

SHRI B. S. BHAIYA (Bhatinda): The Detachability Offences (Amendment) Bill as reported by the Select Committee is pending for a very long time. That has to be included.

SHRI K. RAGHU RAMAIAH: With great respect, I submit this. Let us be clear about the procedure. Are we reviving the old system?

SHRI DINEN BHATTACHARYYA: You are responsible for it.

SHRI K. RAGHU RAMAIAH:
am not.

श्री रामावतार झाल्मी (पटना):
अध्यक्ष महोदय, इमर्जेन्सी के बाबजूद
हरिजनों और आदिवासियों पर प्रायः-
दिन जुल्म हो रहे हैं। इस पर बहस होने
की बात सुची जाती थी, लेकिन संघी
महोदय के वक्तव्य ने इस की कोई चर्चा
ही है। अभी हाल में, 25 जनवरी को,
पटना जिले के फूलवारी थाने में एक
मौलाना बुद्धचक ग्राम के एक खेत मजदूर, दुर्गा
रविदास, को खुले-आम गोली से उड़ा दिया
गया। यह काम एक बड़े जमीन मालिक ने
किया, जो श्री जय प्रकाश नारायण के आन्दोलन
के नेता व समर्थक रहे हैं। इस बारे में अभी
तक कोई कार्यवाही नहीं की गई है।
इस पर कार्यवाही होनी चाहिए, और इस
विषय पर बहस के लिए समय देना चाहिए।

SHRI INDRAJIT GUPTA (Alipore): There is a mention of the Industrial Disputes (Amendment) Bill in the next week's business announced by him just now. We are eager that this Bill should be enacted during this Session. Therefore, I would request him through you that the business should be arranged in such a way that there is enough time for the Bill to go to both the Houses for passing and not that it should be left over.

SHRI K. RAGHU RAMAIAH: If I may say so, I understand that the Industrial Disputes (Amendment) Bill has already been introduced in the Rajya Sabha. Therefore, when it comes here, it will be passed by both the Houses.

12.10 hrs.

WAREHOUSING CORPORATIONS (AMENDMENT) BILL*

THE MINISTER OF STATE IN
THE MINISTRY OF AGRICULTURE
AND IRRIGATION (**SHRI ANNA-
SAHEB P. SHINDE**): On behalf of
Shri Jagjivan Ram, I beg to move for
leave to introduce a Bill further to
amend the Warehousing Corporations
Act, 1962.

MR. SPEAKER: The question is:

"That leave be granted to intro-
duce a Bill further to amend the
Warehousing Corporations Act,
1962."

The motion was adopted.

SHRI ANNASAHEB P. SHINDE:
Sir, I introduce† the Bill.

12.11 hrs.

✓MOTOR VEHICLES (AMENDMENT) BILL—Contd.

MR. SPEAKER: Now, we shall take up further consideration of Motor Vehicles (Amendment) Bill. Shri Dinesh Joarder to continue his speech.

SHRI DINESH JOARDER (Malda): Mr Speaker, Sir, during the discussion on this Bill yesterday I was mentioning that according to the length of the roads and the necessity of the regular maintenance and development, particularly of important roads, the amount provided in the current budget i.e. Rs. 16 crores, is

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†Introduced with the recommendation of the President.

[Shri Dinesh Joarder]

not sufficient to meet the needs. The condition of National Highway No. 34 from Calcutta to Siliguri and towards Assam is so wretched that everyday number of accidents are taking place causing deaths to many persons. Both drivers and pedestrians are not safe on this road. I would request the Minister to ask for a report either from the State Government or from CPWD or PWD, whosoever is maintaining this road, particularly the portion between Krishna Nagar Shantipur to Barsoi Kishanganj. It is very narrow and during rainy season, it gets destroyed and several parts are washed away. So, this road should be improved and widened as early as possible.

In the name of maintaining and widening these Highways, recently a large number of small shops and stalls and dwelling houses have been ruthlessly destroyed. Their hutments have been destroyed by government agencies without giving them any alternative sites for their livelihood or giving them proper opportunities to remove the stalls by themselves and no compensation has been paid to any of them. The hutment-dweller stall-keepers and others living on the roadside have been totally and ruthlessly removed. This question was mentioned earlier. I mention it again in order to draw the attention of the Minister to the plight of these poor people.

Now I come back to condition of the labourers and a question involving the fate and lot of 14 lakhs of people who are mostly labourers, drivers, assistants, garage workers, and cleaners. There is not even a minimum wage fixed by the Central Government or any of the State Governments. There are no standard service rules or conditions. Their lives and fates are at the mercy of the employers concerned. They can be retrenched at any time. They are not even paid regularly. The employers deduct part of the salaries when they retrench workers. The con-

ditions of the garage workers, petrol-pump workers and workers in other allied concerns in the road transport system are similar. There is a lot of trouble among the labourers concerned. So, I request the Minister to attach certain conditions regarding the service conditions of employees, when Government issues licences or permits to the truck-owners or companies, so that they can give the workers minimum wages, provide them uniforms and proper rest houses while they work. The workers should get other necessities also while they work. Certain obligations should also be attached when permits are issued to the licensees. I have already mentioned that the beneficiaries of the national permits would only be those big companies who can afford to establish and maintain their offices at different parts of the country. Even if you give the permits to small individuals, small companies or even to some unemployed educated young people, they would not be able to retain the permits for long, but would be forced to sell them to big companies. Ultimately, the big companies will be the beneficiaries of the national permits because they have to maintain booking offices, delivery offices, road-side transit offices and give donations to the ruling party for elections at the time of obtaining the licences and also meet the heavy running cost due to the high prices of fuel, mobiloil, motor parts, tyres and other things. Small people will not be able to hold the licences for long. Ultimately, big companies and persons having a big capital and big organizations who constitute 2 per cent, 3 per cent or 5 per cent of the people involved in this system will benefit most by this scheme. I have just mentioned the frustrating living conditions of the employees and drivers working in this industry that is, this road transport system I am reading a quotation:

This Road Transport System has:—

Turned us into sub-human beings

"Remaining confined in the truck for more than 20 days a month has

turned us into sub-human beings. We are cut off from our relatives and friends. We try to find solace in wine and women. Do you know that my employer owns 35 trucks? He has made his fortune at our cost. Can you suggest a way of escape from this ruthless exploitation...can you?"

This is the lot of lakhs of workers in the road transport system. Now we have no objection to the introduction of the national permit. But you are giving this only to those people who can influence Government officers and Ministers and earn a lot out of the road transport system. Instead of looking after the interests of the large masses, you have come forward to protect and enlarge the interests of a small few. What about the conditions of millions of people who are working in this industry? That is why I said that there should be a comprehensive national policy as regards the road transport system.

As I stated earlier, even if the road transport system is not nationalised—I feel that there is an urgent necessity for its nationalisation—a comprehensive and integrated policy should be there for improving the system as well as the working conditions of the labour. Apart from that, the extension of roads and other paraphernalia connected with road transport should be looked into and given proper importance in that integrated policy.

