

Title: Discussion on the Multimodal Transportation of Goods (Amendment) Bill, 2000. (Bill passed)

14.54 hours

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

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SHIPPING (SHRI ARUN JAITLEY): 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 carriers 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.

There have been also 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 one point. So, by road, 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, propriety concerns that are doing this business. So, in addition to companies, firms and propriety 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 requirement of the trade, the liability provisions have been marginally amended and also been clarified as to when the liability would begin, when the liability would end in the event of any loss and what would be the areas where they are exempted from liability.

Lastly, Sir, Section 20 is being sought to be amended to provide a new Section 20A that the responsibility of the MTO will cover the period from the time that he has taken the goods in his charge till the time the delivery is effected.

Now, these amendments are being suggested to this existing law in order to make the trade of MTO more

expeditious because this is really the lifeline of our export industry through the shipping areas. The hon. Rajya Sabha, the Upper House had already passed this Bill on 22nd August, 2000, and now, I move in this hon. House that the Bill be passed.

MR. DEPUTY-SPEAKER: The time allotted to this Bill is one hour.

Motion moved:

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

SHRI E.M. SUDARSANA NATCHIAPPAN (SVAGANGA): Respected Deputy-Speaker, Sir, this Bill is very much needed for making our system linked with the international trade.

When the Act was piloted during the Congress regime in 1993, that exigency was taken into consideration, and a proper Bill was presented before the Parliament.

Now, there are certain amendments being made which are also very much needed in this hour when air is also included, and specifically shown that the goods taken by air will also be covered in this particular Act.

15.00 hrs.

Actually, international trade is widening each and every day. Especially when we are within the net of the World Trade Organisation, we have to be as quick as possible in transporting the goods from one place to another. Taking this consideration, our goods should move to the entire world and goods from all our trading partners should also come to our country.

The transport system is a very important system. Pandit Jawaharlal Nehru said that it was like the nervous system of the human beings. At the national level, this system was introduced by the Indira Gandhi Government in the 20-point programme. We are now widening it to the global level.

We have to appreciate the Government for bringing in a new sub-clause. sub-clause (1a) is added newly to clause 2. This is very pertinent. A 'multimodal transport document is now defined. It says:

"'multimodal transport document' means a negotiable or non-negotiable document evidencing a multimodal transport contract and which can be replaced by electronic data interchange messages permitted by applicable law;"

This is very much important. When we are developing the IT sector, this sort of electronically preparing ourselves to the need of the hour is to be appreciated very much. This clause is very much useful for modern trade.

In the same way, the definition for 'Special Drawing Rights' is also given very clearly. The sub-clause on 'taking charge' is also newly added. That is also very useful for the international trade. As the hon. Minister has explained, bringing firms and proprietary concerns also within the fold is also very useful for the trade.

I would like to draw the attention of the hon. Minister to clause 4. It says:

"A certificate granted under sub-section (3) shall be valid for a period of three years and may be renewed from time to time for a further period of three years at a time."

This may be made an automatic renewal so that the people who are in the industry of transporting goods need not wait for further renewals. If there is a complaint or a violation of the laws, they can be definitely stopped by issuing notices. Therefore, at least at the stage of making rules, some automatic renewal provision has to be put in place so that bureaucratic hurdles can be overcome.

The provision for insurance cover is also very important. We are now opening up the insurance industry also. The goods are to be insured before being subjected for shipment. So, that is also a very important provision.

In the same way, the non-liability clause has been brought in under section 13. It says:

"Provided further that the multimodal transport operator shall not be liable for loss or damage arising out of delay in delivery including any consequential loss or damage arising from such delay unless the consignor had made a declaration of interest in timely delivery which has been accepted by the multimodal transport operator."

This is very important. Unless and otherwise there is a specific clause in the contract, there is no need for a liability on the part of the MTO.

I would now like to suggest a few things. Our Indian trade, especially in perishable goods, is coming up to the international level. Therefore, the Government should focus more concentration in making available airlifting facilities for perishable goods, which can immediately be transported to the world market. In South India, there is flower trade. The flowers have to reach the market within the shortest period of time. It is only then that the traders can get their flowers sold. Therefore, if we cannot provide that kind of transport in the Indian Airlines, at least the private airlines should be allowed to provide that type of cargo transport. This has to be done as quickly as possible.

In the same way, consumer goods are also very much needed throughout the world. We are depending on the agricultural economy in India. Even onions are sometimes thrown out because of non-availability of the market. At that time, we have to make provisions to export that to some other countries by air and such other quick transport methods. So, developing air transport should be the view of the Government so that international trade is developed in all respects.

