

**1417 hrs.**

THE MINISTER OF STATE OF THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (MAJ. GEN. (RETD.) B.C. KHANDURI): Sir, I beg to move:

"That the Bill further to amend the Motor Vehicles Act, 1988, as passed by Rajya Sabha, be taken into consideration."

Sir, with your permission, I would like to say a few words about the proposed Motor Vehicles (Amendment) Bill. The Rajya Sabha has passed this Bill on 6<sup>th</sup> of August.

Hon. Members know that the Motor Vehicles Act, 1988 is a Central enactment, which controls the road transport and regulates it in the country. The Motor Vehicles Act, 1988 replaced the Motor Vehicles Act, 1939 in the year 1989. Consequently, an amendment was made to sections 66 and 67 in order to encourage the eco-friendly fuels. Under that amendment, CNG, solar energy, and electricity-run vehicles were given exemption for not obtaining permit from the State authorities, and they were allowed to fix their own fares and freights. This was done basically to encourage the use of these eco-friendly fuels.

Over the period of last seven years, CNG in particular has come into a lot of use. In Delhi, we know about the number of vehicles that are increasingly using CNG. The State Governments felt that now this is creating indiscipline on the road and, to some extent, causes safety problems because no permits were required, and fares and freights are fixed by the owners themselves. Therefore, the State Government felt that this facility should be withdrawn, and vehicles using CNG and other fuels should also come under the control of the State authorities.

It is with this intention that this Amendment is being proposed. It is in the interest of the road discipline and also, to some extent, safety and security of the of the road travellers to allow the State Governments to have adequate control on such vehicles also. Therefore, I move that the Motor Vehicles (Amendment) Bill, 2001 to further amend the Motor Vehicles Act, 1988 be taken into consideration.

MR. CHAIRMAN : Motion moved:

"That the Bill further to amend the Motor Vehicles Act, 1988, as passed by Rajya Sabha, be taken into consideration."

SHRI RAMESH CHENNITHALA (MAVELIKARA): Mr. Chairman, Sir, this is a piece of legislation which is going to have a far-reaching effect on our society. Today, people are using eco-friendly fuels for running their vehicles. It is a fact that this Central legislation is guiding the total motor transport activities in our country. An amendment to sections 66 and 67 was made earlier to give a boost to the use of more eco-friendly fuels. As a result of this, more and more people in our country are coming forward to use eco-friendly fuels and, therefore, the Government has to encourage it.

Now, the Government has come before this august House to change or alter the earlier amendment to give powers to the State Governments to regulate these activities. This is like a double-edged sword. Please look at Delhi. This Government has created a total mess in the Capital City, Delhi. There is the Supreme Court judgement. In order to avoid pollution, the Government was directed to see that all the buses and vehicles plying in Delhi use eco-friendly fuels. This very Government had given an assurance to the Supreme Court that by the 30<sup>th</sup> of September, they would see that all vehicles use CNG.

In the Capital City, yesterday, there was a *bandh* and all the schools were closed. People who are responsible for the mess have sponsored the *bandh* and that is the irony of the situation. Who is controlling petroleum and natural gas? It is not the Delhi Government, it is not any State Government, it is the Government of India which controls petroleum and natural gas. The Union Government, the Minister of Petroleum and Natural Gas, is responsible for the proper distribution of fuels in our country. Without visualising the effect, without assessing the situation, the Union Government assured the Supreme Court that it had enough fuels with it, enough gas with it, and it would see that all vehicles in Delhi use CNG. The situation will be more grave after 30<sup>th</sup> of September. The poor people are suffering a lot. They are not getting vehicles, they are not able to get proper transport in the Capital City, Delhi. I do not understand as to why the State Government is being blamed. All the newspapers are flooded with this news.

Yesterday, the Minister of Petroleum and Natural Gas had a meeting The hon. Minister is present in the House. He

should assure the House, and the people through this House, about the alternative measures that are being taken in the Capital City, Delhi. They cannot blame the State Government. They cannot shift the responsibility to the State Government. Unfortunately, they are totally politicising the situation. The Central Government has not performed its duty.

Sir, they are not even ready to attend to this issue. On the contrary, they have started an agitation and life was practically brought to a halt yesterday. All the schools were closed. Normal life in the city was disrupted. I would like to know whether this Government has a primary duty towards the citizens of this country or not.

Sir, now this amending Bill seems to be an attempt to punish the people who have changed their vehicles to the CNG mode. It is because they have invested huge sums of money to get their vehicles converted to the CNG mode. Now, they are not getting the gas. Long queues could be seen at the Gas Filling Stations and the Government is not granting licence for opening of more new Gas Filling Stations in the capital. The Government is not able to provide them with adequate fuel in this new mode. Now, through this amending Bill, we are proposing to regulate them and punish them more.

Sir, my suggestion is that some protection should be given to those people who have got their vehicles converted into the CNG mode by investing huge sums of money. Secondly, there should also be some incentives for them. It is because those people are already suffering. I feel, by this amending Bill we are going to punish them more. People got their vehicles converted into the eco-friendly fuel mode because they were then getting these kind of facilities by amendments of section 66 and 67 of the Motor Vehicles Act. Now we are proposing to withdraw that. Such an act would tantamount to punishing them more.

Sir, now we are giving this authority to the State Governments so that the State Governments would decide about the permit; about the fare and freight and no incentive also is being provided to those people who have changed their vehicles to the eco-friendly fuel mode. My request is that some protection as well as incentive should be given to those people who have already got their vehicles changed over to the eco-friendly fuel mode. Then, more people would come forward for this change over and we would be able to encourage this use of eco-friendly fuel in our country. I do not understand as to what the Government proposes to do. I do not know whether the Government is going in for any other alternative fuel or not. Today in the newspapers, there are reports like, 'Intense lobby for ordinance allowing alternative fuel' and 'Home Ministry to press for petrol in autos and LSD run buses'.

Sir, I would, through you, like to request the Government that the Government should assure the people of Delhi in particular and that of the people of the country in general that the Government is seriously thinking about some alternative fuels so that the panic that has set in the capital city and in other parts of the country could be soothed. Now, the Government is talking about the use of low sulphur content diesel in our country. I would like to know whether they would be able to give an assurance that there are enough reserves for this in our country or not. What would be the arrangement for that? Would the Government provide for more and more filling stations for this purpose? How could the Government provide for more and more low sulphur content diesel? These are the questions that need to be addressed.

Sir, today the people of Delhi especially, people in the other parts of the country are also suffering, because of the judgement of the Supreme court and the decision taken by the Central Government. After a thorough assessment, the Government should come forward with a new proposal, otherwise, this situations will aggravate. We should not punish those people who have changed their vehicles to the eco-friendly fuel mode.

Sir, lastly I would like urge upon the Government to come forward with specific measures to redress the grievances of the people who are suffering on the roads of Delhi.

It is my apprehension that if the Government does not take stringent measures by the 30<sup>th</sup> of September, the situation will become further grave. It is the duty of every Government to provide proper facilities of transport for its people. Unfortunately, the Central Government has failed in this. The Government should come forward and assure the people that appropriate steps will be taken in the coming days to smoothen the transport arrangements in Delhi.

With these words, I conclude.

**SHRI KIRTI JHA AZAD (DARBHANGA):** Sir, I stand in support of the Motor Vehicles (Amendment) Bill, 2001.

I heard Shri Chennithala speak. About 80 per cent of his speech was on Delhi and the CNG problem being faced in Delhi. This situation is more like that of a frog in the well. Once he goes into a well, he cannot come out; the well becomes his entire world. So, rather than thinking about the wider ramifications of the Bill, it seems he restricted himself to brick-battling the Minister on this issue.

महोदय, मैं समझता हूँ कि इसके आप जब कभी उद्देश्यों और कारणों का कथन देखें तो मैं अपने आपको सिर्फ सीएनजी के मामले को न लेता हुआ, जो अन्य बातें निकली हैं, उन्हें आपके सामने रखना चाहूँगा। पहले उद्देश्यों और कारणों के कथन में अगर आप देखें, उसमें लिखा है - उक्त संशोधन लाने का आशय ऐसे परिस्थितिक अनुकूल ईंधन से यानों के चलाए जाने को प्रोत्साहित करना था। वहीं दूसरे पैरे में लिखा है - सड़क पर ऐसे यानों की संख्या अत्यधिक हो गई है। इसी पैरा की अंतिम लाइन में लिखा है - ऐसे यानों की संख्या में पर्याप्त रूप से वृद्धि होने की संभावना है।

महोदय, हम एक तरफ इको फ्रेंडली व्हीकल्स की बात करते हैं और दूसरी तरफ हमें डर भी लगता है कि ऐसे यानों की संख्या में पर्याप्त रूप से वृद्धि हो जाएगी, ऐसी संभावनाएं हैं। तीसरे पैरे में लिखा है - उपर्युक्त स्थिति से सड़कों पर अनुशासनहीनता और परिणामस्वरूप सड़क दुर्घटनाओं में वृद्धि होने की संभावना है। मैं मंत्री जी से जानना चाहूँगा कि अगर प्रतिशत में देखा जाए तो ईंधन प्रयोग या सीएनजी से कर रहे हैं या दूसरे सौर ऊर्जा वाले कर रहे हैं, वे अनुपात में कितने हैं, जो दूसरे ईंधन से चलाए जाते हैं। चौथे पैरे में लिखा है - प्रस्तावित संशोधन, कुल मिला कर सड़क सुरक्षा प्राप्त करने के हित में तथा स्वच्छ पर्यावरण बनाए रखने के लिए अत्यावश्यक है।

