



# புதுச்சேரி மாநில ஆரசிதழ்

## La Gazette de L'État de Poudouchéry

### The Gazette of Puducherry

#### PART - II

சிறப்பு வெளியீடு EXTRAORDINAIRE EXTRAORDINARY

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வெளியீடு

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#### GOVERNMENT OF PUDUCHERRY TRANSPORT SECRETARIAT

(G.O. Ms. No. 7/Tr. Sectt./2017, Puducherry, dated 2nd August 2017)

#### NOTIFICATION

The Lieutenant-Governor, Puducherry is pleased to approve the proposal for formulation of Transport Policy for implementation in the Union territory of Puducherry as detailed in the Annexure appended herewith.

2. This notification shall come into force with immediate effect.

(By order of the Lieutenant-Governor)

CHAURE RATNAGHOSH KISHOR,  
Under Secretary to Government (Transport).

[ 1075 ]

ANNEXURE  
**TRANSPORT POLICY**  
**FOR THE UNION TERRITORY OF PUDUCHERRY**

**Introduction:**

The erstwhile Administration of the territory of French establishments in India taken over by the Government of India in terms of the *De-Facto* Agreement, dated 21st October 1954, signed between the Government of India and the Government of France became as "Union territory of Puducherry". Accordingly, the Union territory of Puducherry is administered under the provisions of Government of Union Territories Act, 1963 (No. 20 of 1963).

The Union territory of Puducherry consists of 4 regions *viz.*, Puducherry including the outlying regions of Karaikal, Mahe and Yanam, lying geographically separated from one another. The Puducherry region which is on the South East Coast is about 160 kms. South of Chennai is the Capital of the Union territory of Puducherry, consists of 12 scattered areas interspersed as enclaves within Villupuram and Cuddalore Districts of Tamil Nadu State.

The Karaikal region which is about 160 kms. South of Puducherry, is surrounded by the Nagapattinam District of Tamil Nadu. The Yanam region is located about 840 kms. North East of Puducherry near Kakinada in Andhra Pradesh. The Mahe region lies almost parallel to Puducherry 650 kms away on the Western Side near Tellicherry in Kerala State.

The Union territory of Puducherry is 490 sq. kms. in area with a population of 12.48 lakhs as per the 2011 Census. The Region-wise break up of population is as follows:

Region	Area (sq. kms.)	Population			Literates
		Urban	Rural	Total	
(1)	(2)	(3)	(4)	(5)	(6)
Puducherry	294	6,57,209 (69.16%)	2,93,080 (30.8%)	9,50,289	7,26,649 (76.47%)
Karaikal	157	98,102 (49.0%)	1,02,120 (51.0%)	2,00,222	1,54,916 (77.37%)



(1)	(2)	(3)	(4)	(5)	(6)
Mahe	9	41,816 (100%)	—	41,816	36,470 (87.22%)
Yanam	30	55,626 (100%)	—	55,626	39,274 (70.60%)
<b>Total</b>	<b>490</b>	<b>8,52,753</b> <b>(68.33%)</b>	<b>3,95,200</b> <b>(31.67%)</b>	<b>12,47,953</b>	<b>9,57,309</b> <b>(76.71%)</b>

The Union territory of Puducherry which is highly urbanized with an Urban Population of 68.33%, is the third most densely populated State/Union Territory in India, with a per-capita income of ₹ 1,75,006 as per the 2014-15 Advance Estimates. The present economy of the Union territory of Puducherry thrives on Secondary and Tertiary Sector.

The Union territory of Puducherry has a road network of 2,860 kms. of which 65 kms are National Highways, 85 kms. are State Highways, 39 kms. are Major Roads, 288 kms. are other district roads, 254 kms are rural roads. The road network within the custody of Local Bodies are 2,150 kms.

The Union territory of Puducherry has a rail network of 22 kms. belonging to Southern Railways. The Puducherry, Karaikal and Mahe regions are served by the Southern Railways. The Yanam region has no direct rail connectivity, though it can be accessed from Kakinada served by South Eastern Railways. The Union Territory has 9.87 lakh Registered Motor Vehicles as on 31st March, 2017.

The Union territory of Puducherry has one minor Airport and minor Port at Puducherry and a Private Port at Karaikal.

**2. Necessity for Transport Policy.**— Transport plays an important role in the economic development of any region. Economic growth resulting in any higher incomes and rising living standards is expected to create greater demand for travel for both work and non-work/leisure purposes. This in turn can create congestion and reliability problems on the transport network, increasing costs on business and damaging quality of life and therefore, interventions are required to break this vicious circle.