Lastly, coming to the issue of licences, I would say that the licences should not go to those people who have influence with the licensing authority and so can manipulate things and thus earn huge profits by plying trucks over long distances. They also have collusion with the insurance companies and earn huge amounts by making false claims. They also have some understanding with the railways. Since the railways sometimes at places do not carry certain types of goods, due to such understanding the transport operators come into the field as monopoly transport concerns and carry

goods, specially for big Government undertakings like the Food Corporations etc. charging very high rates, mostly in collusion with the officials in charge. In that way, they earn quite a lot of money, and a large part of it becomes black money. You can put a check on this by issuing licences only to small people, educated or even uneducated unemployed, so that the society can get the maximum benefit out of the system.

SHRI N. K. SANGHI (Jalore): Sir, Shri Dinesh Joarder has already referred to most of the points covered by this Bill. This is a laudable Bill which tries to propagate the progress of transport in this country. But I am only sorry that the hon. Member injected a little politics by saying that the transport operators are contributing large sums to the political parties in the country. May be, it was true in West Bengal when his party was ruling, but certainly it is not a fact now, and so this should be denied with all the vehemence on the floor of the House.

One of the points in the 20-point programme that has been propagated in this country by the Prime Minister is the improvement of the transport system, which is sought to be done by the issue of national permits. So, the amendment of the Motor Vehicles Act, 1939, is one step forward in that direction. The hon. Minister of Transport, Dr. Dhillon, knows the position very well, because he was the Minister in charge of Transport in Punjab once. He has also travelled far and wide, practically all over the world, and has seen the functioning of the road transport and its relation to the development of the economy in both developed and developing countries. Practically 70 per cent of the goods in U.K. is being carried by road transport and only 30 per cent by the railways, but what has been happening to the development of road transport in India? When we go into its history, we find that the Motor Vehicles Taxation Enquiry Commission recommended in

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1956 that we should have a road transport policy. An Advisory Committee on rail, road and water transport co-ordination was started on in 1958, but was wound up in 1966. The result is that we do not have even a Transport Development Council to co-ordinate various matters relating to inland water transport, coastal shipping, road transport etc. I am sure it is a very important matter which the Ministry should consider to establish a forum where all these matters can be taken up.

In the early days the railways were very much afraid of competition from road transport, but ultimately more and more traffic has been gradually taken over by the roadways and the railways have lagged behind. According to the Seventy-fifth Report of the Estimates Committee of 1974-75 in 1950-51 passenger traffic carried by road was 24.9 per cent and that by rail was 75.1 per cent, whereas in 1973-74 passenger traffic carried by road was 48.9 per cent and that by rail was 51.1 per cent. Similarly, in goods traffic, in 1950-51, 10.2 per cent was carried by road and 89.8 per cent by rail, while in 1973-74 road transport carried 34.7 per cent and railways only 65.3 per cent. This is the poor picture of the development of the railways, but this does not mean that everything has been rosy with road transport.

Actually, everything has been done to throttle road transport. I am sure the hon. Minister knows the present high prices of vehicles, parts, tyres and tubes and the various bottlenecks that this industry is facing. A vehicle costs Rs. 1 lakh, a body costs Rs. 25,000. There are heavy taxes and the various checkposts have done everything to deter the development of road transport. In spite of that they have made commendable progress, and I am glad that the hon. Minister has at last come forward with one progressive step.

The tardy development of road transport has been due, to its being under

various authorities. You have the State Governments and the Central Government and you have the taxation authorities, the municipalities to check them etc. Today, the biggest bottleneck in the way of the development of road transport is the octroi post. Since 1959-60 this matter has been discussed again and again at all levels and in all forums including Ministers and officers of the State Governments, but I do not know what has happened. Everybody believes that this octroi duty should be abolished. There are reports that these octroi duties have done everything to hinder the development of road transport. Therefore, unless they are abolished and unless you can find an alternative method so that vehicles are not held up again and again after driving every few miles, I do not think any solace can be brought to the road transport people who are plying these vehicles to enable them to carry goods faster to the different parts of the country.

The Seventy-fifth Report of the Estimates Committee has this to say on octroi duties:

"Road transport is suffering in the country because of the multiplicity of checkposts and octroi duties which not only increase the detention time and hampers the quick and rapid transport of goods, but also results in wastage of fuel. It is estimated that the capacity of road transport in the country can be increased by as much as 30 per cent by abolishing the checkposts and octroi duties by substituting them by an alternative form of taxation. Government should immediately take up this matter with the State Governments and find out a way of collecting this tax either at source or in a consolidated form on the basis of the turnover of a vehicle."

I am sure the hon. Minister will agree that this has to be done on a top priority basis, but I would like to know from him what has actually been done in this direction. Today, these vehicles

are very fast speed vehicles. They have a high loading capacity. If you drive them in any of these roads, you will find that the drivers are hesitant to slow them down, because if they slow them down, it will take a long time to pick up the speed. What has happened in actual practice? If the driver has driven his truck for 30 miles, he has to stop it at a barrier and you know what are these barriers and all that. He has to go through all sorts of botherations.

Unless we can find a solution to this grave malady, which is a cancer of the transport industry in the country, I don't think the national permits that we envisaging are going to help in this particular direction. It is a happy augury that we are in a position of emergency in this country. If we cannot do this thing in an emergency, how can we do it in the normal time. This is a very serious matter and I am sure the hon. Minister will consider it and take it up at the highest level. There could be some sort of turnover taxes, diesel tax on the supply of diesel and petrol; there could be various other methods of collecting these taxes; there could be an entertainment tax from the cinemas from those people who are visiting these cinemas. But these Octroi duties and Octroi posts have to be given up if we really want to develop road transport as it has been done in other countries.

I would like to draw your attention to the fact that there were similar taxes in places like Belgium, France and Egypt and these countries have abolished Octroi duties. There is no reason why we cannot abolish these duties.

Now, we are going to issue national permits. We have limited them to 5300. May I ask the Minister it will not be every operator who will ask for the national permit? But if you limit them, then everybody has the desire to ask for them. He will say that there may be some substantial gain by taking these permits. If you had opened

these national permits to anybody who wanted them, I am sure there may be a spurt of these national permits in the first quarter of the year. But later on, many people who are traversing from one State to another would never like to pay extra money and take these national permits. It is one of the banes that we limit a thing in the beginning. Let us go whole hog and have no barrier. Let us allow these national permits to anybody and whosoever is travelling in inter-State transport would only go for these permits and you will find that very few people very few operators who are really going from one State to another, from one side of the country to another, will really ask for these permits. There will not be the malady of anyone saying, "I am a poor man, I am a poor single operator I have not been able to get these permits." These things will be put right. I am sure the hon. Minister will give a look to this particular matter. If we remove the limitation number and anybody who asks for a national permit will be given. I am sure we are putting this particular system on a much more beneficial pedestal than it has been envisaged. What has really happened? The transport operators today are in a very hard and difficult situation. A transport operator has to spend a lot of money in the fitness of his vehicle, whether it is for any test, whether it is for payment of any tax and go on. As for as these Octroi posts are concerned, there is no semblance of any reasonableness. Every where, he has to shell out a large sum of money to pass through these processes. I would earnestly say that this issue of national permits is a very good idea and you must seriously consider to remove the limitation number. I am sure you are still issuing 5000—6000 permits. If this limitation is removed, then you will be able to do some alternative method of removing these Octroi posts and the transport industry will really go a long way. It will give a beating to the railway transport system in the real manner so that our transport develops from South to North and East to West.

