

simply putting it before the House. If the House agrees, we can take up the National Highways Authority of India Bill.

SHRI SOMNATH CHATTERJEE: On the condition that you will not take the Sixtieth Amendment Bill today.

MR. DEPUTY SPEAKER: If he finishes early, we will take up item No. 10 but we will continue with it tomorrow. Upto six or clock only we are sitting today..

(Interruptions)

MR. DEPUTY-SPEAKER: So, as the House has decided, I am asking Mr. Rajesh Pilot to speak now.

SHRI G.G. SWELL: We must know because this is a Constitution Amendment Bill.

MR. DEPUTY SPEAKER: If item No. 11 is adopted, then item No 10 will be taken up. But the time allotted to that Bill will spill over till tomorrow. Anyhow the voting will be tomorrow only. Even if it comes up for discussion today, after the Minister finishes this Bill, the voting will take place tomorrow. Suppose the Minister finishes early, we will take up item No. 10 but the discussion will continue tomorrow also. That is very clear.

SHRI G.G. SWELL: There will be no voting today.

MR. DEPUTY-SPEAKER: No Voting will not be today.

17.21 hrs

NATIONAL HIGHWAYS AUTHORITY,
OF INDIA BILL-CONTD.

[English]

THE MINISTER OF STATE OF THE
MINISTRY OF SURFACE TRANSPORT

(SHRI RAJESH PILOT) : Mr. Deputy Speaker, Sir, I thank all the members who have taken keen interest in this important discussion and for their valuable suggestions. I stated yesterday, that the first thing is to think ever why this need arose, why did we think or why did we decide to have a National Highway Authority. As the hon. Members are aware, most of the members had agreed yesterday that quality of work has not been uniform all over the country and the main worry of the Government, specially of our Department, has been that whatever little resources we have or whatever little resources we gather for this important sector, if they are not properly utilised, then it becomes a matter of concern. I will just quote a small example. My colleague will pardon me and if I am wrong, he can correct me. There is a Bulgaria Express Way which was sanctioned in 1972-73 at a cost of Rs 3.8 crores. The sanction was given in that year itself and it should have been completed by 1978. You will be surprised that even the acquisition of the land for the project has not been done yet and the cost has already gone up to Rs 36 crores because the more you delay, the cost goes up. Same is case with the second Hooghly bridge. The first sanction for this important bridge was Rs 4.5 crores in 1969. Today, the cost has gone up to Rs. 230 crores. Of course, some modifications, some technical amendments are there, but imagine the cost escalation because of the delay in the project implementation. There are so many examples I can quote where the projects carry on delaying. And this was the main worry which brought us to this need ...*(Interruptions)*.

SHRI BASUDEB ACHARIA (Bankura) : Even some Central projects are also being delayed.

SHRI RAJESH PILOT: I am not denying that we are not guilty. I am not saying that. Let us think the whole country as one. Whether you are at wrong or we are at wrong, some of us are at wrong and we must

[Sh. Rajesh Pilot]

punish the wrong person, whether on that side or on this side. So, this is the basic requirement that perturbed our mind and we thought over to go in for a National Highways Authority.

I totally agree with the hon. Members that while you are travelling on the road, from the road quality itself you can make out which State you are passing through, or you can make out that the State has changed and some other States has come. I fully share their sentiments. So, this was the need which was troubling us for the last two-three years. In all the Transport Development Councils meetings, I had a discussion with them, in all the Indian Road Congress Committee meetings I had a discussion with them, I had a direct conversation with the Chief Engineer, and our intentions for the last three years have been towards the best quality of work on the road. As far as the maintenance is concerned, some of the Members pointed out yesterday that the amount was very meagre. I do agree it is very meagre. But if some State can do the good work with the same amount, why can't other States do it? That is another point to be thought over or to be considered by the hon. members. The allocation of the funds may be meagre, but if you compare that with the other States, you will find that their maintenance ratio is the same for every kilometre of National Highway all over the country.

