reconstitute the District Council Selection Board to recommend the Selection and recruitment of candidates for appointment and promotion to the Service in the District Council with the following Members with immediate effect.

1. Chairman:- Shri T. Shiwat - Chief Executive member, JHADC, Jowai.
2. Member:- (1) Shri Lasky Rymbai - Deputy Chief Executive Member, JHADC, Jowai.
(2) Shri Reformingson Lamare - M.D.C, JHADC, Jowai.
3. Secretary:- Shri B. Mulieh - Joint Secretary Executive Committee, JHADC, Jowai.

The term of office of the Chairman and Members of the Selection Board shall be 1 (one) year from the date of this Notification, unless earlier dissolve or extended by the Executive Committee as the case may be.

The members shall be entitled to T.A. and D.A. in attending the sitting of the Board as prescribed under Clause (b) of Sub Rule (5) of Rule 12 of the above Service Rules. The fees for setting question papers and examining the answer script shall be determined by the Executive Committee.

This supersedes the Notification No.JHADC/GENL/8/96/89, dated Jowai, the 18th January, 2023.

B. BAMON,

Secretary, Executive Committee,
Jaintia Hills Autonomous District Council,
Jowai.

The 7th May, 2025.

CORRIGENDUM

No.JHADC/GENL/26/25/16. - This corrigendum is issued to the Notification No.JHADC/GENL/26/25/15, dated 24th April, 2025 of the Jaintia Hills Autonomous District Council, Jowai, with regard to the acceptance of the resignation tendered by Shri Wailadameshwa Siangshai, MDC from the post of Chairman, Customary Law Committee, Jaintia Hills Autonomous District Council, Jowai. The following may be *read* as indicated against each in the table below:-

As appearing in the Notification	To be read as
3. 4. 2025	28. 03. 2025

Secretary,
Executive Committee,
Jaintia Hills Autonomous District Council,
Jowai.