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which is the most needed thing for our country

Last year, we had seen constraints in our supply. Somewhere, there was a shortage of rice somewhere, there was a shortage of wheat and somewhere there was a shortage of essential items and so on. These essential items could not go from one place to another because of these constraints.

I am glad that this is a step in the right direction in removing these constraints and putting this industry in a proper way for the ultimate benefit of this country.

श्री नान सिंह शेरवा (भाटडा) स्पीकर साहब, मैं सबसे पहले मिनिस्टर साहब को मुबारक बाद देता हूँ कि वे एक अच्छा बिल यहाँ पर लाए हैं। दरअसल यह बहुत छोटा सा बिल है। बीस सूत्री कार्यक्रम का एक नुस्खा यह भी था जिसको यह पूरा करने आ रहे हैं। हमारे देश में ट्रांसपोर्ट सिस्टम एक बहुत बड़ा सिस्टम है जिसके जरिए से कुछ आर्टिकल्स और दूसरी वस्तुएँ इम्पोर्ट-उत्तर ले जाई जाती हैं। अभी हमारे मुल्क में तीन किस्म के सिस्टम चल रहे हैं। एक तो क्लेन्ड रोड कार्पोरेशन है, दूसरे कोम्पार्टिब सीसाबटीज भी है जो प्लाई करती हैं और तीसरे हैं प्राइवेट लोग। इन तीनों में कोम्पार्टिबेशन के लिए कुछ न कुछ जरूर होना चाहिए। मैं तो कहूँगा कि कोम्पार्टिब सिस्टम और रोड ट्रांसपोर्ट कार्पोरेशन के सिस्टम को स्ट्रेंकन करना चाहिए। इन प्राइवेट कार्पोरेटर्स से नुस्खान भी होता है, इन में बड़े बड़े लोग होते हैं, वैसे वाले होते हैं। शायद आप को यह पता नहीं होगा कि जिल्ली में इंडोमेटिक सिस्टम को सबाह करने वालों में प्राइवेट कार्पोरेटर्स का बहुत बड़ा हाथ था इस लिये इन के बारे में काफी विजिलेंट रहना चाहिये। इसमें आप ने 700 रुपये की कम्पोजिट फीस रखी है, यह अच्छी बात है, इसका सब कार्पोरेटर्स कोशकम करें। आप इन परमिट को तीन

किस्म के लोगों को देने आ रहे हैं - जिन के पास तीन से कम परमिट होंगे, उन को देना, दूसरे उन कम्पनियों को देने जिनके पास सात से कम परमिट होंगे इन के अलावा एक्स-आर्मी परसेलस और ड्राइवरों को जिन के पास वेलिड लाइसेंस होंगे, उन को प्रिकॉस दिया जायगा। मेरे क्वाल में ड्राइवर्स के लिए इस में कम रखा गया है, क्योंकि 50 परसेंट परमिट होल्डर्स के पास चला जायगा, 25 परसेंट कम्पनियों को मिल जायगा, 25 परसेंट अगर एक्स आर्मी आफिसर और मैन और ड्राइवर्स के लिए रह जाते हैं, तो मेरे क्वाल के यह बहुत कम है, इसको बढ़ाना चाहिये।

इस के बारे में मेरे सुझाव हैं- मैं ऐसा समझता हूँ कि नेशनल परमिट उनको देना चाहिये, जो पहले, से लांग-टर्म पर अपने व्हीकल्स को प्लाई कर रहे हैं, टैम्पेरी परमिट लेकर बाहर जाते हैं। आप उन का साल-दो साल का रिकार्ड देख लीजिये, जो लोग पहले से काम कर रहे हैं उनको पहले देना चाहिये। इस में सैड्यूल्ड कास्ट्स और शड्यूल्ड टाइम्स का आप ने कोई जिक्र नहीं किया है, कम से कम 25 परसेंट परमिट उनको मिलना चाहिये ऐसे बहुत सारे ड्राइवर्स हैं जो सड्यूल्ड कास्ट्स और सैड्यूल्ड टाइम्स के हैं, आप उन को परमिट दें ताकि वे भी आप की इस स्कीम से फायदा उठा सकें।

इस लाइन में ऐसे बहुत सारे लोग हैं जो परमिट ले लेते हैं, उसके बाद आपने किराये पर दे देते हैं। 500 रुपये, हजार रुपये पन्द्रह सौ रुपया महीना किराये का लेते हैं ऐसे लोगों को जरूर रकबना चाहिये इन को बहुत आसानी से रकबा जा सकता है। आप किसी दिन एनाउंस कर दीजिये कि जिसने परमिट ट्रांसफर करना ही, वह फटा कारीब तक एन्फाई कर दे, उध

तारीख की आप देखें कि किन्-किन् लोगों ने इंस्फर के लिये एप्लाइ किया है, वे ऐसे ही लोग होंगे जो किराये पर दे देते हैं या जिन्होंने बैनामी अपने परमिट बेच दिये हैं। आप जब हम लैड सीलिंग की बैनामी ट्रांजक्शन की पकड़ रहे हैं, तो हमें इन ट्रक्स के मामले में भी ऐसी ही कार्यवाही करनी चाहिये। ऐसे लोगों के परमिट्स कैंसिल कर के जैनुइन अपरेटर्स को देने चाहियें।

खोड लादने का मामला भी आज करप्शन का भ्रष्टा बना हुआ है। हर स्टेट में झल्लेहवा झल्लेहवा जोड झलाउ किए गये हैं, मिसाल के तौर पर यू पी में 12 टन, मध्य प्रदेश में 11 टन, आन्ध्र प्रदेश में 9 टन, महाराष्ट्र में 9 टन, मैसूर में 9 टन, पंजाब में साठे नी टन, राजस्थान में 11 टन अब जो ट्रक यहां से मद्रास जाता है, उसे बीच में कई स्टेटों के गुजरना पड़ेगा, रास्ते में ट्रको के अपरेटर्स पैसा देकर निकलने चले जाते हैं। इस लिये आप सारे हिन्दुस्तान के लिये खोड तय कीजिए जिस का सब स्टेटस में पालन हो। आज हमारे अपरेटर्स का जो खर्चा होता है उस में एक पुलिस खर्चा भी होता है, 50 या 100 रुपये पुलिस खर्च के होते हैं, जिस की वजह से किराया बढ़ जाता है। आप को ऐसा इन्तजाम करना चाहिये जिस से यह खर्चा एलिमिनेट हो सके। इस के अलावा आप को पर-टन पर किलोमीटर किराया भी तय करना चाहिये आज हर जगह हर अपरेटर के अलग अलग किराये हैं अगर एक किराया तय कर दिया जाय तो इस से भाल भेजनेवालो और ट्रक-आलो दोनों को फायदा होगा।