महोदय, 1994 में मंत्री जी ने कहा कि यह बिल इस उद्देश्य से आया था कि जो ऐसे नॉन पोल्यूटिंग व्हीकल्स और ईंधन हैं, उसके साथ उन्हें चलाएं, जिसे पोल्यूशन कम हो। साथ-साथ उन्होंने यह बात भी रखी है कि इनके बढ़ने के कारण सुरक्षा के मामले में बड़ी समस्या हो रही है। मैं जानना चाहता हूँ कि क्या सुरक्षा सीएनजी के वाहनों को काट देने से या कम कर देने से अधिक हो जाएगी, बढ़ जाएगी। मुझे याद है, आज से लगभग 16 वर्ष पूर्व एक नियम पारित किया गया था, जिसमें कहा गया था कि लोग तेज हैड लाइट्स लेकर मुख्य मार्गों पर या हाईवेज़ पर गाड़ी चलाते हैं या शहरों में चलाते हैं उससे सामने आने वाले वाहनों को काफी समस्याएं होती हैं। उसके लिए यह नियम बनाया गया था कि कम से कम हैड लाइट आधी काली पेंट कर दी जाए, जिसे सामने वाले किसी व्यक्ति को समस्या न हो। लेकिन आज भी कहीं उसका पालन नहीं होता। दिल्ली में कहीं घूम लें या दिल्ली से बाहर चले जाएं, आप देखेंगे कि इन नियमों का पालन नहीं होता है, कहीं भी हैड लाइट पेंट नहीं होती है।

कुछ साल पहले यह भी नियम था कि जिन गाड़ियों में काले शीशे लगे हैं, उसके कारण ड्राइवर्स को समस्या होती है और ज्यादा दुर्घटनाएं होती हैं। इसलिए काले शीशे ज्यादा न रखे जाएं। उसका प्रतिशत इतना होना चाहिए जिसे सामने बैठे ड्राइवर को या पीछे बैठने वाले लोगों को दिखाई दे कि यातायात किधर से आ रहा है और क्या हो रहा है, लेकिन आज भी आप देखेंगे कि दिल्ली की सड़कों पर ही नहीं बल्कि पूरे भारत में काले शीशे लगी अनेकों गाड़ियां दिखाई देंगी।

मान्यवर, यह अवश्य कहा जा सकता है कि राज्य सरकारें यातायात को सुचारू रूप से चलाने के लिए ट्रैफिक पुलिस को लगाती हैं लेकिन कितने लोगों को मालूम है कि यातायात के नियम क्या हैं? आज लाइसेंस ऐसे बिकता है जैसे हलवाई की दुकान पर लड्डू। सांसद महोदय जब स्टेट या हाइवे पर स्फुर करते होंगे तो जरूर देखते होंगे कि सड़कों के दोनों ओर एक्सीडेंट्स हुए रहते हैं। ये क्यों होते हैं इस पर भी हमें विचार करना होगा? मंत्री महोदय को मैं एक बात के लिए अवश्य बधाई देना चाहूँगा कि वे राष्ट्रीय राजमार्गों पर गोल्डन ट्रैंगल बना रहे हैं। लेकिन जिन लोगों ने लाइसेंस खरीदा हुआ हो, ट्रैफिक नियमों की जानकारी न हो, शराब पीकर तेज स्पीड से गाड़ी चला रहे हों, तो दुर्घटना के अलावा क्या हो सकता है। अनेकों दुर्घटनाएं जो होती हैं उनमें आगे की हैड-लाइट्स जली होना भी एक कारण होता है। सामने से आने वाले चालक को हैड-लाइट्स की रोशनी में कुछ दिखाई नहीं देता है और दुर्घटना हो जाती है। माननीय राजेश पायलट जी की भी उसी कारण से दुर्घटना हुई थी जब वे अपने क्षेत्र से जयपुर जा रहे थे। आज ट्रैफिक के नियमों का पालन नहीं किया जा रहा है। नियम पहले ही बहुत हैं, हम और नियम ले आए तो दुर्घटनाएं कम हो जाएंगी, कितनी कम हो जाएंगी - यह भी विचारणीय विषय है। मेरा मत है कि सबसे महत्वपूर्ण बात नियमों को सख्ती से लागू करने की है।

माननीय सांसद जब अपने क्षेत्र में जाते होंगे तो देखते होंगे कि 10 मीटर पर या 10 मील पर स्पीड ब्रेकर बिना स्पैसिफिकेशन के बना दिये जाते हैं। ठीक हैं या नहीं हैं उसकी ऊंचाई कितनी है, यह देखने वाला कोई नहीं है। आज नेशनल हाइवे पर पैट्रोलिंग की आवश्यकता है। हल्की सी भी कोई दुर्घटना हो जाती है तो गांव वाले जहां चाहते हैं वहां स्पीड ब्रेकर बना देते हैं और गलत स्पीड ब्रेकर बनने के कारण उनसे भी दुर्घटनाएं होती हैं।

आज सिर्फ सीएनजी या दूसरे किसी ईंधन की बात नहीं है, बात यह है कि हम किस प्रकार से इस समस्या को नियंत्रित करें जिसे दुर्घटनाएं न हों। विदेशों में यंत्र लगाकर रखते हैं कि किस गाड़ी की स्पीड कितनी है और क्या उसने स्पैसिफाइड स्पीड का उल्लंघन तो नहीं किया है और क्या है तो उस पर जुर्माना होता है। शराब की जांच का यंत्र भी होता है। थोड़ा बहुत भी अगर यातायात के नियमों का उल्लंघन हुआ हो तो वे चालक को तुरंत रोककर जांच करते हैं और जांच में पता लगते ही की चालक ने शराब पी है तो तुरंत उसका लाइसेंस रद्द कर दिया जाता है। इसलिए माननीय सभापति महोदय, यह आवश्यक है कि सड़क पर यातायात को नियमित करने के लिए, सड़क के नियमों का कठोरता से पालन करवाना होगा।

MR. CHAIRMAN : Please conclude now.

SHRI KIRTI JHA AZAD : Sir, I am just concluding. I have got two more points. Then I will conclude my speech.

MR. CHAIRMAN: All right.

SHRI KIRTI JHA AZAD : Thank you. I am very grateful to you, Sir. सभापति महोदय, जिस प्रकार की आजकल तेज रफ्तार की गाड़ियां चल रही हैं बीएमडब्ल्यू, मर्सिडीज और दूसरी भी और हम लोग रोज अखबारों में उनके द्वारा हुई दुर्घटनाओं के बारे में पढ़ते हैं। इसलिए यह आवश्यक है कि इनके लिए कोई गति-सीमा भी निर्धारित कर देनी चाहिए। We should have governance on these vehicles. जितने भी कमर्शियल व्हीकल्स या तेज रफ्तार गाड़ियां राष्ट्रीय राजमार्गों पर चलती हैं उनकी गति की सीमा निर्धारित कर देनी चाहिए।

आजकल कोई भी चालक रेड-लाइट पर खड़ा होने के लिए तैयार नहीं दिखता है। चाहे उस व्यक्ति को घर जाकर कोई भी काम न हो। लेकिन फिर भी वह ट्रैफिक लाइट पर नहीं रुकना चाहता है। इस वजह से ट्रैफिक जाम भी हो जाता है। कुछ समय पहले मुझे भी मालूम नहीं था कि सड़क के नियम होते क्या हैं?

शायद बहुत से लोग सड़क के पास पूछते हैं कि राइट ऑफ दी वे क्या है? शायद इस बारे में किसी को पता नहीं है और कोई बात भी नहीं पाएगा। हर समय कहा जाता है कि जहां राइट हैंड ड्राइव हो वहां राइट हैंड साइड से सही रास्ता होता है लेकिन दिल्ली में और अच्छे बड़े शहरों में हमने देखा है कि यातायात को राउंड एबाउट पर रोक दिया जाता है। पुलिस वहां खड़ी हो जाती है और दाहिनी तरफ से जो यातायात आता है उन्हें रोक देती है और मेन रोड से आने वाली गाड़ियों को जाने देती है। इससे ट्रैफिक जाम होता है।

मैं यहीं अपनी बात समाप्त करना चाहूँगा लेकिन इन सभी बिन्दुओं पर चाहूँगा कि आप विचार करें और देखें कि दुर्घटनाएं केवल सी.एन.जी. और दूसरे ईंधन के कारण नहीं बल्कि दूसरे कई कारणों से हो रही हैं। इसे पूर्णरूपेण देखना आवश्यक है। बहुत-बहुत धन्यवाद।

SHRI SUNIL KHAN (DURGAPUR): Thank you, Mr. Chairman.