Sir, I was travelling in one of the States with the hon. Chief Minister of that State—I am not blaming that particular State because it was run by our own party. When we were coming I asked: "Are we going out of the city?" It was a by-pass through the capital of that State. So, I asked him "are we going for some other function; in the rural areas?" He said no, this is a by-pass of the national highway. So, imagine the condition of the road. That is why I asked him "Are we on a rural road?" The national highway by-pass

was worse than the IRDP or the NREP roads. When I checked up, I was told that crores of rupees had been released for the last three or four years. So, this is the condition which a responsible citizen or a representative who is in a position will not react to it. That is why we thought over and discussed with all the Chief Ministers.

We discussed it in Transport Development Councils. I agree that some of them had not agreed. Some had their own reservations which I clarified in my yesterday's intervention. So, this was one need.

The second point was the fund. If you see the records today, in the 7th Plan, we have allocation of Rs 891.75 crores which is in comparison with the requirement is not a very high. Knowing very well the importance of the sector, the Central Government has put their best efforts and we are likely to spend double of it, that is round about Rs. 1600 crores in the Seventh Plan itself. So, the Government's intention is very clear that we know the importance and we are putting our best efforts on the sector and we have already spent about Rs. 1300 to Rs 1400 crores and only one year of the Seventh Plan is left and we are hopeful that the Government is going to continue to support our cause and we will get round about Rs. 1600 crores.

In addition to this, from the World Bank, from the Asian Bank another aid of 400 million dollars is also in the pipeline which is coming to different projects. We have also selected round about 900 kilometres to be made as express highways. We are also going in for another 3000 kilometres construction of four-laning by the end of eighth Plan. All these plans are in the pipeline. With these plans, after implementation, the economy of the country will further improve.

PROF. N.G. RANGA : (Guntur) : What about the river transport?

SHRI RAJESH PILOT : I will come to that point later. So, Sir, with these requirements, we think that if this authority comes up, it will further help augment and supplement our resources. We might go to the public for bonds. We might think over of taking of some loans from other private agencies in a different form if we have a separate authority for it. So, resources will be taken care of. I must thank all the Members of Parliament who really helped us in the last proposal for enhancing the cess from 3.5 NP per litre on petrol and including diesel cess in the Central Road Fund which really had given relief of Rs. 320 crore. Out of that the State Government will also be helped, round about Rs 100 crores. We will get Rs 100 crores for the Central Road funds. So, these are our efforts. We know that today the traffic has gone so high. The figure says that earlier in 1905-51, it was round about 22% by roads and 78% by other sectors. Today this figure has reserved. Road has taken over 78% and 20 to 22% is taken over by other means of transport, say railways, etc. I am talking of freight. Similarly, for passengers, it was round about 30% and 70% and now it has become 50:50. So, the traffic on the road has become very high and the pressure is very high. This is what I explained to the Government and knowing the importance of the road traffic for another 10 to 20 years, we have made a scheme for all over the country, that is, in high-density traffic area, we should have 4-lanes, we should have express ways and we should have State highway to National Highways. Movement on the National Highway is cleared; we will also come out with rules; whatever the hon. Members have said in their speeches which could not be incorporated in the Act, we will be taking their suggestions into consideration and bring them the rules and we will lay them also on the Table of the House so that Members can further read them and give us their valuable suggestions, even further to the rules.

Another point was made about the tax. In the last TDC Meeting we had decided that there should be onetime tax all over the country. What is happening today is that one State Government has implemented the scheme, other States are not implementing it. So, that State Government suffers. In my last TDC meeting, every Member of the State who represented the State Government, whether it is the Transport Minister or PWD Minister, all of them had agreed in principle, about the one time tax policy with a clause that it should be refunded in case that vehicle is going to some other States so that other States also could be helped from that fund. Now, that scheme is worked out, we have constituted a small Committee of officials and within 15-20 days, they are going to submit the plan and then we will implement that.

Sir, permit system was mentioned in yesterday's speeches. As the House is aware, in 1986 itself, rather in the end of 1985, we removed the quota system of national permit on trucks which was a den of corruption. Every permit was sold and we have liberalised the permits. Now, anybody who wants to have a permit, he has just to go and deposit the fee straight and take a permit. In that, revenue increase is there and mal-functioning of the system went away. Similarly, in respect of the Motor Vehicles Act, we have taken a lot of measures that wherever there are permits for the bus services issued, wherever we have seen that there is mal-functioning, we have again taken the decision that we liberalise the system and if A or B or any citizen of the country wants to ply his bus on a non-nationalised route, the Government will have no objection if it is economically viable to him so that there is no feeling that 'without a wrong practice you cannot get a permit or without pressure you cannot get a permit.' Similarly, other road tax, driving licences, medical facilities - all these steps have been

[Sh. Rajesh Pilot]
taken to strengthen the transport sector and the road safety in the country.