आज मुंडस एजेन्सीज पर कोई कंट्रोल नहीं है हर अपरेटर अपनी मुंडस एजेन्सी बना लेता है। इन मुंडस एजेन्सीज पर सफर कर नियंत्रण होना चाहिये। आज

आप 5300 परमिटस देने जा रहे हैं, जब कि सारे हिन्दुस्तान में चार लाख से ज्यादा ट्रक चल रहे हैं। यह 1 परसेंट भी नहीं है इस को ज्यादा बढ़ाना चाहिये और जिन के पास आल्गेडी ट्रक्स है उन्ही को देने चाहियें। यह ठीक है कि आप एकसाल के बाद रिन्यू करेंगे, लेकिन 10 परसेंट तो आपको अभी ही बढ़ा देना चाहिये, उसके बाद आप हर स्टेट की जरूरत को देखें इस वक्त आप 200 या 300 परमिट हर स्टेट में देने जा रहे हैं, लेकिन आप को यह जरूर देखना चाहिये, हर स्टेट में कितने परमिट की जरूरत है। वेस्ट-मार्थ जीन में चण्डीगढ और हिमाचल प्रदेश में अभी भी परमिट दिये जा रहे हैं, उन के पास सरप्लस है, जब कि दिल्ली की जरूरत है, दूसरी स्टेटस को जरूरत है। हिमाचल और चण्डीगढ में क्या हुआ-वहां के डीलर्स ने प्रा० टी० ए० के साथ मिल कर एक शर्त लगा दी है, जीमल परमिट उसको मिलेगा जो नया ट्रक लेगा, जब कि दूसरी स्टेटस में ऐसा नहीं है। इसी लिये वहां परमिट पड़े हुए हैं। मैं चाहता हूं कि आप इस के बारे में तहकीकात कराये।

यहां हार्ड-वेज की बात कही गई है। हार्ड-वेज नं० 2 को डबल कराने, की बात चल रही थी, पंजाब गवर्नमेंट ने स्टेटमेंट भी दिया है कि यह बड़ी टुमी की बात है। वह हार्ड-वेज और ट्रांसपोर्ट अब आप के पास है- उस का बबैलप कराने के स्ट्रेस आप को जरूर लेने चाहियें।

टक्सी का मामला भी बहुत अहम है, इसके बारे में भी कोई नेशनल परमिट बानाव। आज पंजाब की टक्सी चण्डीगढ में नहीं जा सकती, हालांकी चण्डीगढ पंजाब का कैपिटल है, उस को चण्डीगढ का टैक्स देना पड़ेगा, तब वह वहां जा सकती है। मैं चाहता हूं कि इस के बारे में भी आप कोई

[श्री बाबू सिंह भौरा]

नेशनल परमिट स्कीम बनाने। आप चाहे तो इस की कीमत बढ़ा सकते हैं लेकिन ऐसी कोई स्कीम जरूर आनी चाहिये।

इन शर्तों के साथ मैं आप को फिर मुबारक बाद देते हुए इस बिल का समर्थन करता हूँ।

श्री दत्त सिंह झाई (इंदौर) : श्रीमान, मैं इस संशोधन के लिये माननीय मंत्री जी को नुबतारकभाव देता हूँ। इस में कोई शक नहीं कि यह एक महत्वपूर्ण संशोधन लाये हैं लेकिन मेरे विचार से जो यह सारा एक्ट ही फिर से रिवाइज किया जाना चाहिये, आज के बचले हुए धराने में इस सारे कानून पर फिर से विचार किया जाना चाहिये। फिर भी आप न को काम किया है, वह स्वागत योग्य हैं, क्योंकि जोनल परमिट सिस्टम से बहुत बड़ा लाभ होता है—आज एक ट्रक मद्रास से अमृतसर तक जाता है, उस की अलग राज्यों से गुजरना होता है और हर राज्य के अलग अलग नियम और टैक्स होते हैं, हर जगह क्लियरेंस में काफ़ी टाइम लग जाता है। इस संशोधन से बक्त की काफ़ी बचत होगी और लोगों को परेशानी भी कम होगी।

लेकिन, श्रीमान, मैं एक निवेदन करना चाहता हूँ—माननीय मंत्री जी से इस बिल को प्रस्तुत करते हुए कहा था कि आज अब आज के एक जगह से दूसरी जगह पहुँचने में बहुत सरलता और शीघ्रता होगी—लेकिन लोडिंग के बारे में सारे देश में एक-सी पालिसी नियम न होने की वजह से काफ़ी दिक्कत आती है। इस के बारे में अलग-अलग राज्यों में अलग अलग नियम हैं—सारे देश के लिये एक से नियम होने चाहिये। मैंने अक्सर यह देखा है कि हमारे देश में जितने ट्रक एम्प्लीमेंट्स होते हैं, वे या तो सबकुछ कम बीड़ी होने के कारण या ट्रक पर भास की ऊंचाई और भारी बजन की वजह

के होते हैं। इसकी जगह पर और जगह तक भरा किया जाता है कि अब ट्रक काफ़ी है जो बहुत दूरी तरह से दिकता है, इस के अलावा के बोले पर बचते और लोगों को उलझा भी नहीं देते हैं। बहुत ही ऐसी बातें हैं जिन पर विचार करने की आवश्यकता है।

यहां एक बात और कहना चाहता हूँ— और वह यह कि नेशनल हाई वे गवर्नर ७ पर धोलपुर के पास का पुल बनाने पर शक से दूटा हुआ पड़ा है और कन्याकुमारी से अमृतसर जाने वाली ट्रकें इसी रास्ते से जाती हैं। आप आज की बीम-पहुँचाने को बात करते हैं, लेकिन इस पुल के टूट जाने से काफ़ी समय लगता है। इस पुल के टूट जाने से अब ट्रकें मेरी कांस्टीट्यूटिवी इंदौर से रतलाम हो कर जयपुर ही कर अमृतसर जाती हैं। 8, 9 राज्यों का उन को चक्कर लगाना होता है। मैं ने देखा है कि इस रास्ते पर 20 मील के टुकड़े में बीसों ट्रक रोखाना फंसते हैं और उलटते हैं। इस का जिक्र मैं ने अपने यहां के मुख्य मंत्री जी से भी किया, अधिकारियों से भी कहा और तीन, चार साल के बराबर निवेदन कर रहा हूँ कि कन्याकुमारी से अमृतसर तक जाने वाली ट्रकों को जितना टाइम लगता है, उतना समय उन ट्रकों को इस 20 मील के टुकड़े में ही लग जाता है, रोड फ़ास ही नहीं कर सकते हैं क्योंकि छोटा सा सड़का कच्चा टुकड़ा है। आप जानते हैं कि मालवे की काली मिट्टी होती है पहिये के नीचे जरा भी आ गई तो ट्रक औरन फिसल कर के नीचे चली जाती है। मैं जब छोटा था तो देखता था कि प्लेग के अमाने में लोगों पड़ी रहती थीं, इसी तरह से इस रास्ते पर ट्रक पड़े रहते हैं। हम इतना बड़ा राज्य चलाते हैं, इतनी बड़ी यह सचिप है क्या 20 मील का टुकड़ा बारसाज में भी ठीक नहीं करा सकते हैं? मांस की एक जगह से दूसरी जगह पहुँचाने में ज्यादा समय लगने के कारण राष्ट्रीय हानि बहुत होती है।