The Bill is intended to take away the exemption, which had been enjoyed by vehicle owners who had been using Compressed Natural Gas. The CNG fuel was introduced on instructions from the apex court in order to control the increasing pollution in the country. Naturally, Delhi being the Capital City, the Supreme Court intervened in this matter. But pollution is increasing everywhere, not just in Delhi or in Mumbai. So, we have to take note of these aspects while amending the law.

The first point that I would like to highlight in respect of this Bill is an apprehension. In Delhi, the use of CNG has almost become a common one. As far as the Metropolitan Cities of Kolkata, Chennai are concerned, as also of other cities, what I found is that the Motor Vehicles (Amendment) Bill 2001 is applicable to them also, since it is a Central legislation. That means, it is applicable to the whole country. Then, what was the main purpose for giving such a concession or exemption only for Delhi? What about other cities?

We had given these exemptions under section 66 and under section 67 of the Act. These concessions and exemptions were being given to those vehicles, which use CNG, in order to encourage them to use eco-friendly fuel. This is the main purpose of sections 66 and 67 of the original Act. Now, most of the vehicles started using CNG and it has become a common feature after the directive of the hon. Supreme Court; and it has now become mandatory also.

My point is that the vehicle owners in Kolkata, Chennai and other cities also would like to switch over from diesel to CNG. I would like to know whether they would also be given such exemptions. I would like to get a clarification from the hon. Minister. If section 66 and section 67 were removed from the Motor Vehicles Act of 1988, then what would be the fate of other vehicle owners in cities other than Delhi?

If you go through the statistics of pollution throughout the world, Indian cities are shown to be the highly polluted cities in the world. Therefore, we need to improve the grades of our existing vehicles and our systems. At the time when the CNG, as fuel, was made compulsory, there was a big chaos; there were *lathi* charges; and people set vehicles on fire. When we introduce CNG, there should be proper facilities.

The auto rickshaws have to wait, at least, for four to five hours at the petrol pump for refuelling. There are long queues. They are also charging more from the commuters. What happened yesterday, the 28<sup>th</sup> August, 2001? Due to the transporters' strike in Delhi, a large number of buses, auto rickshaws, taxis stayed off the roads. With the result, school children and office-going people found it difficult to reach their destinations.

Sir, from today's newspaper, I came to know that in a high level meeting which was attended by the Union Ministers and Delhi BJP MPs and which was chaired by the hon. Home Minister, it was decided to request the Prime Minister to consider issuing an ordinance banning the new CNG auto rickshaws and taxis and allow the low sulphur diesel, which is also an eco-friendly fuel, as an alternative fuel for buses.

Sir, I want to know from the hon. Minister what will be the fate of the CNG taxis and auto rickshaws? Earlier, you asked them to convert from petrol engine to CNG engine. Now you would again advice them to convert from CNG to diesel engine. It would be very difficult for the low income group people. So, you have to provide both the facilities.

So far as the motor accidents are concerned, in most of the cases, the victims are pedestrians and cyclists. These cases should be taken into consideration more seriously in order to decrease the number of accidents on roads.

The earlier speaker has already spoken about the highway patrolling system and I also agree with this. It is because if there is a patrol vehicle on the highway, there will be less accidents. In foreign countries, there are many ways of controlling accidents. Sir, they can enquire about the speed governors. If the system of speed governor for limiting the speed is introduced, there would be less accidents and driving would become safe.

Sir, what facilities are available to a victim of accident? According to the Act, he can claim compensation under Sections 158 and 160. He can file a claim application before Motor Accident Claims Tribunal. This right was given to the injured or the relative of the victim if he dies in an accident. The compensation was being made available to the victims. As per Section 140, if an accident has taken place due to the negligence of the owner of the vehicle in which he was riding, the victim was entitled to the interim relief. Under Section 140, the victim of the accident or his relative or his legal representative in case of his death, can file an application for a claim. But what has happened after the judgement of the Supreme Court? It is a difficult situation.

All the Motor Accident Claims Tribunals have been barred from making payment for claims at once. I do not understand the reason behind this judgement of the Supreme Court. According to the sources, only Rs.5000 are being paid in advance and the rest of the amount is deposited in the nationalised bank. According to the direction of the Supreme Court, the victim of an accident or a person whose father or other relative has died, can get the

compensation only after a lapse of five years period.

He has to go through mental agony. He also requires money for treatment. What is the purpose of making delay? I urge upon the hon. Minister to look into this matter and I hope the Minister will bring a comprehensive Bill so that such things may not occur again.

SHRI M.V.V.S. MURTHI (VISAKHAPATNAM): Mr. Chairman Sir, I rise to welcome the Motor Vehicles (Amendment) Bill, 2001. The original Motor Vehicles Act, 1988 was amended in 1994 keeping in view the limited operational mobility of the compressed gas vehicles at that time. Now, with the recent trends of changes and the Supreme Court's instructions that nobody is entitled to pollute the roads and environment, the CNG is made operational and compulsory. Most of the public transport vehicles have been given time to convert themselves to the Compressed Natural Gas upto 30<sup>th</sup> September. I am afraid whether the Government would be able to meet that situation by converting all the buses of public undertakings and public motor vehicles into CNG. That has to be explicitly stated by the hon. Minister. If so, what are the steps which he is going to take because there is only one month from now? As it is, we have seen the difficulties faced by the common man yesterday. Very thin attendance was found in the offices on the pretext of not getting public transport and many have abstained themselves from office. The situation was paralysed creating losses. That is one aspect.

The other thing is, today, why has the court given such direction to convert buses and taxis to CNG? There are also other Government vehicles in many States which are more than 10 to 15 years old. The vehicles are running by diesel and emanating smoke. When we go behind the diesel-run vehicles, we have to necessarily stop at some places. The hon. Minister for Petroleum, Shri Ram Naik may also be aware of this problem in Mumbai.

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI RAM NAIK):

It is there even in Hyderabad. It is there all over India.

SHRI M.V.V.S. MURTHI : It is there in my place also. But why this discrimination is there? I suggest you to be impartial. If at all we show some leniency, this leniency should be shown to the weaker sections, namely, the public transport and not the Government-run buses. But most of the taxis which are being run are owner-driven. Now, he has been put to a lot of pressure like now whether he could convert it or not. As an alternative, the Ultra Low Sulphur Diesel (HSD) is also being offered. I want to know whether this also can be taken into consideration or not. This Ultra Low Sulphur diesel oil could also be provided as an alternative fuel so that the difficulties will be minimised.

If you want to take in any reform in a haste overnight, it will boomerang. It will not work. The reforms have to take its natural process. You have to give them a time limit and not overnight to make things happen. In a country like ours, we are having so many polluting industries and transport by automobiles is one of them. But we are giving them time. If necessary, you have to convince them in the court and give them proper time and see that the common man and the operators are not facing difficulties. As far as Delhi Transport is concerned, it is all right. You can do it because it is a Government undertaking. Government has the will to operate them by converting them into CNG and open their own petrol bunks and CNG filling stations. But if you want the public transport system by private operators to operate like that, it will create problems. So, kindly take this into consideration, make suitable amendments and suggestions, give them a smooth process so that our country is free from pollution.

We are all worried about pollution. We find clouds of smoke in Hyderabad, Delhi, Mumbai, Kolkata, Chennai and other big metropolitan cities. The other day, in Kerala, there was a red rain. It is not because that red Government was there till yesterday and not because red Government lost and green Government has come. That is all due to pollution. In Visakhapatnam, during most of the winter mornings, flights get delayed because of clouds of smoke. The sky will not be cleared upto even 10 a.m. to 12 noon. This is all due to pollution. So, what I mean to say is that this Bill is only a beginning. This is a good step but at the same time, it should be impartial. It should be applied to all vehicles including Government vehicles. Government vehicles should be brought under Bharat-II version. How many vehicles are operating under Bharat-II version?

The multinational companies have already brought out Euro-III version and you cannot see any pollution after that. But we are also having Bharat-II version. You can see our new vehicles being manufactured under Bharat-II. Let the Government be a model while making Bharat-II version compulsory for all buses, cars and taxis. You should create models and only then others will follow you. Unless you do this, people will think that the Government is harsh towards the common man. It is because a person running an auto or taxi is standing in the queue for a couple of hours and not able to get his turn thus losing his heir thus one day earning. How are we in a welfare society making the common man comfortable? This is the situation prevailing today. Yesterday's *bandh* is one of the eye-openers for all of us. We should meet the situation adequately. At the same time, there is nothing wrong in whatever you have done earlier. Permit was not necessary in the past for eco friendly vehicles. Fare fixation could be done by

the taxi owner himself. Today, you are regulating all of them putting them on the common front. Everybody should be equal before law. Everybody should be given equal opportunity. But this equal opportunity is not being given to them. Government vehicles are escaping from it. I am not talking about buses. You should bring the Govt. cars and taxis under Bharat-II version so that you can insist on others also to come and fall in line. By this, we can all escape from the dangers of pollution in this country, to a large extent.

With these words, I support the Bill.