Some local points from different hon. Members for their States and areas were mentioned. I would also cover them one by one, whichever I can cover in the time allotted to me. I will go from the North. Kabuliji has mentioned about as an alternative to the Bamihal National Highway. Sir, it is a matter of concern, we also know that it is a very sensitive area and it is really a fact that if that road gets blocked, for days together you cannot cross towards the Valley and communication to the Valley really gets blocked and last time when the road was blocked, he is right when he said that we had lifted kerosene oil, we had lifted rations also. So, we are already considering the proposal of Mughal road. As far as sharing is concerned, I hope the hon. Member will agree with me, this is government to government because a Member of Parliament will be happy to get a road, but how it is made should be left to us. Whether I share with the State Government or the State Government shares with me, that will not be much of a botheration to the hon. Member, but we will certainly take up this project soon, it is already in the Planning Commission, the moment it is cleared, we are likely to start the work and I also want to go on the target date so that the amount will not exceed—today it is Rs 25 crores or Rs. 50 crores and it becomes Rs. 100 crores by the time the work starts. We would like to finish it in the very short time where the money could be saved.

SHRI ABDUL RASHID KABULI (Srinagar) : Shall we expect the implementation of this ?

SHRI RAJESH PILOT : This is what I have said. The moment it is cleared by the Planning Commission ground work has been done we will be able to start the work. In principle the Government has cleared this

project.

SHRI ABDUL RASHID KABULI : Thank you very much.

SHRI RAJESH PILOT: The hon. member has said about the other sectors or other connections in the area, Vayudoot is being encouraged there. We are trying to add more viable flights, specially in that sector so that till that road comes up in those areas we will keep our sensitive areas connected with main lines.

SHRI ABDUL RASHID KABULI: Specially Batot-Bhadarwoh. (Interruptions)

SHRI RAJESH PILOT : Another road they have said is Kishtwar to Batote woh. It is already a National Highway. The other portion, frankly speaking, the public representative wants it to be taken over by Border Roads, but the State Government is really thinking whether to hand over to Border Roads or national agencies or not. So, discussion is going on. It has to be in consultation with the State Government. I really agree with you that two accidents have given us a feeling that we must be very strict about it, when 30-40 lives were lost in the last two accidents.

AN HON. MEMBER: 64 lives.

SHRI RAJESH PILOT : I will carry the feeling of the hon. Members to the State Government and I will request the State Government to take a decision fast so that we can help them.

I fully agree with the hon. Member from Andhra Pradesh when he said it. In the last discussion, Shri Madhav Reddi and others pointed out that in checking of the trucks or checking of the traffic, we should have an officer. This was their suggestion in their discussion also. At that time, during discussion, I mentioned to them, it is a very genuine

suggestion. We should somehow implement that. We have taken care of it in the rules. But the only problem is, maybe State Governments do not have so many officers available. For every police checking, you have got a police officer available with you. I discussed with the State Governments. There is another point. They say, "Suppose between point 'A' and point 'B' we have to check a transport or traffic, from the beginning, normally we put a rank below an officer and the final decision is normally taken by the officer." If you put officers on both sides, it may not be practical. But we have told them, in most cases, you try to put officers so that this problem of malfunctioning of the total system is avoided. I do share their feeling. Sometimes anywhere policeman stops the truck and asks; "Show me your licence; show me your permit; from where you are coming how much is the load." He may not be on duty for this particular job. But this sort of harassment goes on. But it is on both sides. Today also I had meetings with the truck people. They also got used to it. They would not like to take permit from the Government. They would like to use other means because those are readily available, short and fast. We have to improve on both sectors. We have to be strict on the police side. We have also to educate and inculcate these habits in truck owners and transporters and we are trying on both sides.

