

[English]

MR. SPEAKER: Please understand that this is a State matter. How can you compel the Government to respond?

...(Interruptions)

13.39 hrs.

[Translation]

At this stage Shri Tufani Saroj and some other hon. Members came and stood near the table.

...(Interruptions)

[English]

MR. SPEAKER: You leader has raised the matter. Are you not allowing others members to raise their matters? Please understand it.

...(Interruptions)

[Translation]

MR. SPEAKER: Please take your seat. Please conclude now.

SHRI UTTAMRAO DHIKALE: I would request the Union Government that Maharashtra is not getting its quota of 1700 megawatts from the National Grid....(Interruptions)... Maharashtra is getting only 1400 megawatt therefore further 300 Megawatt of power should be given to Maharashtra from the National Grid...(Interruptions) The Uran project of Maharashtra has a capacity to generate 900 Megawatt of power, but due to non-availability of gas 400 Megawatt of power cannot be generated....(Interruptions)

[English]

MR. SPEAKER: Nothing will go on record except what Shri Uttamrao Dhikale is saying.

...(Interruptions)*

[Translation]

SHRI UTTAMRAO DHIKALE: Maharashtra would get relief if additional power is sanctioned....(Interruptions) Projects should also be started in Valuj, Sannar, Maha, Rajnandgaon, Chincholi, Baha so that the common man

is relieved...(Interruptions) I am sorry to state that whenever I rise to speak everybody starts interrupting. It happens everytimes. ...(Interruptions)

MR. SPEAKER: Mr. Dhikale, please conclude now.

SHRI UTTAMRAO DHIKALE: I will request the Union Government to help Maharashtra and make efforts to sanction power to Maharashtra....(Interruptions)

[English]

MR. SPEAKER: What is this?

[Translation]

SHRI MULAYAM SINGH YADAV: Kindly summon the Home Minister....(Interruptions)

[English]

MR. SPEAKER: The House stands adjourned to meet at 2.40 p.m.

13.42 hours

The Lok Sabha then adjourned for Lunch till forty minutes Past Fourteen of the Clock

14.52 hours

The Lok Sabha re-assembled after Lunch at fifty-two minutes past Fourteen of the Clock.

[MR. DEPUTY SPEAKER in the Chair]

MULTI-STATE COOPERATIVE SOCIETIES BILL*

MR. DEPUTY SPEAKER: The House shall now take up legislative business. Shri Nitish Kumar to move for leave to introduce a Bill.

THE MINISTER OF AGRICULTURE (SHRI NITISH KUMAR): Sir, I beg to move for leave to introduce a Bill to consolidate and amend the law relating to cooperative societies, with objects not confined to one State and serving the interests of members in more than one State, to facilitate the voluntary formation and democratic functioning of cooperatives as people's institutions based on self-help and mutual aid and to enable them to promote their economic and social betterment and for matters connected therewith or incidental thereto.

* Not recorded.

* Published in the Gazette of India, Extraordinary, Part-II, Section-2 dated 24.11.2000.

MR. DEPUTY SPEAKER: The question is:

"That leave be granted to introduce a Bill to consolidate and amend the law relating to cooperative societies, with objects not confined to one State and serving the interests of members in more than one State, to facilitate the voluntary formation and democratic functioning of cooperatives as people's institutions based on self-help and mutual aid and to enable them to promote their economic and social betterment and for matters connected therewith or incidental thereto."

The motion was adopted.

SHRI NITISH KUMAR: I introduce** the Bill.

14.54 hours

MULTIMODAL TRANSPORTATION OF GOODS (AMENDMENT) BILL

MR. DEPUTY SPEAKER: Shri Arun Jaitely to move that the Bill be taken into consideration.

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SHIPPING (SHRI ARUN JAITELY): Sir, I beg to move:

"That the Bill to amend the Multimodal Transportation of Goods Act, 1993, as passed by Rajya Sabha, be taken into consideration."

Sir, the Multimodal Transportation of Goods Act, 1993, first came as an ordinance in the year 1992 and was finally legislated by this hon. House. The object of this was to provide the shipping careers with a communication system where goods would be transported from one place to the shipping carrier. The goods would require several modes of communication, could be road or rail, before they reached the shipping carriers as such. Instead of expecting the shippers to rely upon different agencies, a multimodal agency was conceived which has come into place since then. It has been functioning effectively. Further to it, seeing the functioning of the system in the last seven to eight years, some shortcomings have been noticed. There have been different suggestions which have been accepted worldwide. In India also consultations have been held with financial institutions, banks and others involved in this particular trade.

**Introduced with the recommendation of the President.

There have been model regulations, which have been framed by the UNTAC and also by the International Chambers of Commerce. Now, based upon that experience, some changes are being suggested to the existing Act in order to effectively ensure that this trade can go on well because it is an important trade which is a communication between the importer and the shipping carrier. The importer gives the goods only at the one point. So, by roads, rail and other methods of transportation, the goods would then be shipped with the shipping carrier as such.

The amendments which we have suggested, Sir, are in, first, Section 2 where some definitions are intended to be changed as far as the Act is concerned. After the change of definition, the definitions are being brought at par, whatever are the internationally accepted definitions on the subject.

Section 4 is required to be altered marginally. Earlier, the permission could only be given to companies. Now, we are widening it because in some cases, it is also firms, property concerns that are doing this business. So, in addition to companies, firms and property interests can also get licences under Section 4.

There is a proviso being added in Section 4 that if the person doing the multimodal transport operators' business, is a company which is a foreign company, then it is necessary for it to first establish a place of business in India before it can be granted a licence to that effect.

Section 6 is intended to be amended that the earlier Act gave a provision for appeal only when the licence was cancelled. The power of appeal to the Appellate Authority is now being extended to cover cases also where renewal is not granted or refused on some considerations as such.

Section 7 is being sought to be amended in order to ensure that the MTO, i.e., the multimodal transport operator, also obtains a valid insurance cover so that in case some goods are lost or destroyed in transit, there is a mandatory insurance cover which protects the value of the goods as such.

Section 9 is being sought to be amended to provide for certain details which are to be given with regard to the character of the goods in the document itself. The details are already in the original Act. Some changes have been made therein. It has also been mentioned that if erroneously some detail is not mentioned, that itself will not nullify the contract because it may give unfair advantage to one party or the other.

Sections 13, 14 and 15 are dealing with the liability of the MTO and, therefore, in accordance with the