**श्री धर्म राज सिंह पटेल (फूलपुर) :** अध्यक्ष महोदय, आजकल मोटर गाड़ियों में सी.एन.जी. का इस्तेमाल हो रहा है और अभी कुछ दिन पहले हमारे पेट्रोलियम मंत्री नार्सिक साहब ने एल.पी.जी. से भी कार चलाने की घोषणा की है। मैं संसद के माध्यम से देश की जनता का ध्यान आकर्षित करते हुए कहना चाहूंगा कि अभी दिल्ली में सी.एन.जी. से वाहन चलते हुए बहुत दिन नहीं हुए हैं, लेकिन आए दिन अखबारों में लगातार एक्सीडेंट की घटनाएं होने के समाचार हमें पढ़ने को मिल रहे हैं।

15.00 hrs.

सी.एन.जी. बसों में आग लगी है और जहां से गैस भरी जाती है, वहां भी आग लगी है। उसी तरह से माननीय पेट्रोलियम मंत्री जी ने एल.पी.जी. से भी वाहन चलाने की व्यवस्था की है। पेट्रोलियम मंत्री मौजूद हैं तथा हमारे परिवहन मंत्री भी हैं। मैं इनसे जानना चाहूंगा कि जो व्यवस्थाएं हो रही हैं, आज संसद में बैठे हुए लोग हैं या लाखों लोग जब गाड़ियां सड़कों पर सी.एन.जी. या एल.पी.जी. से चलाएंगे तो उसमें सुरक्षा का क्या इन्तजाम किया गया है? रास्ते में किसी बस में या गाड़ी में, चाहे मारुति हो या कोई दूसरी गाड़ी हो, यदि एक्सीडेंट होगा, गैस लीक करेगी, सी.एन.जी. लीक करेगी तो उस समय जो उसमें बैठे हुए यात्री होंगे, उनकी सुरक्षा का क्या इन्तजाम किया गया है? गाड़ी के अगल-बगल में जो स्वारियां होंगी या उनका कोई सामान रहेगा, उसकी सुरक्षा का इसमें कुछ इन्तजाम किया गया है कि नहीं। मैं माननीय मंत्री जी से जानना चाहूंगा?

रही बात सी.एन.जी. की शॉर्टेज की तो अभी माननीय मंत्री जी ने कहा कि अभी दिल्ली में शॉर्टेज लग रही है, इसलिए अब सी.एन.जी. की गाड़ियों को ज्यादा लाइसेंस नहीं देंगे। जब पूरे देश में सी.एन.जी. या एल.पी.जी. की गाड़ियां चलेंगी तो हमारे देश में जो आम आदमी गांवों में रह रहा है, उसे गैस भी उपलब्ध नहीं हो पाई है, जब इतनी गाड़ियां चलेंगी तो सी.एन.जी. और एल.पी.जी. गैस लोगों को उपलब्ध हो जायेगी या जो गाड़ियां लेकर लोग चलेंगे, उनको भी लाइन लगानी पड़ेगी, मैं यह भी जानना चाहूंगा?

दूसरी तरफ कई माननीय सदस्यों ने सड़कों पर हो रही दुर्घटनाओं की तरफ सरकार का ध्यान आकृत किया है। हमारे पूर्व सांसद राजेश पायलट जी और इस देश के राष्ट्रपति स्वर्गीय ज्ञानी जैल सिंह जी की भी एक्सीडेंट में मृत्यु हो गई। आज जब ऐसी सुरक्षा में चलने वाले व्यक्तियों की एक्सीडेंट में मृत्यु हो रही है तो जो आम नागरिक सड़कों पर चल रहे हैं, गाड़ियों से उनके एक्सीडेंट्स हो रहे हैं, उनके लिए इस बिल में क्या प्रावधान किया गया है, मैं माननीय मंत्री जी से जानना चाहूंगा? आज प्रतिदिन कम से कम सैंकड़ों व्यक्ति एक्सीडेंट से पूरे देश में मरते होंगे। जो लोग मरते हैं, जिनका इन्श्योरेंस नहीं है, जिनके पास कोई खाने-पीने का इन्तजाम नहीं है और जो सड़कों पर चल रहे हैं और वे मर रहे हैं तो उनके लिए क्या इस बिल में कोई ऐसी व्यवस्था है, जिसके माध्यम से मरने वाले के परिवार को जिसका बीमा नहीं है, इन्श्योरेंस नहीं है, उसके लिए भी क्या इसमें कोई प्रावधान किया गया है? मैं माननीय मंत्री जी से चाहूंगा कि यदि इस बिल में प्रावधान नहीं किया गया हो तो ऐसी व्यवस्था करें। जब नई गाड़ियां आती हैं तो पंजीकरण करते वक्त इतना ध्यान रखा जाये कि वन टाइम थर्ड पार्टी इन्श्योरेंस होना चाहिए, ताकि यदि कोई एक्सीडेंट हो तो उस गाड़ी के माध्यम से मरने वाले व्यक्ति के परिजनों को पूरा का पूरा पैसा मिलना चाहिए।

इसके अलावा मैं एक और बात कहना चाहूंगा कि आये दिन गाड़ियों से एक्सीडेंट होते हैं, एक बार मेरी गाड़ी से भी एक्सीडेंट हुआ। हमने अपनी गाड़ी रोकने की कोशिश की, जब गाड़ी रुकने लगी तो हजारों की संख्या में पब्लिक ने घेर लिया तो मुझे मजबूरन अपनी जान बचाकर भागना पड़ा। ऐसी स्थिति में यदि कोई सांसद जा रहा है, उसकी गाड़ी से एक्सीडेंट हो जाये और कोई आदमी मर जाये तो मैं जानना चाहूंगा कि गाड़ी चलाने वाले ड्राइवर के लिए या मालिक के लिए सुरक्षा का कौन सा इन्तजाम किया गया है? ऐसा प्रावधान करना चाहिए कि जिस गाड़ी से एक्सीडेंट हो रहा है, उस गाड़ी के ड्राइवर को या उसके मालिक को सुरक्षा प्रदान की जाये, नियमों में ऐसा कुछ संशोधन किया जाये।

जिस गाड़ी से एक्सीडेंट हुआ है, अगर उसके ड्राइवर को सुरक्षा मिल जाए तो उसी गाड़ी में या दूसरी गाड़ी से घायल व्यक्ति को बिठाकर अस्पताल पहुंचाया जा सकता है और उसकी जान बचाई जा सकती। इसलिए ऐसा भी प्रावधान इसमें होना चाहिए। कोई व्यक्ति जानबूझ कर दूसरी गाड़ी को टक्कर नहीं मारता, लेकिन यदि मारता है तो उसके लिए दंड की व्यवस्था होनी चाहिए। इसके अलावा सड़कों पर लाखों की संख्या में ट्रक और बसें चलती हैं। हजारों-लाखों लोग ड्राइवर हैं। वे किसी तरीके से लोन लेकर गाड़ी खरीदते हैं और चलाते हैं। आज पढ़े-लिखे बेरोजगार नौजवान, जिनको आप नौकरी नहीं दे पा रहे हैं, लोन लेकर आटो रिक्शा या टैक्सी चला रहे हैं। परिवहन विभाग वाले और पुलिस वाले उनको बहुत परेशान करते हैं और अवैध वसूली करते हैं। मैं चाहता हूँ कि इस पर रोक लगाई जानी चाहिए।

एक माननीय सदस्य ने अनुरोध किया है कि आजकल गाड़ी पर लाल बत्ती लगाने का बहुत चलन हो गया है। जिसको देखो वही ऐसा कर रहा है। मंत्री जी इस बारे में स्पष्ट करें कि लाल बत्ती का उपयोग कौन लोग अपने वाहन पर कर सकते हैं, क्या सांसद, विधायक या जिला परिषद के अध्यक्ष भी कर सकते हैं या नहीं? इतना ही कहकर मैं अपनी बात समाप्त करता हूँ।

SHRI RAM NAIK: Sir, I am intervening in the debate. I am aware of the constraints of time. I am also aware and probably the House is also aware of the difficulties....(Interruptions)

The Supreme Court is also seized of the issue. Since the matter is *sub judice*, I will keep that also in mind. I would acquaint the House with facts only so that it will help the debate further.

I must make it clear that whatever assurances we have given to the Supreme Court, they will be honoured. Whatever buses and other vehicles should come as per the order of the Supreme Court, they would come. That work will be done. We do not have the CNG available for what comes beyond that. That is what we have submitted to the Supreme Court.

When the Supreme Court made the original order in 1998, it was limited to buses only. The number which was expected was about 10,000 or 12,000. But in March, 2001, the Supreme Court extended the area of its order. It said that the autos and taxies also would be covered by that order. That is why, some difficulties have been there in the city of Delhi. I am also very sorry when I see very long queues. In the month of March, when that order was there, there were only 11,000 autos in Delhi. In the last four months, the number has become to 27,000. So, 16,000 new autos have come. That is also creating some difficulty. I will explain about that aspect also.

Similarly, CNG taxies were just 4,000. Now, there are 11,000 taxies. So, a wider thing has come. We are trying to address that thing also. That is why, we have made submissions before the Supreme Court. The Supreme Court has also desired that the *Amicus Curiae* and our Solicitor General Shri Salve should try to sort it out.