MR. DEPUTY-SPEAKER : Mr. Minister, at the toll gates, there are a lot of problems. They are stopping all the vehicles, the other vehicles also cannot move at all. Why can't you put some side road where they can stop the trucks and the Highway is free so that other vehicles move. In any emergency, even for hospital, you cannot go. For one or two hours, you have to wait.

SHRI RAJESH PILOT: This was done at some points in U.P. What we are trying with the State Government is, if we can have a uniform police for octroi.

MR. DEPUTY SPEAKER : No, I am telling about the vehicles that are stopped for paying toll tax. Those vehicles may be stopped at side way without affecting the traffic on the highway so that other vehicles can go.

SHRI RAJESH PILOT : It is at all the collecting points. At the national highway, we will implement it, *pucca*.

Another suggestion was the Financial Corporation. I fully agree with the hon. Member. This is also an idea of the Government that we might also go in for financial corporation, in addition to national highway authority. But the National Highways Authority of India Bill itself has a clause where we can go for bonds and supplement our financial resources.

We have taken lot of steps on the road safety side. In the last Transport Development Council, all hon. Members from the different States have agreed that one percent of collection of motor vehicles tax will be spent on the road safety side in each State. This is a very good decision. One percent of the total collection of the motor vehicles tax would be utilised to improve the road safety. It is a very good amount if the State Government spends that properly or the Central Government can spend, wherever we have to spend. We have constituted National Road Safety Council. There is also similar committee at the State level and district level. We are trying to inculcate road safety conscious at each level because unless and until people get into safety culture, rules do not help, law will not help. We are trying on both sides, by making very strict rules, in the Motor Vehicles Act, by enforcing our Acts in a very strict manner and also inculcating the culture of road safety in the States and in the country.

Most of the Members have asked about

[Sh. Rajesh Pilot] the length of the national highways. How member from Andhra Pradesh was very right when he said that after independence, there has been no addition. But if you see the total share, it might be quite good for Andhra Pradesh. But it was pointed out everywhere. Now some kilometres have been enhanced and all proposals are pending with the Planning Commission. The main drawback in not enhancing the national highways has been funds. In the last six months, some relief has been given to us. The policy we followed till now was that we should improve our existing national highways first. There is no use of my declaring all State Highways as national highways if I cannot give them money to improve or the Central Government cannot give them finances to widen or strengthen them. Just putting a Board of National Highways does not serve the purpose. Psychologically, the Central Government may feel that its burden has gone away. But that is not the intention. Now, with this National Highway Authority coming up, we hope to have additional funds and to get additional resources by various means.

PROF. N.G. RANGA : What about the waterways' ?

SHRI RAJESH PILOT: I am coming to that. Our Plan is that in the next ten or 11 years which are available, we will select the sectors. I mentioned that 900 KM have been selected as Express Way from Ahmedabad to Baroda. Work is already going on. Similarly, we are selecting different sectors. 900 KM are already marked. 3,000 KM have been marked for four-laning of roads. It depends on the funds. If we get the required resources, we will be able to implement the recommendations of the NTPC and other Commissions to meet the total requirement of the country which is round about 66,000 KM. This was four or five years back. If you see the requirements today, it might go up to 85,000 KM. We plan to put highest priority on

the road sector, especially on the national highways.

I must inform the House that our Prime Minister is very eager to have this system improved and at so many places our Prime Minister pointed out that national highway can only improve if the quality of work is improved and we could get this much money from the Government because of the kind help of the Prime Minister himself for this sector.

SHRI BASUDEB ACHARIA : Finance Minister is here.

SHRI RAJESH PILOT : Finance Minister is always here. I have been thanking him and everyone is saying that the Finance Minister is sitting here. He will certainly have soft corner for the national highways. I am very hopeful that we will be able to meet the requirements of the hon. Members on the national highways soon.

Regarding inland water transport, hon. Members have mentioned about the problems of their areas. (*Interruptions*).

MR. DEPUTY-SPEAKER : The hon. Minister represents Rajasthan. Don't worry.

SHRI RAJESH PILOT : I will certainly write to hon. Members on their points. Nearly 20 Members have taken part and I have noted all the points. I will write on each point to hon. Members and what action is being taken so that you can also have a detailed report on that.

