

[Mr. Deputy Speaker]

out of the Consolidated Fund of the State of Tamil Nadu for the services of the financial year 1988-89, be taken into consideration."

*The motion was adopted.*

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

MR DEPUTY SPEAKER; 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.*

MR DEPUTY SPEAKER: The question is:

"That clause 1, the schedule, the Enacting Formula and the long title stand part of the Bill".

*The motion was adopted*

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

SHRI. B.K.GADHVI: Sir, I beg to move.

"That the Bill be passed."

MR DEPUTY SPEAKER: The question is :

"That the Bill be passed."

*The motion was adopted*

18.26 hrs.

## MOTOR VEHICLES BILL

[English]

THE MINISTER OF STATE OF THE  
MINISTRY OF SURFACE TRANSPORT

(SHRI RAJESH PILOT): I beg to move:

"That the Bill to consolidate and amend the law relating to motor vehicles, be taken into consideration".

MR. Deputy-Speaker, I must thank you specially, because I have been waiting for the last one and a half years for this.

The Motor Vehicles Bill, 1988 is to consolidate and amend the law relating to the motor vehicles. So far it has been the Motor Vehicles Act, 1939 that has been the main instrument for regulating motor vehicles in the country. Though it had been amended several times in a piecemeal way, the need had been felt for bringing out a fresh legislation replacing the old one taking into account changes in the road transport technology, pattern of passenger and freight movement, development of road network in the country and particularly the improved techniques in the motor vehicles management. Members of Parliament on numerous occasions have stressed the need for such a comprehensive legislation.

Over the years, number of Committees had gone into different aspects of the road transportation who had recommended updating, simplification and rationalisation of the provisions in the norms relating to motor vehicles. The Government had accordingly set up a Working Group in January, 1984 to review all the provisions of the Motor Vehicles Act, 1939 and to submit and draft proposals for a comprehensive legislation. The recommendations of this Working Group had been examined. In addition to obtaining the comments of the State Governments, these recommendations were considered in a specially convened meeting of the Transport Ministers in April, 1986, I would also like to add that the suggestions were invited from the public and various organisations connected with road transport. Based on such a country-wide dialogue on the recommendations of the working Group, the Government had formulated the

proposals. A consolidated Bill is now for consideration of the honourable Members.

The more important features of the Motor Vehicles Bill, 1988, are as follows:-

- (a) Rationalisation of definitions of certain terms, also providing for enabling provision to notify definitions of new types of vehicles in the existing classifications to take care of future types of vehicles.
- (b) Stricter procedure in the matter of grant of driving licences providing for requirement of comprehensive test covering knowledge of rules of road and driving skill.
- (c) Validity of driving licence for personalised vehicles for 20 years or up-till the holder attains 40 years of age.
- (d) The registration of vehicles only after fulfillment of laid down standards of critical components, safety standards and pollution control standards.
- (e) Provision of issuing fitness certificates for vehicles in accordance with the uniform procedure throughout the country and enabling provision to authorise provide testing stations, as may be recognised by the State Governments, for the work of fitness certificates.
- (f) Enabling provision for Central Government to notify the new system of issuing registration marks for vehicles.
- (g) Empowering the Central Government to fix age limits for different types of vehicles.
- (h) Liberalised schemes for grant of permits for good: carriers, grant of stage carriage permits on non-nationalized routes to all eligible applicants, removal of quota restrictions in respect of All India Tourist Permits, etc.
- (i) Introduction of a 'Rent a Cab' system to help tourism promotion
- (j) Automatic renewal of permits, subject to satisfactory past performance.
- (k) Provision that it is the State Governments and not the State transport undertaking which will notify intention of nationalization of any route/area and after due exercise finalising the same, In case such a published scheme does not get approved within a year, the scheme will lapse. This is particularly to ensure provisions of adequate transport services to people all the time.
- (l) Administrative mechanism for maintenance of National Registers for driving licences and for registered motor vehicles, implementation of road safety schemes, etc.

Attempt has been made that the rules and regulations in respect of important aspects are uniform throughout the country and hence the rule making power is being vested in certain cases on the Central Government. All the matters in respect of which rules are to be made and the notifications are to be issued relate to administrative details and procedure and delegation of legislative powers is of generally acceptable norms.

This legislation would be basically implemented by the state Governments and UT Administrations. The existing infrastructure available for the same would be utilised in this behalf. The additional expenditure required for the implementation of the proposed legislation would be only marginal.

[Sh. Rajesh Pilot]

As I mentioned earlier, the comprehensive revision to the existing Motor Vehicles Act, 1939 for replacement of the same by the Motor Vehicles Bill, 1988 is designed to meet modern day requirement and for meeting the future needs. As can be seen it is nearly after half a century, 49 years to be exact, that the earlier Act is being replaced by the new one. During this period, dimensions of the road transport operations in the country have undergone a tremendous change. As against a vehicle population of about 3 lakhs in 1951, it has already crossed the limit of 100 lakhs. Vehicles of new types and designs are used. Regulating the operations of a variety of vehicles meeting variety of needs and operation on different types of terrains call for a new approach. While formulating the provisions of the Bill, care has been taken to keep in view socio-economic, technological and administrative factors. Special attention is also given to the road safety aspects, pollution control and regulation of movement of hazardous equipment. In short, the attempt has been to provide a proper framework of legislation to meet the present and future requirements. I have no doubt that the Hon'ble Members would consider the provisions of the Bill in this background.

Sir, I therefore move that the Bill to consolidate and amend the law relating to motor vehicles, be taken into consideration.

MR. DEPUTY SPEAKER: Motion moved:

"The the Bill to consolidate and amend the law relating to motor vehicles, be taken into consideration."

The discussion will continue tomorrow.

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PAPERS LAID ON THE TABLE —  
*CONTD.*

[*English*]

**Notification Reducing the Export Duty on Coffee Under Customs Act, 1962**

THE MINISTER OF STATE IN THE DEPARTMENT OF EXPENDITURE IN THE MINISTRY OF FINANCE (SHRI B.K. GADHVI) : I beg to lay on the Table:

A copy of Notification No. 238/88 Customs (Hindi and English versions) published in Gazette of India dated the 18th August, 1988 together with an explanatory memorandum reducing the export duty on coffee from Rs. 170/- per quintal to Rs. 100/- per quintal, under section 159 of the Customs Act, 1962. [Placed in Library See No. LT-6416/88]

18.32 hrs.

*The Lok Sabha then adjourned till Eleven of the clock on Friday, August 19, 1988/ Sravana 28, 1910 (Saka).*