Two meetings have been held between our Ministry and the Delhi Government. I have also met the Chief Minister of Delhi. We are trying to sort out the issue through *amicus curiae*. We have made two important submissions which have relevance to all of us. According to the order of the Supreme Court in 1998, the diesel sulphur content in Delhi should be 0.5 per cent. Then, it was reduced to 0.25 per cent. Now, it is available at 0.05 per cent. There is a definite per cent progressive change. We have submitted to the Supreme Court that this 0.05 sulphur content diesel is a clean fuel.

I am just quoting the figures for some important developed countries – Canada - 0.05 per cent; all the European countries – 0.05 per cent; Japan – 0.05 per cent; Singapore – 0.05 per cent; and the USA – 0.05 per cent. This is the diesel which is being used all over the world. We have upgraded our reservoirs and we are giving 0.05 per cent sulphur content diesel by investing Rs.10,000 crore. We have submitted to the Supreme Court that this would be treated as clean fuel because it is being used all over the world.

The second thing we have done is that we have requested that there should be two modes of fuel. CNG is fine but only CNG is not desirable. From that point of view, we have requested and submitted to the Supreme Court that it should accept the principle of dual fuel – CNG plus petrol plus diesel. There also, I would just like to quote some important cities of the world to show as to what is the ratio of total bus fleet and as to how many CNG buses are there. In New York, the total number of buses are 5,675, out of which only 358 are CNG buses, that is, just six per cent; In Toronto, Canada, which is very rich in petrol and gas, out of 1,500, only 125 are CNG buses; in Berlin, Germany, out of 1,700, only 10 are CNG buses; in Paris, out of 4,000, only 53 are CNG buses; and in Sydney, Australia, out of 3,900, only 254 are CNG buses. That is why we are requesting the Supreme Court to kindly look at the different countries of the developed world. Single mode of fuel is not desirable in Delhi. This is the second request we have made.

I would dwell only on what we are going to do in the immediate future. The Supreme Court had said that we should establish 80 CNG stations by September-end, but we would be establishing 87, that is, seven more CNG stations. We are importing 14 new compressors, out of which five have already come and we are in the process of airlifting nine compressors. All of them would be installed before September-end. By that time, all the queues would be over. People of Delhi have to bear for one more month till the compressors come and the same are installed. The Government of Delhi has not given electricity connections to 11 CNG stations so far. We are only using generators in those CNG stations. I had a meeting with the Chief Minister of Delhi. She has also agreed and said that she would try to give electricity as early as possible. The people of Delhi have suffered a lot. It would be our endeavour to ensure that all the problems are over by September. The Government of Delhi has also assured co-operation. With this, I feel that the long queue would be the thing of the past by the end of September. That is what I wanted to say....(*Interruptions*)

SHRI ADHIR CHOWDHARY (BERHAMPORE, WEST BENGAL): Is 0.05 per cent sulphur content diesel available throughout the country?

SHRI RAM NAIK: At present, 0.05 per cent sulphur content diesel is available in full quantity in Delhi, Mumbai, Chennai and Kolkata. Probably in the next six months, 0.05 per cent sulphur content diesel would be available all over India.

SHRI K. MALAISAMY (RAMANATHAPURAM): From the statement of the Minister, we could know about cities like Sydney, Canada and other places. I would like to know whether the Supreme Court has overstepped its jurisdiction.

SHRI RAM NAIK: I would not like to comment on the Supreme Court's order.

1516 hours (Shri Devendra Prasad Yadav *in the Chair*)

SHRI S. MURUGESAN (TENKASI): Mr. Chairman, Sir, I thank you for this opportunity. On behalf of AIADMK, I participate in this debate with regard to the Motor Vehicles Act, 2001 in this House. I support the Bill that has been passed by the Rajya Sabha in view of safety, security and environmental clearance.

In the newspapers, there are reports everyday about major and minor accidents due to negligence of drivers or due to mechanical faults. A lot of people lose their lives due to such accidents. The noise and environmental pollution are creating several diseases among the people of our country. These incidents are occurring everyday. Through this Amending Bill, the Government should come forward to control these serious incidents.

As per the amended Act of 1994, sections 66 and 67 provide that the eco-friendly fuel vehicles are exempted from the requirement of permits and the owners of such vehicles shall have a discretion to fix freights for the goods as well as fares for the passengers. So, a large number of vehicles are plying without permits. There is no control over these vehicles either by the State Authority or the Authority designated by the Legislature. There are a lot of demands for conversion of State Highways into National Highways. But the Central Government is not allotting the necessary funds for such conversion. Even though the Central and the State Governments are taking steps to control the road accidents, these have not been successful in the past. Now, the Government is bringing forward this new legislation in order to control both accidents and pollution. I wish the Government all success for the present legislation for controlling the growing road accidents as well as pollution in our country.

Last week, the hon. Chief Minister of Tamil Nadu, *Puratchi Thalaivi* Dr. Jayalalitha, introduced a new scheme in the Budget Session to have first aid centres on the national highways at a distance of every 50 kilometres in order to provide first aid to the affected persons.

There was also a proposal from the Central Government to launch three pilot projects in Tamil Nadu for blending ethanol with the vehicle fuel. The infrastructure facilities are available in Tamil Nadu. But due to some reasons, these have been diverted to other States like Uttar Pradesh and Maharashtra. So, I request the Government, especially the Ministry of Petroleum and Natural Gas, to launch the above-mentioned pilot projects in Tamil Nadu, as has been proposed earlier, where the infrastructure facilities are already available. A group of MPs has already submitted a petition to the hon. Minister. So, I would request him to look into the matter and take early action.

Further, I would suggest one more point regarding the provision of smart card for the drivers. These may be introduced uniformly throughout the country. All the Transport Authorities should be connected among themselves through the software system. With these words, I conclude my speech.

SHRI ADHI SANKAR (CUDDALORE): Mr. Chairman, Sir, I support the Motor Vehicles (Amendment) Bill, 2001. Sections 66 and 67 of the Motor Vehicles Act encourage eco-friendly fuels. The eco-friendly fuel, namely, CNG, is being used only in Mumbai and Delhi.

Sir, I would say that it is a partiality. There is a need for encouraging such fuel in other parts of the country, more particularly in metropolitan cities, like Chennai, Kolkata, etc.

I would like to urge upon the Government to look into the important factors like road accidents. The traffic rules and regulations are not being properly implemented. As a result, so many accidents are taking place. Everyday, we find a number of accidents taking place in the country.

Regarding issuing of driving licences, I would say that there is too much corruption in the system of issuing driving licences. In other countries, it is impossible for a person to get a driving licence. Unless he is perfect in driving, he cannot get a licence.

Here, I would like to say that we have to prohibit drivers from drinking. Now-a-days, on National highways one finds a number of liquor shops. So, there should be total prohibition on highways. Section 66 says, "all vehicles playing on the road, whether State carriage, contract carriage or taxis, should have a permit." If the vehicles are allowed to ply on electricity, battery or on compressed natural gas or by solar energy, they need not apply for any permit at all. Road safety will be maintained and innumerable number of accidents which are taking place due to indiscriminate number of vehicles being allowed to ply, will be reduced.

As far as road accidents are concerned, the benefit available to a victim is compensation. A victim of an accident, or his legal heir or legal representative in case of his death in accident, can file an application for claim. But after the Supreme Court judgement, all Motor Accident Claims Tribunals have been barred from making the payment of money. They can get the compensation only after a lapse of five years. I think, it is inhuman and unjust. We have so many accident victims in our country and nobody is able to get relief or compensation in time. I would request the hon. Minister to look into this aspect also.



I would also like to say that to avoid road accidents, the breadth of the roads must be increased. In Tamil Nadu, there is a long pending proposal of conversion of Cuddalore-Chittoor State Highway road to National Highway Road. I would request the hon. Minister to look into this and clear this proposal. At the same time, the four-way lane road from Chengalpattu to Madurai in Tamil Nadu has so far not been completed. Hence, I would request the hon. Minister to take a note of these and the work relating to the strengthening of the road, formation of four-lane road, and conversion of State Highway to National Highway in Tamil Nadu be implemented as early as possible.

I would also like to bring one more fact to the notice of the hon. Minister that maximum number of transport buses do overloading. So many RTOs are corrupt and inefficient. Even though it is a State subject, we must try to improve things mutually. In the interest of road safety and security of our countrymen, the proposed Amendment Bill has been brought before this House. It is a welcome step taken by the hon. Minister.

With these words, I conclude. Thank you Sir.