I would like to say that we are very much one with the regulations of the United Nations Conventions and International Chamber of Commerce and Industry. Modern requirements are also taken into consideration in the form of amendments. Therefore, we fully agree with the amendments proposed by the Government. We feel that the international trade will also pick up because of passage of this Bill. Thank you.

श्री गिरधारी लाल भार्गव (जयपुर) : उपाध्यक्ष महोदय, इस बिल का नाम मल्टीमॉडल ट्रांसपोर्टेशन ऑफ गुड्स अमेंडमेंट बिल 2000 है। इसमें जो संशोधन किए गए हैं, वे वास्तव में सराहनीय हैं। इसमें कहीं कोई दो राय नहीं है। इसकी बहुत बड़ी आवश्यकता थी। इसमें यार्ड के बारे में कहा गया है। इससे एक स्थान से दूसरे स्थान सामान जाएगा। कौन सा सामान जा सकता है, उसके बारे में भी जिक्र किया गया है। माननीय मंत्री जी कई संशोधन लाए हैं। माननीय मंत्री जी सैक्शन चार में जो अमेंडमेंट लाए हैं, उसमें यह है कि

"(a)(l) that the applicant is a company, firm or proprietary concern, engaged either in the business of shipping, or freight forwarding in India or abroad with a minimum annual turnover of fifty lakh rupees â€" "

50 लाख रुपए जिस का टर्न-ओवर होगा, उसे इसमें माना गया है। इसमें यह भी कहा गया है -

"Provided further that any applicant who is not a resident of India and who is not engaged in the business of shipping shall not be granted registration unless he has established a place of business in India. "

भारत में यदि वह एस्टैब्लिश नहीं होगा तो उसे यह अधिकार नहीं दिया गया है। इसके साथ-साथ इसमें यह भी है -

"Provided also that in respect of any applicant who is not a resident of India, the turnover may be certified by any authority competent to certify the accounts of a company in that country. "

इसमें कहा गया है कि इसका लाइसेंस तीन साल के लिए गारंटीड होगा और तीन साल के बाद उसे तीन वर्षों के लिए एक्सटेंड किया जा सकता है। इसमें किए गए संशोधन सराहनीय हैं। माननीय मंत्री जी ने सैक्शन 7, 9 और इसी प्रकार से 13, 14, 15, 20 (ए) तथा 26 में जो संशोधन किया है, वे सारे सराहनीय हैं। केन्द्र सरकार का कदम बहुत अच्छा है। मंत्री जी संशोधनों के साथ इस बिल को लाए हैं। इसे पास करना बहुत जरूरी है। बहुत-बहुत धन्यवाद।

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SHRI VARKALA RADHAKRISHNAN (CHIRAYINKIL): Sir, I welcome the move and I support the Bill. It is high time that we have a change in the 1993 Act.

I would like to impress upon the Government on certain facts regarding transport of perishable goods outside India. From Trivandrum and Calicut Airports, some perishable goods, like vegetables are being transported to Gulf countries. In the multimodal transport, sometimes some drawbacks occur; payment is also not made properly or promptly. Some of our transporters incur huge losses. So, I would request the Government to make some safeguards for the transportation of perishable goods from South India, especially from Kerala to Gulf countries.

This is a good step towards that direction. In sub-sections (k), (l) and (m) we find a clear definition of multimodal transportation. They should carry their goods by at least two modes of transport. Now, in India it will be transported by trucks to airport and from the airport it would be transported through Air India. So, in Kerala multimodal transport is being used for transporting perishable goods. The goods are delivered to other countries, like Bahrain, Dubai, Abu Dhabi etc. The difficulty is that payment is not made promptly. It is due to difficulty in getting some documentary evidence. We have done something more. We have passed our law in this respect. I think we can easily enforce the contract entered into by the Indian and the Gulf trader. So, this will help us to a considerable extent. I think the hon. Deputy-Speaker is also interested in this because many things are transported from Lakshadweep to Gulf

countries.

MR. DEPUTY-SPEAKER: For your information, it is not there.

SHRI VARKALA RADHAKRISHNAN : Hitherto the law was confusing. Many of our people lost crores of rupees because of this lacuna in the transportation business. Until and unless there is some definiteness about these transactions, we will lose. That is why at the outset I said it is a welcome move and it is a move in the right direction. That would help international trade. We are living in the global age. Global trade is the order of the day. So, to suit the changing conditions, changes in the 1993 Act is quite welcome.

