

POLICE CIRCULAR ORDER NO. 309

In order to ensure economy in the use of POL in police vehicles and to remove large scale malpractices witnessed on this account and in order to check misuse of police vehicles, the SsP., the Commandants of O.S.A.P. Battalions, the heads of other police establishments and all concerned associated with the use and control of police vehicles shall scrupulously follow the following guidelines:

1. ODOMETER:

It is observed that some unscrupulous drivers interfere with the working of the Odometer of a vehicle entrusted to their charge and make it non-functional with the deliberate intention of recording more distance in the car diary than the vehicle has actually covered. It is urged upon all concerned that no police vehicle shall be allowed to ply on the road without the Odometer functioning. If a driver takes out a vehicle without the Odometer of the vehicle functioning, it will be considered as a misconduct on his part making him liable for immediate suspension.

The initial meter reading and the final meter reading in respect of every trip undertaken in a vehicle shall be ~~xxxxx~~ recorded by the user of the vehicle in the car diary immediately after the trip is over. It will be a misconduct on the part of the user if he fails to record the distance covered by him along with the meter readings in the car diary immediately after the trip is over and postpones the recording to a future date. The M.V. trip statement submitted by a district or establishment shall reflect the opening meter reading in the beginning of a month and the final meter reading in the end of the month in respect of every vehicle without fail.

2. K.M.P.L.:

K.M.P.L. of a vehicle has become the biggest area of malpractice in the use of POL. For example, a commander jeep fitted with a D.I. engine shall not give less than 14 K.M.P.L. unless there is a serious defect in the engine. The recent K.M.P.L. Test conducted by some of the districts are quite revealing. For example, the K.M.P.L. test conducted by ~~xxxxx~~ district shows that 25 commander Jeeps have given 16 K.M.P.L. each while 8 commander jeeps have given 18 K.M.P.L. each. Again the K.M.P.L. test of Anand district shows that 12 commander jeeps have given 15 K.M.P.L. each. The commander jeeps of both

Cuttack district and Angul district were showing much less K.M.P.L. prior to the K.M.P.L. test drive undertaken at the instance of the P.M.T. organisation. It is true that more of clutch-riding traffic congestion, negotiation with a ghat road, high speed and over-load are likely to reduce the K.M.P.L. In such cases the quantum of concession in respect of K.M.P.L. is left to the discretion of the head of the concerned police establishment. The SSP of districts/Commandants of O.S.A.P. Battalions and heads of other police establishments are warned not to play into the hands of their R.Is/Sgts. etc. while fixing the K.M.P.L. of a vehicle. The discretion allowed to an S.P. or a Commandant or other heads of police establishments is not an unfettered discretion and must be based on reality. Where a doubt arises in case of low K.M.P.L. the next senior/seniors in the police hierarchy or the D.I.G. of police, P.M.T should conduct the K.M.P.L. test either in person or by a team of reliable officers and fix the K.M.P.L. of a vehicle/vehicles.

Senior police officers in the official hierarchy or the D.I.G. of police, P.M.T. may select some vehicles at random and conduct the K.M.P.L. test to ensure that the K.M.P.L. fixed by the concerned establishment tallies with the real K.M.P.L. and there is no wide divergence between the two.

Every year in the last week of July the D.I.G. of police, P.M.T. will organise a workshop which will be attended by R.Is/sergeants/ the concerned officers dealing with the vehicles of a district/Battalion/police establishment where training will be imparted regarding the K.M.P.L. test and where officers will be sufficiently sensitised to maintain the tempo of K.M.P.L. throughout the year on their return. Every year the K.M.P.L. test in respect of all the vehicles shall be undertaken by a district or Battalion or police establishment in the month of August and the report regarding the re-fixation of K.M.P.L. in respect of all the vehicles shall be submitted to the D.I.G. of police, P.M.T /State Police Hdqrs./higher quarters.

X It is urged upon all concerned that the K.M.P.L. should be based upon reality and not upon the whims and caprices of any officer. The concerned officers should not be tricked into accepting the K.M.P.L. as decided upon by the concerned drivers.

3. SURPRISE CHECK:

Addl. D.G. of police (Admn.), Addl. D.G. of police (Tech.), all I.Gs, D.IsG and AIsG of State police Hdqrs., I.G. of Police (Tech.), DIG of police, PMT and his officers, Range DIsG in their respective jurisdiction, Addl. DG of police, SAP, I.G., SAP, and DIG SAP, in their own jurisdiction, Addl. DG of police, Crime, I.G. of police, Crime in their jurisdiction, Director, Intelligence, and Addl. Director, Intelligence in their jurisdiction, I.G. of police, H.R.P.C. in his jurisdiction, Addl. D.G. of police, Training in his jurisdiction, I.G. of Police, P.T.C., Angul in his jurisdiction, Director, S.C.R.B. in his jurisdiction, IG of police, Tech. in his jurisdiction are authorised to conduct surprise check of vehicles to ensure that Odometers are functioning, that meter readings are being reflected in the car diary and that car diaries have been maintained up-to-date.

4. RESPONSIBILITY:

It will be the personal responsibility of the R.I. of the district./M.T. Subedar/M.T. Jemadar of a Battalion and the concerned officers of other police establishments to ensure that Odometers of all the vehicles are functioning and the K.M.P.L. of all the vehicles have been properly fixed. It will also be their responsibility to reflect the final reading of Odometer in the POL issue register before issuing POL to a vehicle. No POL shall be issued to a vehicle unless the final meter reading has been reflected in the car diary. The concerned officer issuing POL shall be deemed to have committed a misconduct if he issues POL to a vehicle without recording the final meter reading reflected in the car diary in the POL issue register. The Addl. S.P. in-charge of R.O. or the S.P. or the Commandant or the head of the police establishment as the case may be shall supervise these aspects so as to keep the concerned officers sensitised throughout the year.

5. LOG BOOK/CAR DIARY:

While the Log Book of the vehicle shall be kept in the R.O. of the district headquarters, the car diary shall invariably be carried by the concerned driver in the vehicle itself and he shall produce the same during surprise check.

Sd/- 27.4.2001

(S.K.Chatterjee)

D.G. & I.G. of police, Orissa,
Cuttack.

Memo No. XIT-33-2000/ ~~26587~~ /s., Dt. 2-5-2001.

Copy forwarded to All Heads of police Establishment (except Vig./H.G.) for information and necessary action.

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D.I.G. OF POLICE (MOD.) ORISSA,
CUTTACK.

Memo No. ~~26588~~ /s., Dt. 2-5-2001.

Copy to All Senior Officers/Private Secretaries/ Branch Officers
All sectional Head of this Hdqrs. for future guidance.

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D.I.G. OF POLICE (MOD.) ORISSA
CUTTACK.

OD Copy to Sri R. C. Das, Sr. Asstt. (Supply Section) of
S.P. Hdqrs., Cuttack for information and necessary action.

Copy to Guard file.

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