**डॉ. रघुवंश प्रसाद सिंह (वैशाली) :** महोदय, मंत्री जी मोटर यान विधेयक में संशोधन के लिए प्रस्ताव लाए हैं। सन् 1988 के कानून में सन् 1994 में संशोधन हुआ था। नियम 66 और 67 में कहा गया था कि इको फ्रेंडली फ्यूल, मतलब सीएनजी सोलर एनर्जी अथवा बैटरी से संचालित जो गाड़ियां होंगी, उन्हें परमिट की जरूरत नहीं होगी और वे सामान बोने के लिए या भाड़ा तय करने के लिए आजाद होंगी। उन पर नियंत्रण नहीं किया जाएगा। हमें लगता है कि इको फ्रेंडली फ्यूल के प्रोत्साहन के लिए और प्रदूषण की मार, खास कर दिल्ली में सल्फ डाईआक्साइड और कौन-कौन सी गैस का नाम सुनते हैं जिससे बड़ी बीमारियां हो रही हैं और उनका स्वास्थ्य पर प्रतिकूल असर हो रहा है। वैसे भी लाल बत्ती जलने से जब गाड़ियां रुकती हैं, उस जगह गाड़ी में बैठे-बैठे एहसास होता है कि सांस लेने में कठिनाई होती है और आंखों में भी अनईजीनेस, खुजलाहट और तकलीफ होती है। पर्यावरण विशेषज्ञ कहते हैं कि दो-तीन हजार टन धुआं रोज निकल रहा है और प्रदूषण हो रहा है।

इसके लिए प्रोत्साहन देने वाला कानून उस समय बना था। लेकिन अब सीएनजी का बहुत प्रयोग हो रहा है इसलिए परमिट में जो उनको पहले छूट दी गयी थी वह छूट अब न दी जाए और उस नियम 66 और 67 को समाप्त करने के लिए ये कानून लाए हैं। हम माननीय मंत्री जी से जानना चाहते हैं कि सीएनजी का तो मान लिया कि सुप्रीम कोर्ट के डंडे के कारण आपने उसको पॉपुलर बना दिया लेकिन सोलर एनर्जी जिसका इस्तेमाल होने से अनेक प्रकार की बचत देश की और समाज की है और दूसरी तरफ बैटरी और इलैक्ट्रीसिटी से संचालित होने वाले वाहन के लिए आप कह रहे हैं। सीएनजी के लिए जो आप कानून लाए हैं मेरे ख्याल में उसको रखना था लेकिन सोलर एनर्जी, बैटरी और इलैक्ट्रीसिटी को आपको अलग रखना चाहिए और उनको भी पॉपुलर होने दीजिए। एक साथ ये सब क्लॉज क्यों हटा रहे हैं। तीन-चार बातें उसमें लिखी हैं कि इको-फ्रेंडली फ्यूल, तो उसमें हमारा आग्रह होगा कि मंत्री जी उस पर पुनः विचार करें। संपूर्ण 66 क्लॉज को न हटाकर के उसमें से केवल सीएनजी को हटा लें और इलैक्ट्रीसिटी, बैटरी और सोलर एनर्जी को उसमें रहने दें - यह हमारा एक आपको सुझाव है।

दूसरा, सीएनजी को पॉपुलर करने के लिए आपने क्या केवल दिल्ली का आंकलन किया है या यह कानून देश भर के लिए बन रहा है। देश के ओर हिस्सों में भी प्रदूषण की समस्या है। वहां की स्थिति पर भी आपको विचार करना चाहिए। नियम 66 में जो आप संपूर्ण हटाना चाहते हैं उसमें से केवल सीएनजी को हटाइये और सोलर एनर्जी, बैटरी और इलैक्ट्रीसिटी को और पॉपुलर होने दीजिए, फिर देखकर हटाइये।

माननीय सदस्यों ने एक्सीडेंट की बात की है। सीएनजी का प्रयोग जब से हुआ है तबसे एक्सीडेंट की शिकायतें ज्यादा हो रही हैं। उसके लिए भी कुछ उपाय होने चाहिए। माननीय पेट्रोलियम मंत्री जी बोल रहे थे कि दिल्ली में तीन लाख सीएनजी की गाड़ियां चलती हैं और यूएसए में 85 हजार गाड़ियां चलती हैं लेकिन वहां पर एक्सीडेंट्स की शिकायत नहीं है। साल में केवल 1.7 प्रतिशत या 1.8 प्रतिशत शिकायत है। लेकिन यहां पर कहीं सीएनजी की गाड़ी में आग लग गयी और लोगों को जहां-तहां उल्टे खतरा हुआ।

आज सरकार सुप्रीम कोर्ट के कर्मचारी की तरह काम कर रही है। सुप्रीम कोर्ट का फैसला आ गया, एक गाड़ी के विय में कट ऑफ डेट उसने घोषित कर दिया लेकिन इन्होंने सीएनजी की व्यवस्था नहीं की। गाड़ी चलाने वाले, टैम्पो चलाने वाले, बसें चलाने वाले दिल्ली में त्राहि-त्राहि कर रहे हैं। रात भर जागकर ये लोग सीएनजी अपनी गाड़ियों में भरवाते हैं। मेरा कहना है कि आप सुप्रीम कोर्ट में अपना पक्ष क्यों नहीं रखते हैं। आप न जाने सुप्रीम कोर्ट के सामने अपना कैसा पक्ष रखते हैं जिससे सुप्रीम कोर्ट आपको हड़का देता है और आर्डर निकाल देता है कि पाइंट फाइव वाला सल्फर वाला डीजल ठीक है। आप कोर्ट को अपना पक्ष बताइये, आप कोर्ट को संतुष्ट क्यों नहीं करते हैं? जज साहब शायद जब सड़क पर घूमते होंगे तो उनको धुआं केवल क्या सल्फर से लगता है? धुआं तो मिलावटी तेल के कारण, इंजन की खराबी के कारण भी हो सकता है। टैम्पो और बसें रेल के इंजन की तरह धुआं निकालती हैं और साथ ही आवाज का प्रदूषण भी करती है। लेकिन सरकार के पास इसका कोई इंतजाम नहीं है। सीएनजी के अभाव के कारण दिल्ली के लोगों को भारी तकलीफ का सामना करना पड़ रहा है।

इसके संबंध में माननीय पेट्रोलियम मंत्री केवल बयान दे रहे हैं। केवल बयान देने से क्या होगा? आप सी.एन.जी. की दिक्कत को देखते हुए दूसरा कोई उपाय करिए और सुप्रीम कोर्ट कोर्ट के आगे हाथ जोड़िए। हमें सिखा रहे हैं कि कम सल्फर वाले डीजल में यह होता है, वह होता है। पेट्रोल, डीजल और मिट्टी के तेल में जो मिलावट हो रही है, उसे रोकिए। मिलावट होने से इंजन खराब होता है और धुआं भी ज्यादा आता है। इसका ठीक से इंतजाम होना चाहिए। इतना ही मुझे कहना है।

**श्री सुरेश रामराव जाधव (परमनी) :** सभापति महोदय, सरकार की तरफ से मेजर जनरल खंडूरी साहब यह बिल लेकर आए हैं। मैं अपनी पार्टी की तरफ से इसका समर्थन करता हूँ। मैं दो-तीन बिन्दुओं पर बोलना चाहता हूँ। कुल मिला कर इस संशोधन विधेयक का मकसद यह है कि सड़क की सुरक्षा और स्वच्छ पर्यावरण। हम सब उम्मीद करते हैं कि हमारे परिवहन मंत्री जो सेवा निवृत्त मेजर जनरल हैं, उनके हाथों सड़क सुरक्षित रहेंगी। यहां बैठे हमारे एक मंत्री सड़क सुरक्षा देख रहे हैं और दूसरे मंत्री राम नाईक जी स्वच्छ पर्यावरण देख रहे हैं। हमारा सौभाग्य है कि दोनों मंत्री अच्छे हैं और कारगर ढंग से काम कर रहे हैं। यदि मेरे दो-तीन सुझावों की तरफ सरकार ध्यान देगी तो लोग सुरक्षित रहेंगे और उनके जान-माल की सुरक्षा ठीक तरह से होगी। क्या देश में सड़क व्यवस्था ठीक है? वह 70 परसेंट बिल्कुल ठीक नहीं है। 70 परसेंट सड़कें अच्छी हों ऐसी नई नीति बनाने की व्यवस्था करनी चाहिए।

स्वच्छ पर्यावरण के लिए मैं दो-तीन बिन्दुओं पर बोलना चाहता हूँ। केन्द्र सरकार और राज्य सरकार के जितने भी वाहन हैं, पहले वे प्रदूषण मुक्त किए जाएं। दो-तीन दिन पहले मैंने मेन गेट से अपनी गाड़ी का एनालिसिस करवाया लेकिन मेरी गाड़ी नहीं आई क्यों कि मेरा ड्राइवर सो रहा था। मैं कार पार्किंग में खुद चला गया। वहां मैंने देखा कि कुछ लोग एक गाड़ी को धक्का लगा रहे थे। वह गाड़ी गृह मंत्रालय की थी। यह हकीकत है और मैंने अपनी आंखों से उस गाड़ी की हालत को देखा। मैंने उनसे पूछा तो उन्होंने कहा कि हम क्या करें, हमारा गृह मंत्रालय गरीब है। यदि ऐसी हालत इस समय सरकारी गाड़ियों की है तो बाकी गाड़ियों का क्या हाल होगा? जैसे रेल धुआं छोड़ती है, वैसे धुआं उस गाड़ी से निकल रहा था। मैं सरकार से अपील और विनती करना चाहूंगा कि पहले जितने भी सरकारी वाहन हैं, वे प्रदूषण मुक्त किए जाएं और बाद में दूसरी गाड़ियों को लें।