On the inland water way, I have been telling in this House and on other forums that this is one sector which requires greater attention. Although in the Seventh Plan, we have round about Rs. 155 crores, I do share the feeling of an hon. Member that the work has not picked up that fast. We have declared two waterways. One is the Ganges

and the other is the Brahmaputra. Survey in four to five waterways is going on.

In the Buckingham canal and West Coast canal, survey is being done. As soon as the survey is completed, I have been insisting with the Authority that we must get the vessels. We must start the operation of the barges the moment we declare waterways. We have decided that the moment a river is declared a waterway, the infrastructure required for operation in that particular waterway, should also go hand in hand. The day you declare waterway, that day operation should start. Otherwise, there is no use of declaring a river as a waterway and to start infrastructure after two years. I do agree with the hon. Member and we will improve our system. We will pay greater attention to this work that infrastructure should come out the moment we declare waterways.

We are paying greater attention to the waterway. Some Dutch vessels had come on 25th. Two barges had come. We are also recently in touch with the Governments of neighbouring countries where waterway system is very successful.

In Russia, Waterways system is very successful. The Dutch people are using it in a great measure. East Germany is using it to a great extent. We have got their technical know-how also. We plan to use this transport system in our Inland waterways to a great degree. This will also be a good avenue for employment. We have already decided about this. Through the banks, if any young man or any graduate wants to take loan, he can and there is subsidy available. I think if any young man wants to take loan to buy a barge etc. where he can work and earn, he can do it and I think it is coming to five-and-half per cent and the rest is paid by Government. It is a very good scheme. But I think the publicity is not being given to that extent,

which we have done now. I think the Authority will give publicity in all the newspapers, regional newspapers. We are also issuing small booklets so that the common man knows how much opportunity is available to him in this water transport system, as a subsidy. He can build up this economic condition in a better way and improve his economic condition. These are our efforts. This sector is a serving sector. Our all-out efforts are continuing. But, we cannot really improve the complete system overnight. We have been sincerely trying to improve the system to give the best quality of work and best quality of service in this water transport, road transport etc. We have also given instructions to the State Governments that wherever they make canals, they must keep in mind that they can have inland water transport system. The bridges and their length should be adjusted accordingly. Facilities are available for the barges to carry freight and cargo from one place to another and they should be fully utilised.

With these words, I assure the hon. House that the intention to bring this Authority is similar to the feelings expressed by the Hon. Members in their speeches. We will implement to the core of it so that the purpose for which it has been brought is served. With these words, I thank all the hon. Members who have taken part in this debate. Therefore, I commend the Bill for the consideration of the hon. House.

MR. DEPUTY SPEAKER : The question is :

"That the Bill to provide for the constitution of an Authority for the development, maintenance and management of national highways and for matters connected therewith or incidental thereto, be taken into consideration".

The motion was adopted.

MR. DEPUTY-SPEAKER: The House will now take up Clause-by-Clause consideration.

MR. DEPUTY SPEAKER : There is no amendment. Clause 2. The question is:

"The Clause 2 stand part of the Bill".

The motion was adopted

Clause 2 was added to the Bill

MR. DEPUTY SPEAKER : Now Clause 3. Mr. Shahabuddin, are you moving your amendments No.1 and 2?

SHRI SYED SHAHABUDDIN : I was saying that in view of the assurance given by the Hon. Minister..

MR. DEPUTY SPEAKER : Are you moving your amendments or not?

SHRI SYED SHAHABUDDIN : I have already supported my amendments in the course of my speech.

MR. DEPUTY-SPEAKER : There is no amendment moved to Clause 3. There is no amendment to Clause 4 to 10. So, I put Clause 3 to 10 together to the vote of the House. The question is :

"That Clauses 3 to 10 stand part of the Bill".

The motion was adopted

Clause 3 to 10 were added to the Bill

MR DEPUTY SPEAKER : Now Clause 11, Mr. Shahabuddin, are you moving your Amendment?

SHRI SYED SHAHABUDDIN : I have already supported it during the course of my speech.

MR. DEPUTY-SPEAKER : There is no amendment moved to Clause 11.

The question is:

"The Clause 11 stand part of the Bill."