Whenever rules are made, we should see to it that filing appeals are made easier. Now, the Appellate Authority is the Central Government in matters of dispute. Hitherto, it was not like that. For appeals, the Central Government is the Appellate Authority. That must be decentralised because it will put the traders to a lot of difficulty. Whenever rules are framed, please see to it that the Appellate Authority is having officers in most of the trading States, especially in States where there is an international airport. Otherwise, all these people will have to come to Delhi for preferring an appeal because the Central Government is the sole authority for taking cognizance of the appeal. I think the hon. Minister will take steps to decentralise it.

Another matter is with regard to registration. In the matters of registration also, there must be some decentralisation. All these people cannot come here and get registered under this Act. I think delegation of powers can be made effective when the rules are made.

In section 4, it says:

"Any person aggrieved by refusal of the competent authority to grant or renew registration under section 4 or by cancellation of registration under section 5, may prefer an appeal to the Central Government within such period as may be prescribed."

When rules are made, the hon. Minister may prescribe the period for appeal. The Minister may also see that the traders or contractors may be allowed to file appeal anywhere, at least the international airports should have an office representing the competent authority. I hope the Minister will give some attention to this aspect of the matter.

I feel there is one difficulty. I am subject to correction. There is no control or restriction on the freight charges. This is not proper. In the changed circumstances, any trader, contractor or transporter can charge any amount. When rules are framed, please see to it that there are some guidelines for fixing the charges. Unjustified, enormous charges should not be levied as that will go against the interest of transportation. I hope the hon. Law Minister will give attention to this aspect also. When all these things are included in the Bill, I think it will be a welcome move and I welcome it.

PROF. UMMAREDDY VENKATESHWARLU (TENALI): On behalf of my Party, I rise to support the Bill. It is really a welcome Bill. The amendments proposed are very timely, particularly when the WTO implications are round the corner and the international transport is going to assume a lot of importance. The Multimodal Transportation of Goods (Amendment) Bill is a right step in right direction. Transportation of goods to foreign countries is going to have a lot of importance in the days to come. Special areas that have been provided through this amendment will particularly give a lot of boost to the operators who are engaged in transportation. Of particular importance is the amendment of section 4, proviso 3(2). In sub-section 3 of the proviso, the following provisions have been inserted:

"Provided further that any applicant who is not a resident of India and who is not engaged in the business of shipping shall not be granted registration unless he has established a place of business in India."

This really goes a long way because in a number of cases some of the people – if they have not got proper registration - who have sent their goods abroad have totally lost their goods.

It says further:

"Provided also that in respect of any applicant who is not a resident of India, the turnover may be certified by any authority competent to certify the accounts of a company in that country."

So, some of these provisions really go a long way, particularly in the present scenario when WTO implications are round the corner and transportation is going to assume a lot of importance the world over. The amendment that has been introduced is a welcome step. Therefore, on behalf of my Party, I support and welcome it.

डॉ. रघुवंश प्रसाद सिंह (वैशाली) : उपाध्यक्ष महोदय, यह जो विधेयक आया है वह राजनाथ सिंह के नाम से लिखा गया है, लेकिन उनके स्थान पर अब नए मंत्री बन गए हैं। पहले इनका जो विभाग था वह अब बदल गया है। पुराने मंत्री के स्थान पर नए मंत्री द्वारा विधेयक लाने का प्रावधान है, इसमें कोई दो राय नहीं है, लेकिन महोदय, इस मंत्रिमंडल में 16-17 मंत्रियों के विभाग बदल दिए गए। जैसे कर्मचारियों के विभाग बदले जाते हैं, वैसे इस मंत्रिमंडल में मंत्रियों के विभाग थोक में बदल दिए गए।

हमारे साथी हुकमदेव नारायण जी हैं, जिन्होंने हमारे साथ ही लोहिया जी का पाठ पढ़ा और वे लोहिया जी के ही चेले रहे, लेकिन इस मंत्रिमंडल में उनके अनेक बार विभाग बदल दिए गए। पहले वे एनीमल हस्बैंडरी के मंत्री रहे, लेकिन लगता है, नीतीश जी ने उन्हें कुछ करने नहीं दिया। फिर सरफेस ट्रांसपोर्ट के मंत्री बने। अब जहाजरानी मंत्री बन गए हैं। कितना काम कर पाएंगे, यह समय ही बताएगा। राजनाथ सिंह जी अब भारसाधक सदस्य बन गए हैं, लेकिन हुकमदेव नारायण जी लोहिया की शिक्षा के विरुद्ध जा रहे हैं।