स्भापति महोदय, मैं 11वीं लोकसभा के दौरान नार्थ कोरिया गया था। वहां आम लोगों को वाहन रखना अलाउड नहीं है। ज्यादा से ज्यादा राजनेता, सिनेमा में काम करने वाले लोग ही गाड़ी खरीद सकते हैं। लेकिन हमारे यहां मियां की अलग गाड़ी है, बीवी की अलग और बच्चे की अलग गाड़ी है। मेरा सरकार को सुझाव है कि वाहन खरीदने के लिये कहीं-न-कहीं रोक लगनी चाहिये। क्या सरकार ऐसी नीति बनायेगी या कानून में ऐसा संशोधन लायेगी कि एक परिवार में एक गाड़ी हो।

स्भापति महोदय, आपने मुझे बोलने के लिये समय दिया, उसके लिये धन्यवाद।

SHRI E.M. SUDARSANA NATCHIAPPAN (SIVAGANGA): Mr. Chairman, Sir, actually I would like to draw the attention of the Government to the fact that the Motor Vehicles (Amendment) Act, 1994 was brought by the Congress Government on the footing economic reform as you have mentioned in the Statement of Objects and Reasons for this Bill. You said : 'Special provisions are made to provide that vehicles operating on eco-friendly fuels shall be exempted from the requirements of permits and also the owners of such vehicles shall have the discretion to fix fares and freights for carriage of passengers and goods'. This is actually a method of economic reform. The need of the hour is to make the people aware of this. Therefore, you can produce the vehicles with this stipulation and you can run the vehicles so that the people can take advantage of the eco-friendly vehicles. That is why this exemption was given.

I do not know how many vehicles have come up taking advantage of this exemption. The Statement of Objects and Reasons has said that there is a tremendous demand for CNG and also plenty of vehicles have come so that we want to regulate them. Here, I would like to read one portion of the present Government's Hydrocarbon Vision-2025 – one of the five major points - which says : 'To have a free market and promote healthy competition among players and improve the customer service'.

I would like to draw the attention of the Government to one issue and ask as to why this type of opportunity is given for certain people for certain ventures to go in for producing the vehicles. If you allow this demand which was created as per a directive of the Supreme Court to ply only this type of vehicles, then you have to ply them within the city limits of Delhi and Mumbai. Even in Tamil Nadu, in automobile centres like Karur and Coimbatore, the vehicle production is very heavy there. They can do any wonder. They can deliver any type of vehicles. That type of technology is there in Tamil Nadu. In the same way, you create that type of technology everywhere. We can create new vehicles. We can allow them to ply and the operators can settle for themselves as to what should be the fare and freight charges. If you allow it like this, it will be good. This is only a storm in the teacup. But even this storm in teacup could not be tolerated by the Central Government. When we are having some problem in the cities of Delhi and Mumbai alone, we are coming forward to drop the proviso which gives an economic reform.

Sir, both the very powerful and sincere Ministers are here. They can very well manage it by allowing this provision to continue so that new people can come and new ventures can come. At the same time, we can also have the pollution-free atmosphere in the cities of Delhi and Mumbai. I am very fortunate to have the assurance given by our hon. Minister of Petroleum and Natural Gas, Shri Ram Naik that the ultra-low sulphur diesel will be available throughout India within six months. That is a very happy news. According to certain scientists, this ULSD is the foremost one; next is the LPG and the third is the CNG in terms of pollution-avoidance. The carbon monoxide emission in CNG vehicles is much more harmful according to certain people concerned with global warming. Therefore, if you make this ultra-low sulphur diesel available throughout India, then all the villages, town and cities will be having eco-friendly vehicles in their places.

Therefore, it is very fortunate to have such type of target. If they have got that type of target, why should they not be able to convince the Supreme Court to have CNG alone in Delhi so that they can fulfil all the demands which were made within the short period of six months, by 30<sup>th</sup> September - the deadline fixed by the Supreme Court? I would suggest that we can convince the Supreme Court if we are clear enough in telling the Supreme Court that we will take it as a venture and we are going to bring in eco-friendly vehicles throughout India.

I would like to suggest that giving this type of bureaucratic grip to the State Governments to make rules and also to fix the fares and freights would lead to many bus owners and vehicle owners always going behind the officers and politicians for getting some favour. Therefore, I would like to suggest that the Government should have some thinking on this.

Sir, if the entire Government is committed to reforms, I think, this type of a small thing can be used as a specimen case to show how best we are doing reforms in India and that we are really having the competence and we are not afraid of the small barricade that comes in our way.

In the same way, I would like to get some particulars. I would like to know how many CNG vehicles have actually come in this sector? I would also like to know whether there is any demand in cities other than Delhi and Mumbai. In which way is it useful? In which way are they afraid? Do they think that there will be more demand and more fares will be there? They will fix fare more than that of ordinary diesel vehicles which are now plying. I want to know whether the fare of CNG vehicles is at par with the present vehicles or it is going to be raised. What is the fear that

the Government has got to come forward to delete this proviso from the Act?

In the same way, I would just like to draw the attention of the hon. Minister to the Bhure Lal Committee Report which has been given to the Supreme Court, which said that electricity or battery-operated vehicles alone can serve as clean, eco-friendly vehicles. As the hon. Minister has clearly mentioned that diesel with 0.05 per cent sulphur content can be supplied and it is acceptable as per international norms, and therefore, it can be used throughout India and it will be helpful also.

At this juncture, I would like to draw the attention of the hon. Minister to the fact that we have imposed a cess on petroleum products. In the same way, how are we going to use the income from this cess to increase the usefulness of the infrastructure, the road maintenance? The hon. Minister has mentioned in another debate that Rs. 16,000 crore are being spent on laying of roads in India. Every time, there is increase in the allocation for laying of roads. How best are we going to maintain the roads in a proper way? Laying of road is something different, but maintaining them is much more important. Therefore, that should also be taken into consideration.

Finally, I would submit that certain road Projects have not been executed. In Tamil Nadu, East Coast road is also not executed. That may also be considered at this juncture. Therefore, I would like to suggest that reform is not just disinvestment. The reform should start in each and every field and in each and every village. Then only we will see the effect of reform, which will help in the eradication of unemployment.

MAJ. GEN. (RETD.) B.C. KHANDURI : Sir, I am grateful that ten hon. Members have made valuable contribution by making valuable suggestions and observations. I am also thankful to Shri Ram Naik who intervened in the debate and explained certain aspects which were raised by the Members.

Sir, basically a number of points have been raised. The limited object of this Bill was to remove certain facilities or certain exemptions which were included by the amendment of 1994. That was the limited aim. On that, a number of Members have raised queries. There are two types of queries raised. One is that why we have included electricity and solar energy in this Bill. The second query is about the number of CNG vehicles that will come up, and why we wanted to go in for this amendment.

Sir, I want to submit to the House that there is a certain provision in the act, which permitted individuals to ply their CNG fueled vehicles on the roads, and the thrust of this Amendment is on that. In the beginning, it was thought that it would be good to encourage people to come out, invest some money and start this. The time has come now when the State Governments are feeling that this type of arrangement is causing administrative problems. This problem became very apparent, particularly in Delhi. During the Budget Session when I introduced this Bill, I was requested a number of times by the Delhi Government that as they were facing problems, the type of encouragement given at a particular point of time, that is, in 1994, was not required now.

I agree that encouragement has to be given, particularly to solar and electricity-run vehicles. We want to give it in another form rather than giving freedom to vehicle owners to ply wherever they want to ply and to fix fares and freights. Though the State has no control on this, they have all the accountability. Even today, we are giving a number of concessions and encouragement. I have a long list of it, but I do not want to go into it. We are giving financial encouragement, exemption in excise and customs duties, and various types of experiments, such as, using batteries, solar energy and different fuels, which are latest, are going on. We would like to give encouragement to these people in a manner where it is more useful and does not create any administrative problem. That is the main thrust of this Amendment. The State Governments have been saying that this is becoming a little unmanageable. The hon. Minister of Petroleum and Natural Gas has given some figures about the vehicles plying in Delhi. That number is expected to increase greatly, maybe, to 60,000 or 70,000. Right now, there are over 2,000-3,000 buses alone. Therefore, it is for the purpose of administrative convenience and not to discourage anybody that we have brought this Amendment. We can assure that we will give various types of concessions for vehicles using electricity, solar and other non-conventional energy sources.

A number of questions were asked about accidents. It is a separate issue. We are taking various actions in terms of education, enforcement engineering measures and awards. My Ministry has done a lot in this regard. We are gradually moving forward. Of course, there are financial constraints. For the last couple of years, we are giving ambulances, cranes, and training to people. A large number of drivers have been trained. Refresher training classes for two days were held for them. These encouragement is going on side by side. Similarly, the States are also taking steps. Accidents are a major problem. Various types of action are being taken in terms of giving encouragement, financial assistance, and widening of the roads.