The motion was adopted

Clause 11 was added to the Bill

MR DEPUTY SPEAKER: There is no amendment to Clause 12 to 37. Therefore, I, will put Clause 12 to 37 to the vote of the House. The Question is:

"The Clauses 12 to 37 stand part of the Bill."

The motion was adopted

Clauses 12 to 37 were added to the Bill.

MR. DEPUTY-SPEAKER : The question is:

"That Clause 1, the Enacting Formula and the long Title stand part of the Bill".

The motion was adopted.

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

SHRI RAJESH PILOT : Sir, I beg to move:

"That the Bill be passed".

MR. DEPUTY-SPEAKER : Motion moved:

"That the Bill be passed.

Shri Tulsiram

[*Translation*]

SHRI V. TULSIRAM (Nagarkurnool) : Mr. Deputy Speaker, Sir, the hon. Minister is very dynamic and young and I hope that he will act beyond the limits of the assurances he has just given in the House. He is trying his best to improve the condition of national highways and everyone including a veteran, senior and experienced Finance Minister is looking to Mr. Pilot. Hon. Minister has mentioned about the inadequacy of funds. I hope and believe that he will provide the maximum of funds for the improvement of national highways.

The Government should make their constant efforts to improve the condition of national highways. As the hon. Minister has just stated that some more funds are being provided to Andhra Pradesh and Hyderabad. I would like to know as to how much amount is being increased. He is a very wise Minister. The hon. Minister is a benevolent person. I want to know from the Hon. Minister as to how much amount has been provided. I also want to bring to his kind notice that in Andhra Pradesh no national highway has been extended. I request him to cover the maximum area by the national highways. Mr. Deputy Speaker, Sir, you are very well aware that the condition of national highways has worsened due to rains. When we go to Bangalore from Hyderabad, we see that the roads are in a very dilapidated condition and have pits all over its stretched. Even driving a vehicle on these roads has become difficult. Therefore, these should be got repaired. I also want to tell you that now-a-days the quality of construction of roads has become so poor that just after construction there develop cracks on them. Therefore, today the Government should keep a close watch on the performance of the contractors and issue strict instructions to the contractors and engineers regarding the construction of roads so that the roads may not get broken just after their completion. I

would like to congratulate the hon. Minister and would request him to grant maximum funds to Andhra Pradesh specially for the construction of national highways and their extension.

[*English*]

MR. DEPUTY-SPEAKER: I request the Members that when you are taking up the third reading, you try to speak on the merits and demerits. Once again if you put your demands, it does not become the Third Reading.

[*Translation*]

SHRI C. JANGA REDDI (Hanamkonda) : Mr. Deputy Speaker, Sir, I rise to support this Bill and the speech of Mr. Pilot deserves appreciation from all and I am no exception to it. But he has not disclosed the amount being granted for it. Earlier, I had written to him only once during his term of four years for one national highway but did not receive any reply from him till now. I would request the hon. Minister that the prices of petrol have gone up and with it the share of roads has also increased but its payment has not been made. You are going to set up an Authority for the National Highways and have also laid down the standard cost of construction in regard to these roads which varies from place to place. Such a cost is very high at the places where the stone and sand is not available. Therefore, the Authority should be given some powers to increase the fixed rates of the cost of construction in such cases.

Sir, the national highways have been constructed in Andhra Pradesh just because of such incidence that if we have to go to Bombay, we have to go there via Andhra Pradesh. That caused the construction of a national highway in Hyderabad. Similarly, from Madras to Bombay or from Delhi to Madras, we have to go via Hyderabad. That

[Sh. C. Janga Reddi]
again caused the construction of another national highway in Hyderabad and Andhra Pradesh because they come on their way to South. These highways have not been constructed specifically for Andhra Pradesh. They are incidentally there. I, therefore, request you to get a national highway constructed which may serve as a direct link between Hyderabad and Delhi. In fact, Hyderabad is enroute to South India. Thus Andhra Pradesh happens to be covered by the national highways. So what I want is that some such highways should be got constructed even in my State.

Expect Madras and Bangalore, there are several other places such as district headquarter Jagdalpur and Kunta. If we have to go Madhya Pradesh from Bhopal, we have to go there via Hyderabad. But Jagdalpur and Kunta are quite near to Andhra Pradesh. Therefore, I would request you to construct there a national highway. It is very necessary to construct a national highway between Hyderabad and Jagdalpur via Parthal and Varangal and another national highway between Siddipur and Suryapur via Jalgaon.