उपाध्यक्ष महोदय, युनाइटेड नेशन्स कन्वेंशन ऑन दि गुड्स ऑफ काँटैक्ट लाइनर कॉन्फ्रेंस 1974, युनाइटेड नेशन्स कन्वेंशन ऑन दि इंटरनैशनल मल्टी मॉडल ट्रांसपोर्ट ऑफ गुड्स, 1980, युनाइटेड कन्वेंशन ऑन कंडीशन्स फॉर रजिस्ट्रेशन ऑफ शिप्स, 1986, युनाइटेड कन्वेंशन ऑन दि कैरीज गुड्स बाई सी, 1978 और इंटरनैशनल कन्वेंशन ऑन मैरीटाइम (हेम्बर्ग रूल्स) उसमें सारे देशों ने मिलकर कन्वेंशन की, लेकिन आपने क्या किया। दुनिया ने अपनी मालवाहिका को बहुविधि बनाने का प्रयास किया और सुधार किया कि जहाज से माल किस प्रकार ढोया जाएगा, अन्तर जलीय मार्ग से माल किस प्रकार ढोया जाएगा, फिर वायुयान से उसे जोड़ा। पहले तो केवल रेल और रोड ही थी, लेकिन अब वाहिका की परिभाषा बदल दी है और वायु भी जोड़ रहे हैं।

उपाध्यक्ष महोदय, दुनिया में कंटेनर सेवा में सुधार आया है, लेकिन हिन्दुस्तान में उस दिशा में कोई प्रगति नहीं हुई। देश का सामान बक्सों में बन्द कर के बाहर भेजने की जो कंटेनर सेवा है वह अपने देश में आज भी अच्छी नहीं है। हमने इस दिशा में कोई प्रगति नहीं की है। चीन सबसे आगे है। उसने इस दिशा में सबसे ज्यादा प्रगति की है। उसने अपनी आवश्यकता से अधिक कंटेनर बना लिए हैं। अब जब यह स्थिति है, तो हमारे देश में बाहर से माल आएगा ही, जाएगा नहीं क्योंकि हमारे पास कंटेनर ही नहीं हैं। आप हमें बताएं कंटेनर सेवा में हिन्दुस्तान का कौन सा स्थान है। जब डब्ल्यू.टी.ओ. आया था, तभी इस विधेयक को लाना चाहिए था, लेकिन तब नहीं लाकर इतनी देर बाद लाए हैं, फिर भी सिर्फ परिभाषा ही बदल रहे हैं। मैं कहना चाहता हूँ कि सिर्फ परिभाषा बदलने से कुछ नहीं होगा। परिभाषा नहीं, बल्कि व्यवस्था में सुधार लाना चाहिए।

उपाध्यक्ष महोदय, हमारा देश कृषि प्रधान देश है और सबसे ज्यादा यहां साग-सब्जी होती है, लेकिन हरी साग-सब्जी को बाहर भेजने की कोई व्यवस्था नहीं है। आपके पास तो एयर कंडीशन कंटेनर ही नहीं हैं। हमारे बिहार में सबसे ज्यादा आम, केला और लीची होती है और दुनियाभर में मशहूर है, लेकिन उसे बाहर भेजने की कोई व्यवस्था नहीं है। यहां से मुम्बई जाते-जाते तो वह सूड़ जाती है, उसमें बदबू आ जाती है, तो उसे विदेशी लोग कैसे खाएंगे। आप हमें बताइए की आपने इस देश से हरी सब्जियों और फलों को बाहर भेजने की क्या व्यवस्था की है?

उपाध्यक्ष महोदय, मैं आपके माध्यम से मंत्री जी का ध्यान दिलाना चाहता हूँ कि अन्तर्राष्ट्रीय स्तर पर जो सामान बाहर ले जाने की व्यवस्था में सुधार के लिए यह विधेयक लाए हैं, यह देर से क्यों लाया गया है और अब भी ये सिर्फ मालवाहिका की परिभाषा बदल रहे हैं। बहुविधि से उसकी परिभाषा अलग कर उसे नए ढंग से परिभाषित कर रहे हैं। हमें इस विधेयक से ऐतराज नहीं है, बल्कि हम तो चाहते हैं कि अन्तर्राष्ट्रीय जगत में मुकाबला करने के लिए हमारे देशी नदी जल मार्ग, अन्तर्राष्ट्रीय समुद्र मार्ग, देश में रेल और बस से माल भेजने की व्यवस्था बहुत अच्छी हो और यदि इस दिशा में आप कोई सुधार करना चाहते हैं, तो हम उस कदम का स्वागत करेंगे।