एक सजा पायी अधिक बरसने के कारण रेल गाड़ियां बन्द थीं तो मैं उस रास्ते कार से गया, मुझे 12 घंटे उस 20 मील के टुकड़े को पूरा करने में लगे, क्योंकि वहाँ जन में ट्रैफिक कर रखा था, इंदौर से गाड़ियां छूटीं तो तीन तीन जगह उन को रोक कर रखा जाता। एक जगह से दूसरी जगह जाने के जो आवागमन के साधन हैं अगर उन रास्तों के पुल टूट जाते हैं तो शासन को उन का ध्यान रखना चाहिये और उन को तुरन्त ठीक कराने का प्रबन्ध किया जाना चाहिये। रतलाम और इंदौर के बीच का 20 मील का टुकड़ा है उस को फौरन ठीक कराना चाहिये। कम से कम इस ट्रैफिक को बलीयर करने के लिये चन्बल के पुल को बनवाइये।

दूसरी बात मुझे इस सचिस में काम करने वाले अधिकों के बारे में कहनी है। मैं मानता हूँ कि रोड ट्रांसपोर्ट में अच्छे और बुरे सभी तरह के काम होते हैं, लेकिन इसमें अधिकों का बहुत बुरा हाल है। अम मंत्री जी बैठे हुए हैं, 1960-61 में रोड ट्रांसपोर्ट वर्कर्स ऐक्ट बना था उस में मैं ने भी विलचस्पी ली थी और यह सोचा था कि कम से कम अधिकों को लाभ मिलेगा। लेकिन हाल यह हो गया है कि इस सावस में काम करने वाले अधिकों के लिये न केन्द्र और न राज्य में अम विभाग है भी कि नहीं, कुछ पता ही नहीं चलता। इस कानून का बिल्कुल पालन नहीं हो रहा है। इन अधिकों के क्या वर्किंग आवर्स हैं, क्या रैस्ट के आवर्स हैं, क्या वेतन है, इस का कोई ख्याल रखने वाला नहीं है। इन अधिकों का कम वेतन होने के कारण वे भी भ्रष्टाचार के शिकार हों रहे हैं। क्योंकि यह सचिस इस प्रकार की है कि अगर पुलिस के पास पैसे नहीं होते हैं, थार०टी०भी० के पास पैसे नहीं होते हैं तो वे सड़क पर जा खड़े होते हैं और ट्रकों को रोक लेते हैं और कोई भी नृक्स बता उनसे पैसे ऐंठ लेते हैं। यहाँ तक कि होली के दिनों में होली प्रचार के लिये बच्चे भी सड़कों पर

खड़े हो जाते हैं और ट्रक वालों से पैसे ले लेते हैं। इस भ्रष्टाचार को दूर करने में न अम विभाग और न ट्रांसपोर्ट अथॉरिटी कोई विलचस्पी नहीं लेती है। इस पर आप को ध्यान देना चाहिये और रोड ट्रांसपोर्ट के अन्वर अधिकों की जो बुरी दशा है उस के बारे में आप अम मंत्री जी के बात कीजिये, और ट्रेड यूनियन्स भी जितना योग दे सकती है वह देंगी, और मैं भी अपनी सेवा देने के लिये तैयार हूँ। लेकिन इस पर जरूर विचार करना चाहिये। इतना ही मुझे कहना है।

THE MINISTER OF SHIPPING AND TRANSPORT (DR. G. S. DHILLON): Mr. Speaker, Sir, I am very grateful for the points raised by the hon. Members. I had, in my speech at the time of moving the consideration motion, tried to give a brief background about the need to introduce this Bill. Shri Joarder raised some very important questions, which I would like to answer very briefly because the time is limited. He raised the question about the bad condition of highway from Siliguri to Assam.

SHRI DINESH JOARDER: It was from Krishnanagar to Kishanganj on the Calcutta to Siliguri National Highway.

DR. G. S. DHILLON: You raised that yesterday. This morning was mentioned the highway from Siliguri to Assam.

I got this position examined and the position is that in the States, we have 28,800 Kms long highways and the maintenance provision was only Rs. 7.56 crores. The Chief Engineers met and they fixed certain norms and now it has been increased to 18 crores.

I am sorry, I mentioned this about the central highways. In the States, we have 4.5 lakhs kms long highways and the allocation was only Rs. 19 crores. The Finance Commission reviewed it and they have increased it to Rs. 150 crores. In spite of that, we

[Dr. G. S. Dhillon.]

find that it is quite an insufficient money. Even then, we will certainly look into these roads and do as much as possible.

The scope of this Bill was very limited because the ordinance was confined only to remove certain constraints of working of national permits from State to State and avoid paying of taxes at each point. As I have mentioned, this was the limited purpose, but you said that some more comprehensive Bill was expected from me. So, this is just a new Minister coming and is just a beginning. I am already thinking of bringing forward a Bill, a little more comprehensive and based on the few suggestions and amendments that we have. That will be about the safety of the passengers I am bringing it very soon. There we will provide certain safeguards against drunken drivers, which all over the world they have and unfortunately we do not have it here. It is claimed that it is the privilege of the drivers to have it—I meant the liquor. Even if they do not get any liquor or any drug, at least in any part of the country, there they have tea-shops on the way side where tea is served mixed with so many things and it is said one cup is enough for 50 miles and with another stronger one may be enough for 100 miles and they calculate how many miles they have to drive and on that calculation they take that type of cup (*Interruptions*).

We have also a proposal to fix the hours of duty for the workers. I will be very happy to do that because in Punjab when I was the Transport Minister dealing with transport workers, I was planning to bring forward a Bill but somehow I had to shift from there to Parliament and luckily now I am picking up the link again. The drivers are made to put in more hours of work than physically possible and are denied the minimum rest necessary. As I said we have been looking into many things, but the workers'

side has been ignored. I would accept the suggestions put forward by Mr. Joarder and Mr. Ram Singh Bhai that we have to organize the workers and link them with the Labour Department and certain other organizations where the unions' point of view could be brought together. I am seriously thinking to evolve a certain sort of a body where these points of view could be accommodated. For instance I have the suggestion that in case of over-work for drivers, the workers, and particularly, for the drivers and cleaners or the people who are actually in operation, not only they should have limited hours of work but they should be provided with certain facilities like rest houses. Even a small room would be enough and that could be done easily. As these workers go from place to place, there are *dhabas* on the wayside which provide them with something to eat and drink and also a small *charpoy* to rest. Sometimes they rest on the road itself by the side of the vehicle and you can very well imagine what a great hazard does it pose for traffic. So providing rest-houses for them is a basic necessity. Besides there are other demands for amenities and facilities I assure the hon. Members that I am seriously looking into it.