At the time of discussion on the Bill in the House, I was not present here. I, therefore, want to speak on it with the prior permission from the deputy Speaker. The lorries of Rajasthan, Haryana and Punjab bearing the bogus number plate of Andhra Pradesh carry foodgrains but load of foodgrains is totally lost some where in transit. During the last four years I have sent them at least 10 of such complaints. Nobody knows where the lorries bearing the bogus number of Rajasthan go. These lorries carry the load of chillies and foodgrains and their numbers are changed at the check-posts with the connivance of your officers. Ten such complaints have been received from Varangal. What I mean to say is that some provision should be made in this Bill, to have some control on the

lorries of the transport companies.

[English]

SHRI RAJESH PILOT : Sir, I fully agree with the Hon. Member What he has said that these methods are being used is right. Today morning I was inaugurating a computer centre in STA in Delhi. When I went there - before that it was mentioned in the newspapers that I was going to inaugurate this—somebody walked upto me and gave me an original copy of the challan receipts. Counterfoil is kept with them. For admitting a fee for the road tax and other permits, the proforma is the same and the receipt is the same. What they do is that they torn it and give it to different touts. They take money of higher amount and put less amount. I am not denying that factor.

I have also mentioned it in the meeting itself. One day in the borders of Delhi, UP and Haryana in the night when I was coming from somewhere I saw about two hundred trucks being parked on the road. I stopped there and I went to the counter and asked them why is this delay (*Interruptions*)... I went inside and asked him where is his register, how does he collect the money. He did not have any account. He did not know how much money is in the box. He did not know how much money they are paying. Almost all of them were drunk. Then I got the drivers together and asked them why this delay is caused. They showed me a small note book and said that if they write green here, then no tax is required from here to the destination. It is such a big group which is functioning. If they write red then you have to pay two borders out of four. Those codes were functioning.

Then I wrote to the Hon. Chief Minister of Haryana Shri Bansi Lal at that time—and to the Chief Minister of UP also and said that they have to initiate action. But the system was so bad that today it is a matter of

concern for every citizen. Even if you point out an injustice and fight for justice, you get absorbed in the system itself. Till now three years are over, I don't think any action has been taken against those defaulters. They may be suspended; but not strict action has been taken.

That is why we had brought the Motor Vehicles Act for a strict action from the Central Government. This will help us to improve the system to which Mr. Janga Reddy has referred. He said that fraud number plates have been put. Now we have opened a national register for registration and a national register for driving. We will have a computerised system all over. If one truck is caught in Hyderabad, we will just ring up Delhi and say please check up the number, whether it is on the computer or not. We will get an answer, 'yes or no'. Till now we did not have the address of those people. You carry on opening the registers for 20 years back vehicles and the address is changed and they say, I had applied, you have not changed my address and all that. All these problems are coming. That is why it took us 2 1/2 to 3 years to work out the Motor Vehicles Act. With the new scheme we are hopeful that in another five to six months the work will start picking up and become smooth.

I will certainly take care of the complaint which he has mentioned about trucks from Rajasthan, Haryana and Punjab going and misusing the roads of Andhra Pradesh. As

for the National Highway Jagdalpur which he has mentioned, I think the Hon. Members will be happy when they come to know which are all the National Highways that are declared. I cannot say because it is lying in the Planning Commission. It will not be right on my part to inform the House till it is totally cleared by the Government and the whole process is complete. It is not correct to give half information to the House. But knowing the feelings of the Hon. Members, we had requested the Planning Commission to add some more Highway kilometres to those States, where we have not been able to give first and to those States where the requirement and necessity is a must. Now with the funding of the National Highways Authority and the additional resources we will be able to take up more km on the national highways and more length on the national highways.

MR. DEPUTY SPEAKER : The question is:

"That the Bill be passed."

The motion was adopted

MR. DEPUTY SPEAKER : The House stands adjourned to reassemble tomorrow at 11 A.M.

18.00 hrs

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, November 30 1988/Agrahayana 9, 1910 (Saka)