Some members have talked about maintenance and increasing the width of the road and so on. That is also going

on. The last speaker, Shri Nachiappan, has talked about national highways and other things. I have already informed the House that this Government has taken a very major initiative for improving the roads in terms of quality, width and also in terms of increasing the quantum of national highways. Therefore, I do not want to repeat that. As much as Rs. 60,000 crore worth projects are right now under implementation and they are to be completed in the next six or seven years. I am quite sure, the results will start coming or become apparent in the next two years. Thereafter, the road improvement will take place.

Some Members have talked about other things. Shri Kirti Azad raised a number of points such as licensing, people driving after taking drinks, etc. Some Members said that the bars should be prohibited to operate on the national highways.

There has also been a mention about overspeeding. Certain actions are being taken. I do not want to merely say that it is the prerogative of the State, but basically, law and order is maintained by the State. We have had a number of meetings with the States. We are trying to evolve ways and means.

A number of Members had raised queries about licensing. We had come out with a smart card programme. It has already been suggested to all the States. We are trying to provide as much help to them as possible, including computerisation and various other things. We are now allowing the development of computerisation out of the Central Road Fund, and the money which is being given to the States is to the tune of Rs. 1,000 crore per year. We thought about the means to control accidents, overspeeding, drunken driving, bad roads, etc., and all these things are being taken care of in a package.

But I am sure that Members will agree that it will take a little time. We are doing our best from our side.

Another point that I would like to highlight is about the kind of traffic that we have on our roads. We are comparing our country with other countries. Nowhere in the world would you find in a four-lane national highway, starting from a pedestrian to a cyclist, to a bullock cart and a camel cart coming from the opposite directions. But all these things are there in our country. If you want to have a four-lane national highway and then have lesser number of cuts on the roads divider then they make cuts at every point in the national highway and want to cross it. So, these are some of the causes that need to be taken into account. We are educating the people. I am quite sure that with better and wider roads, people would also understand as to which way to go and which way not to go and thereby reduce the number of road accidents.

As regards the safety norms for the CNG vehicles, I would like to say that these have been issued. To start with, there are some problems. The State Government machinery is in place to see that the norms are properly followed. All these things are being done. But initially there is a little problem.

I have tried to cover all the major issues. The main thrust of this Bill is very limited.

SHRI PAWAN KUMAR BANSAL (CHANDIGARH): Please tell us whether you are going to give any incentive to those who have got their vehicles converted into the CNG mode.

MAJ. GEN. (RETD.) B.C. KHANDURI : Shri Bansal, I have already told that presently there are some incentives available. We want to give more incentive but not freedom from law. It does not mean just allowing them to ply without registration and things like that. It does not mean that they could just select their routes for plying the vehicles. Most of the vehicles are plying on good routes and on difficult and unremunerative routes, lesser number of vehicles are plying. Therefore, these are all administrative arrangements.

As far as the question of providing incentive is concerned, we must give them incentives that are available.

With these words, I commend that the Bill be passed.

SHRI PRIYA RANJAN DASMUNSI : Sir, there is one more speaker from our side. Could you please allow him just for two minutes?

MR. CHAIRMAN: No. The hon. Minister has already replied to the debate.

...(Interruptions)

SHRI KIRTI JHA AZAD: Sir, I am grateful to the hon. Minister for...(Interruptions)

MR. CHAIRMAN: You have already made your speech.

...(Interruptions)

**श्री कीर्ति झा आज़ाद** : स्भापति महोदय, I have to ask a clarification on licensing. It is a very important matter.

मैंने यह बात कही थी कि लाइसेंस ऐसे लोगों को दे दिया जाता है जिन्हें यह मालूम नहीं होता है कि गाड़ी कैसे चलाई जाती है। जिस तरह से मंत्री महोदय अभी बता रहे थे कि नेशनल हाईवे में बुलककार्ट भी चलती है, ट्रैक्टर भी चलता है और हाथी-घोड़े भी चलते हैं। There should be a National Driving Institute or something like that. ...(Interruptions)

**SHRI ADHIR CHOWDHARY** : Sir, today we have two hon. Ministers with us here. The question today is where should people be driving and where should they be parking their cars. This situation has so arisen because the number of vehicles in 1950 was three lakhs and now it has gone up to three crores. During this period, passenger traffic has increased by 70 times and goods traffic has increased by 88 times.

Sir, in 1947, the total length of the national highways was 21,440 kilometres. Now, at the beginning of the Ninth Plan, it has gone up to 34,298 kilometres. During the first three years of the Ninth Plan, an additional 17,712 kilometres has been added to the national highway network. Now, the number of vehicles is increasing at the rate of ten per cent, whereas the increase in the road network is at the rate of four per cent.

So, I would like to know from the hon. Minister whether he has any perspective plan for the future in order that we could accommodate the cars in proper way so that they could ply on the roads safely. Secondly, yesterday, the hon. Finance Minister stated in this House that the roads being constructed by your Department are of international standard.

So far as my knowledge goes, in developed countries, an amount of Rs.12 crore is spent for construction of one kilometre of road. Are you maintaining the standard of construction of roads in India?

**MR. CHAIRMAN** : You take your seat. You have made your points.

**SHRI ADHIR CHOWDHARY** : Sir, may I ask the hon. Petroleum Minister whether the Government is prepared to meet the demand of CNG in Delhi?

**MR. CHAIRMAN**: Shri Chowdhary, please take your seat.

**SHRI ADHIR CHOWDHARY** : This is for the Petroleum Minister, Sir.

**MR. CHAIRMAN**: You cannot ask the Petroleum Minister now.

**SHRI ADHIR CHOWDHARY** : It has been found that CNG is not totally free from pollution because of carcinogenic elements

**श्री कीर्ति झा आज़ाद** : नेशनल हाईवेज पर कहीं भी स्पीड ब्रेकर्स नहीं होते, नेशनल हाईवे पर स्पीड ब्रेकर होने से प्रदूषण भी बढ़ता है और एक्सीडेंट्स भी होते हैं उसके बारे में कुछ नहीं बताया।

**MR. CHAIRMAN**: The Minister will respond now.

**MAJ. GEN. (RETD.) B.C. KHANDURI**: Sir, Shri Chowdhary has raised two issues. One relates to whether we have got any perspective plan of increasing and improving the roads. In a nutshell, as I informed earlier on, this Government is going to spend Rs.60,000 crore on improving about 14,000 kilometres of our roads to better standards.

**SHRI ADHIR CHOWDHARY** : But still India is suffering from road famine.

**MAJ. GEN. (RETD.) B.C. KHANDURI**: Today, we have got 33 lakh kilometres of roads out of which the national highways are only 58,000 kilometres. On the other extreme, there are 26.5 lakh kilometres of rural roads. In between, there are State highways. So, this Government has taken a very big programme for road development. As you are aware, apart from the national highways, the States are getting Rs.1,000 crore per year. We will continue to give. Last year we gave Rs.990 crore. This year we are giving Rs.1,000 crore for State highways. An amount of Rs.2,500 crore is being given for rural roads in order to increase the rural road network. All villages with a population of 1000 will be connected first.

**श्री रघुनाथ झा (गोपालगंज)** : स्भापति महोदय, जो पिछड़ा राज्य है, बाढ़ प्रभावित राज्य है, उसमें हमारे इलाके में जो नेशनल हाईवे नम्बर 104 और दूसरे नम्बर का हाईवे स्वीकृत हुआ, उसे एक साल हो गया, उसमें क्या हो रहा है? उसे कर रहे हैं या नहीं कर रहे हैं?

**मेजर जनरल (सेवानिवृत्त) भुवन चन्द्र खण्डूरी** : अभी सिर्फ मोटर व्हीकल्स एक्ट से जो सम्बन्धित है, वह मैं बता रहा हूँ।

श्री रघुनाथ झा : उनको बता रहे हैं, हमें नहीं बताएंगे क्या?

मेजर जनरल (सेवानिवृत्त) भुवन चन्द्र खण्डूरी : आपको हम अलग से चाय पर बता देंगे। स्भापति जी, मैंने जवाब दे दिया है, मेरा सदन से आग्रह है कि इस बिल को पास किया जाये।

SHRI ADHIR CHOWDHARY : Sir, I have only one question to ask. Please allow me.

स्भापति महोदय : मैंने आपको चांस दिया है, कृपया इस तरह से न करें।

The question is:

"That the Bill further to amend the Motor Vehicles Act, 1988, as passed by Rajya Sabha, be taken into consideration."

*The motion was adopted.*

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MR. CHAIRMAN: The House shall now take up clause-by-clause consideration of the Bill.

The question is:

"That clauses 2 and 3 stand part of the Bill. "

*The motion was adopted.*

*Clauses 2 and 3 were added to the Bill.*

*Clause 1, the Enacting Formula and the Title were added to the Bill.*

MR. CHAIRMAN: The Minister may now move that the Bill be passed.

MAJ. GEN. (RETD.) B.C. KHANDURI: Sir, I beg to move:

"That the Bill be passed."

MR. CHAIRMAN: The question is:

"That the Bill be passed.

*The motion was adopted.*

â€|â€|â€|â€|â€|.

16.00 hrs.