As far as the conditions of the highways are concerned, it is my misfortune to inherit at a time when everything is so topsyturvy I have the DTC which is running at a very heavy loss. There is already a proposal to wind up the road transport corporation. Then the inland water transport organisation is also in the red, but we are not going to discontinue it.

The worst thing is about the Highways. The estimated kilometers in the Fifth Plan from all the States were 43,000. That was not accepted. It was cut to 10,000. Out of that 6,000 is accepted by Planning Commission and the total expenditure that we had suggested was Rs. 856 crores. It was heavily cut down. But what we have got is only Rs. 20 crores. With so many demands, what will we be able to do

with Rs. 20 crores? I am basically thinking. We should find a way out and with your active support at least to get some reasonable amount so that various essential points like the ones mentioned by Bhaiji—where 20 or 25 miles of road are in dilapidated condition could be taken up.

In the case of Patna, we had one bridge over the Ganga river. We can take the road upto the border. That was held in abeyance. Very recently I have been able to find a way out to get this construction of the bridge going.

As I mentioned about this Patna bridge, I saw my friend Shri Ramavatar Shastri getting a little more attentive. I may state that you will not find me lacking so far as this is concerned because I was there a few days ago in Patna and I saw so much about the necessity of it.

Points were raised about the permits. As you know, we are only the regulating authority. We fix the number. Rest of it i.e. allotment, allocation, etc. has to be done by the States. My effort will be to see that those agencies which sometimes thrive on recommendations for allotment should be eliminated. The favouritism part of it should be eliminated and certainly we will have to evolve certain guidelines.

The point raised by Shri Bhaura that they had been thriving at the cost of workers and operators, a few of them; we are very cautious in this Bill so as to eliminate it as much possible.

Why we fix the number of trucks as three for one individual is—one for going, one for coming in and one as a stand by. They wanted much more. They will have to surrender some of them now. Many operators will have to choose which one to keep based on this logic—one for going one for coming from the other end and one as a stand by so that the man does not suffer.

As far as co-operative society is concerned, the number is seven. Major

part of it is plying on a national basis. We have limited it to 50 per cent.

SHRI M. C. DAGA (Palu): There is no provision in this Bill that you will have to curtail the number.

13 hrs.

DR. G. S. DHILLON: That is there.

Rest of the 25 will be for the new applicants who ply inter-state, that is, within the State. The rest 25 will be for the new comers, new entrepreneurs and that will be mainly meant for these ex-servicemen and the drivers who will themselves own and drive and operate them. Of course, licensing has to be there. In case of the Schedule Castes I assure you that we will see that the gentlemen who have the proper experience, who have the proper licence etc. are given proper preference. This is a sort of technical qualification required and he just cannot run it unless he knows driving or operating experience etc. This is the basic thing. Being at par, I will personally see that as much disparity is removed as possible. See the position in case of Delhi and some other towns. Of course in Delhi the DTC is running at a loss, it is unusual. As my friend has said, we have introduced very few trucks. Mr. Sanghi, besides other points, said that in the case of the highways, in the case of our trucks, at least there should be some comparable standard, comparing well with international standards. I can say, I am the only person who can claim as the Transport Minister that I have seen so much of international travelling, road system highway system, etc. that when I see our own road, it is simply depressing and some times it becomes a nightmare for me so to say because old smokey, hackneyed vehicles are there, all types of dented vehicles are there, as you see them in Delhi; it breaks at every point. There are narrow roads even in Delhi we have such narrow roads even in our metropolitan cities. Perhaps the gentlemen who have seen the modern road system in the other countries

[Dr. G. S. Dhillon]

would know it better. When we see the picture on our side, with very large fleet of vehicles of various types of vehicles running about, with smoke, with ugly faces, of various dented types, etc., in such a bad condition, with people hanging behind, the picture is very depressing indeed. I am really thinking of the same, as to how to get money, how to utilise it in such a manner that at least all metropolitan cities could present a tolerable picture,—I don't say a completely ideal picture, but some sort of tolerable picture. And as far as our highways in the country side go they are too narrow. Now we are going in for bigger trucks, bigger trailers.

DR. RANEN SEN (Barasat): Some of the villages have no roads.

DR. G. S. DHILLON: I agree with you there.

But, you should persuade your West Bengal Government. And I will join you in that.

DR. RANEN SEN: In Bihar and U. P. also the position is same.

DR. G. S. DHILLON: I will take you to my State of Punjab and Haryana where you will never find a village without a road or electricity. (Interruptions) I never ask any outsider how did he find our road system and transport system in Calcutta because I know his reactions would come to that and I always avoid this question.

Now, about the road and rail competition, when you tell this picture outside the country that one is a Transport Minister, it is always assumed that transport means railways, shipping, aviation and road transport. Here because of the big size of the country and because of a huge system of roads and railway system and large size of the problem, they are split into various departments. Upto this time, I have tried to find out whether there was any regulation or law which

provides for such a coordination as mandatory. I do not think there is any. There is no such clear national policy. We have to think over it. On our side, on all our bodies and authorities, we have the representatives of railways. But, I wonder if they too have any. We try to coordinate our traffic and fare structure and all that in consultation with them. But frankly telling and posing it as a problem that we do not have it on a national basis which we badly need and which is not an easy task. Besides this there is just a little bit of removing the constraints of paying taxation from State to State which we have now made that in the form of authorisation fee of Rs. 500 in one State and Rs. 700 may be the tax fee on behalf of each State. Some wanted Rs. 1500 but came upto Rs. 1,000. Now, it is Rs. 700. This is charged in one State instead of the fellow running from State to State and his being obstructed by the police and all sorts of agencies at each point. This fee will be paid in one State—Rs. 700 state-wise. Later on, this will be adjusted amongst the states. But, what about various check points that you come across? As Mr. Sanghi said, not only this there is a little bit of constraint in the octroi at the check point. There may not be gold in the weight. They also check this up and the poor fellow, instead of allowing this, yields to their demands. When I was a Minister in Punjab, my car broke down near the police station. A truck was stopped and I got into a truck. The truck driver did not know who I was. Near Amritsar, fifty trucks were standing at the octroi Post. It took a long time. The driver said that the octroi man was charging Rs. 5 each. Now the octroi clerk was quarrelling with him because he said that I passed without paying anything last time. I had a blanket on me and I said: "Why should he quarrel?" I told him that last time I had paid him and we had got the money already. I caught hold of him and he was arrested, I think. I could not tell you the name. I do not know