लेकिन एयरकार्गो जो पटना में बनना था जिससे वहां का सामान अरब देशों में जाता और वहां के किसान को कुछ आमदनी होती लेकिन उसकी व्यवस्था भी अभी तक नहीं है। अब आप यह विधेयक लेकर आये हैं। मैं कहना चाहता हूँ कि डेफीनीशन सुधारने से देश का क्या भला होगा? डेफीनीशन सुधार से नहीं बल्कि व्यवस्था होने से, एफीशेंसी बढ़ाने से उसमें सुधार हो सकता है। यह वकील आदमी है। जो बात नहीं बनती, उस पर यह बहस कराकर, उलट-फेर करके रख देते हैं लेकिन हम लोगों का कहना है कि

"तू कहता कागज की लेखी, मैं कहता अखियन की देखी।" हमारा सामान जहां का तहां पड़ा रहता है। उसे ले जाने के लिए कोई इंतजाम नहीं है। इस वजह से हिन्दुस्तान पीछे है। बाहर से तो सामान आ जायेगा लेकिन यहां से नहीं जायेगा तो हिन्दुस्तान के किसान का क्या होगा? सारे सामान को कोई पूछने वाला नहीं है। इस कारण किसान त्राहि-त्राहि कर रहा है। डब्ल्यू.टी.ओ. में आप इंतजाम नहीं कर पाये।

उपाध्यक्ष महोदय : क्या आप इस विधेयक का समर्थन कर रहे हैं ?

डॉ. रघुवंश प्रसाद सिंह : जी हां। इसलिए अपने देश में अनाज का भी उत्पादन पर्याप्त है। किसान का माल ज्यादा होता तो उसे विदेश भेजने के लिए पर्याप्त इंतजाम होना चाहिए ताकि वह रास्ते में खराब न हो और समय पर पहुंच जाये। इससे उसके प्रति आकर्षण भी बना रहेगा। इसके लिए इन्होंने एक शब्द नहीं कहा। खाली व्यापारी लोगों को कैसे फायदा हो, उसमें सुधार करते हैं। इससे देश नहीं चलेगा। देश तब चलेगा जब गरीब आदमी के लिए ठीक व्यवस्था की जायेगी। उसमें जो काबिल लोग हैं, बुद्धिमान लोग हैं, वे अपनी बुद्धि को उनको सहूलियत देने के लिए लगायें तभी सुधार हो सकता है। इसी तरह बिल तो केवल तीन पेज का है लेकिन इसके जो उद्देश्य और कारणों का कथन है, वह बहुत लम्बा है। यह संक्षिप्त होना चाहिए ताकि लोग पढ़कर जान सकें कि क्या बात है। इसीलिए हमारे यहां लोग कहते हैं कि विद्यार्थी का बस्ता देखो। अब दाना उसमें कम है और भूसा ज्यादा है। इसे ज्यादा लम्बा बनाया गया है। मेरा कहना है कि इसके संक्षिप्त और ठोस होने से देश का भला होगा। (व्यवधान)

उपाध्यक्ष महोदय : अभी मिनिस्टर को भी रिप्लाय देना है।

डॉ. रघुवंश प्रसाद सिंह : मैं अपनी बात समाप्त करता हूँ।

श्री हरीभाऊ शंकर महाले (मालेगांव) : उपाध्यक्ष महोदय, मैं इस बिल का समर्थन करने के लिए खड़ा हुआ हूँ। विमान उतरने के बाद माल बाजार में जायेगा, यह ठीक है लेकिन किसान भी अपना माल बाहर भेज रहे हैं। मेरा कहना है कि किसान और सहकारी सोसायटीज को प्राथमिकता देनी चाहिए। इसके साथ-साथ किसान की जो लाइसेंस फीस है, उसको भी कम करना चाहिए। सहकारी संस्थाओं के लिए कम करनी चाहिए, यही मेरा सुझाव है।

SHRI ARUN JAITLEY: Mr. Deputy-Speaker Sir, I am very grateful to the hon. Members of all groups in the House who have supported this Bill.

The object of the Bill as most of the hon. Members have suggested is really to ensure that what is produced in this country which is surplus has to be readied for export and for that purpose there must be an easier facility available. This Bill is intended to facilitate exactly that. One suggestion which has been made by some hon. Members is with regard to having rules carefully drafted so that the future needs can be taken into consideration according to the requirements. There are not many appeals as of now. But, I have no doubt that as the industry expands when such occasions arise, certainly we would look into the matter. The suggestions given by Shri Varkala Radhakrishnan would be taken into consideration.

With these observations, I would commend this Bill to be passed by this hon. House.

MR. DEPUTY-SPEAKER: The question is:

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

The motion was adopted.

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

The question is:

"That clauses 2 to 11 stand part of the Bill."

The motion was adopted.

Clauses 2 to 11 were added to the Bill.

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

SHRI ARUN JAITLEY: I beg to move:

"That the Bill be passed."

MR. DEPUTY-SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.