how many good or innocent drivers were obstructed like this. This happens everywhere. There is some demand at the octroi post. There are many more demands also. Anyway it would be my very earnest and sincere effort—though it is a state matter—not even state matter—it is a local body matter—to see that we should somehow or other try to bring about some understanding and to advise shifting the taxation to some diesel or oil at the State end thus getting money out of a single source and paying it to the corporation. The check-posts in this country are the ugliest in the world. In other countries they have regular boxes and built up devices. You stand by them and it does not take more than three to four minutes. We will make a beginning so that the barriers do not depress the driver. You find broken drums and stones being kept to block the road. In this Department I have not one problem but many. They require more application of mind, hard work, discussion and coordination but the man in the Ministry should stay quite for some time to finish this charge. In this Ministry nobody stays for a long period. I have now acquainted myself with the problem and will be taking them up one by one. As far as the barriers are concerned I am going to take it up first and for the remaining constraints like check posts, octroi posts, etc. I will personally discuss as well as write to the State Ministers. It needs a lot of spade-work.

AN HON. MEMBER: Are you not giving any guidelines?

DR. G. S. DHILLON: No. I can give a guideline for the effort and not for the results.

Sir, I have taken a lot of time and I want to assure the hon. Members that I have noted all the points made by them. I will send them a reply and further these points will form the basis of the new amending Bill. I only want to point that road transport

is not in our hands whereas the railways are a Central concern. Road transport is virtually in the hands of the States and we perform only certain functions from here. We take to them many matters for consultation and concurrence and sometimes one finds it a little difficult to process through.

There is another point about 'load'. It is covered under regulation 5. It is put at 16,000 kg. and for trawler/van it is 10,000 and 20,000 kg. respectively.

This has to remain below that. I quite agree that the major part of the accidents is caused by height and overload. You know that even in spite of regulations one can see certain trucks visibly carrying much more than the limit permitted. It requires a little more honesty and integrity on the part of the people who are functioning as police officers, as checkpost officers and all that to deal with that. I wonder if in my reply I can vouchsafe on their behalf that they will function properly. But we will try to see that the checking is quite strict.

As regards the suggestion that there should be some uniformity of load, all I can say is that I can bring this to the notice of the States. First we will discuss it at our ministerial level, then I will be writing to the States that this is the demand of this august House, that there should be some basic uniformity about this.

Thank you very much. I am now much lighter in weight. Therefore, I have more time for thinking than you gave me there. I commend the Bill for your consideration.

MR. SPEAKER: The question is:

"That the Bill further to amend the Motor Vehicles Act, 1989, as passed by Rajya Sabha, be taken into consideration".

The motion was adopted.

MR. SPEAKER: There are no amendments to clauses 2 to 4. The question is:

...clauses 2 to 4 and 1 stand part of the Bill".

The motion was adopted.

Clauses 2 to 4 and 1 were added to the Bill.

Enacting Formula

Amendment made

Page 1, line 1,—

for "Twenty-sixth" substitute "Twenty-seventh". (1)

(Dr G. S Dhillon)

DR G. S DHILLON. This is a consequential amendment

MR SPEAKER. The question is:

"That the Enacting Formula, as amended, stand part of the Bill".

The motion was adopted.

The Enacting Formula, as amended, was added to the Bill

The Title was added to the Bill.

DR G S DHILLON. I move:

"That the Bill, as amended, be passed".

MR SPEAKER Motion moved:

"That the Bill, as amended, be passed"

श्री रामाधत्तार शास्त्री (पटना) :

अध्यक्ष महोदय सबसे पहले मैं मंत्री महोदय को इस बात के लिए धन्यवाद देना चाहता हूँ कि उन्होंने पटना में गंगा नदी पर बन रहे सटक पुल के लिए मदद देने का आश्वासन दिया है। उम पुल से उस इलाके के लोगों की आर्थिक प्रगति में सहायता मिलेगी।

ज्यादा शक्का तो यह होता कि सरकार ट्रांस्पोड का राष्ट्रीयकरण कर देती, लेकिन ऐसा नहीं किया गया है। बूकि 20-सूती कार्यक्रम के तहत यह एक कदम उठाया गया है, इसलिए हरेक व्यक्ति इसका समर्थन करेगा।

मंत्री महोदय ने कहा है कि अगर किसी तनहा व्यक्ति को राष्ट्रीय परमिट दिया जायेगा तो उसको 3 परमिट दिये जायेंगे, 3 से ज्यादा परमिट नहीं दिये जायेंगे। मैं समझता हूँ कि ये 3 परमिट ज्यादा हैं। दो से ज्यादा परमिट किसी को नहीं देने चाहिये। कंपनियों को तो देने की आवश्यकता ही नहीं है, वे तो पहले ही ज्यादा से ज्यादा मुनाफा कमाती हैं। अब सरकार उनको और सहूलियत दे रही है। वे लोग दूसरों के ट्रको को किराये पर चला सकते हैं। मैं कंपनियों को राष्ट्रीय परमिट देने के हक में कदापि नहीं हूँ। इसके बजाय अनुसूचित जातियों और जनजातियों के लोगों को, बेरोजगार म्नातकों तथा इसी तरह के आर्थिक रूप में कमजोर वर्ग के लोगों को ये परमिट दिये जाने चाहियें, जिसका उल्लेख बीस-सूती कार्यक्रम में है।

मैं मंत्री महोदय को इस बात के लिए भी धन्यवाद देना चाहता हूँ कि उन्होंने ट्रको में काम करने वाले ड्राइवरों और खलाशियों आदि की दयनीय स्थिति पर हमदर्दी जाहिर की है। सरकारी कारखानों में मजदूरों को जो तनख्वाह दी जाती है, कम-से-कम उतनी तनख्वाह तो ट्रकड्राइवरों और खलाशियों को जरूर दिलवानी चाहिए, क्योंकि जैसा कि सब को मालूम है, ट्रक के मालिक बहुत मुनाफा कमाते हैं।

ट्रको के मालिकों को भी कुछ दिक्कतें पेश आती हैं, जैसे इन्को टायर और

ट्यूब समय पर नहीं मिलते हैं। इसके अतिरिक्त उनको 2, 3 या 5 हजार रुपये तक टायर ट्यूब के लिए ब्लैक में देने पड़ते हैं। पटना के हजारों ट्रक मालिक हमसे अपनी यह दिक्कतें बतलाते हैं। नाइलन टायर का ब्लैक मार्केट का दाम सबसे ज्यादा है। ऐसी व्यवस्था होनी चाहिए कि ट्रक चलाने वालों को ठीक समय पर और सही दामों पर टायर और ट्यूब मिलें।

जहां तक चुंगी का सम्बन्ध है, एक एक जिले में और एक-एक राज्य में कई दफे चुंगी बसूल की जाती है, जो कि सही नहीं है। हर जगह चुंगी बसूल करने से उन लोगों को बहुत नुकसान होता है। मंत्री महोदय ने कहा है कि वह इन तमाम बातों पर ध्यान देंगे। मुझे विश्वास है कि अगर उन्होंने इस तरह ध्यान दिया तो यातायात व्यवस्था में और प्रगति होगी, हमारा देश आर्थिक रूप से आगे बढ़ेगा और बेकारों को ज्यादा-से-ज्यादा नौकरियां मिलेंगी।

SHRI ERASMO DE SEQUEIRA (Marmagoa): It was a pleasure to hear Dr. Dhillon give vent to his feelings from the floor. I am sure he will now much better understand why it was sometimes difficult for us to follow the bell. If I may, I should also express my sympathy with you for the restraint we have placed upon your speaking by placing you in the Chair.

This Bill is long overdue and to my mind it is not even a half way house... (Interruptions). This is the trouble with Mr. Banerjee; he thinks he has a monopoly and he opposes every other monopoly. I could never understand why we had compartmentalised the country to such an extent when road transport and inter-state movement of goods in the country is so much. I am going to suggest to the hon. Minister that the time has come to consider not only the question of national

permits but also the basic question of looking upon permits not as a measure of licensing but as a measure only of formal authorisation for future regulation. Because the more transport we put on the road, the more production there is, and the better will be the services and the movement of goods and the lower will be the prices not only of movement but also of the consumer goods, eventually. Right now I find that what licensee is doing is to create another opportunity for corruption. The RTO's office as everybody knows is the most corrupt office of the government.

A point has been made about the state of our roads. I should like to request the hon. Minister to look into the question of regular maintenance of the roads.

In 90% of the cases, a large expenditure that we have on roads is because we are allowing a small hole to become a large *gudda* before we want to look at it. In this respect, I would like to draw the attention of the Minister to the fact that one of the greatest menaces to the road surface, specially to the black-top surface, is water, mostly from rain. In this connection, I would like to draw the attention of the Minister to a particular invention in his home State, an invention by a brilliant scientist Dr. Uppal. Several years ago he had developed a process. In addition to black-top road, if 10% additional expenditure is made by adopting this process, the road will probably give a decade more of its life. It was developed in the Punjab and it is being used in Punjab and nowhere else. This is something that we must look at. Sir, I am sorry that in the 27th year of Republic, we do not have to have a transport policy in this country and this is something which must be looked at with the utmost urgency. Today, in this country we are still using the two axle rigid truck which is not something for longer distance run. If you go to any other country where the run is large, these two axle

[Shri Erasmo De Sequeira]

trucks are not used for longer distance So, what I am suggesting is that we must have a road transport policy. The rigid trucks are all right for short runs. But when you have got longer-runs, you have to get into semi-trailer and trailer behind those trucks. That is happening almost in every country We have already manufactured this vehicle in this country but because of laden weight restrictions, which to my mind is completely unwarranted, they are not fully utilised Everybody knows that engineers work with safety factors on 5 and 6 and there is no reason why you can carry only 5-tonnes and you cannot carry 10-tonnes. Besides this, there is axle load factor which in a semi-trailer or trailer is less So, please get this load weight increased quickly The semi-trailers are already manufactured here and they should be on the road carrying goods

MR. SPEAKER You can give chance to others.

SHRI ERASMO DE SEQUEIRA
Sir, I fully agree that we should have a co-ordinated transport policy I hope Dr Dhillon will be able to do this and will come forward to this House before the 18th of March because after that he will have to seek mandate

श्री मून चन्द डागा (पाली) अध्यक्ष महोदय, मंत्री महोदय ने कहा है कि इस बारे में एक कामिप्रहेंसिव बिल लाया जायेगा। उन्होंने यह भी कहा कि सारे राज्यों की राय ले कर काम किया जायेगा। कमेटी ने इस बारे में अपनी रिपोर्ट में कहा है

"The Committee know that according to one estimate the capacity of road transport in the country can be increased by as much as 30% by abolishing these check-posts and octroi-posts"

कमेटी ने प्राय से, पद ह. काल, पहले कहा है कि आम्बुयाम पोस्ट्स को खरम कर देना चाहिए।

[MR. DEPUTY-SPEAKER in the Chair].

12.28 hrs.

इस लिए जरूरत इस बात की है कि आम्बुयाम पोस्ट्स को फ्रीरन एवालिश कर दिया जाये। कम से कम इस बिल में यह सशोधन करना चाहिए था कि जिन गाड़ियों को नेमनन परबिट दिया जायेगा, उन को आम्बुयाम पोस्ट्स पर नहीं रोक जायेगा।

मन्त्री महोदय ने कहा है कि दुर्वेंटनाये इसलिए होती है कि लोग शराब पीने कर गाड़ी चलाने है। मैं चाहता हू कि उन लोगों को परमिट न दिये जाये, जो शराब पीने वाले ड्राइवर्ज को रखने है।

इस बिल में कहा गया है कि नैशनल परमिट के लिए एथारिजेशन फी कितनी होगी, इस का निश्चय क्लर्क क द्वारा किया जायेगा। मैं समझता हू कि एकसी-क्यूटिव एजेन्सी को कभी भी यह पावर नहीं मिलनी चाहिए कि एथारिजेशन फी क्या होगी। इस बिल में यह नहीं बताया गया है कि अगर कोई व्यक्ति पाच स्टेट्स तक गाड़ी चलायेगा, तो कुल एथारिजेशन फी क्या होगी। आपने लिख दिया है

"In the sub-section, authorised fee means the annual fee not exceeding Rs 700".

इस, नाट एक्सीडिंग 700 रूपीय का मतलब हुआ कि 700 रुपये तक हो सकता है। यह जो फीस की पावर्ड है हाई कोर्ट ने श्री बडे-बडे कोर्ट्स ने जजमेंट दिया है कि फीस के मामले में हमारे कानून

साफ होने चाहिए और फीस के मामले में हज़र को वावर डेसीगैट नहीं करनी चाहिए। अगर पावर डेसीगैट करेंगे तो एक स्टेट 300 रुपये तक फीस लेनी, दूसरी स्टेट 200 रुपये लेनी

MR. DEPUTY-SPEAKER: In the third reading, you can only plead for accepting or rejecting the Bill. You do not have to go into all the details.

SHRI M. C. DAGA: I am not going into details.

इसलिए मैं रिक्वेस्ट करूंगा कि आक्टूय की पोस्ट को आप एवालिश करें। उस से आपको बहुत बड़ा फायदा होगा।

SHRIMATI ROZA DESHPANDE (Bombay Central): Sir, the Bill has been brought with a view to improve road transport in the country. I think the Government is aware that there exists a Road Transport Corporation which is plying its trucks to transport foodgrains.

MR. DEPUTY-SPEAKER: This Bill has nothing to do with the Road Transport Corporation. You can say something relevant.

SHRIMATI ROZA DESHPANDE I think it is relevant. Let the Minister say that it is not irrelevant.

MR. DEPUTY-SPEAKER: The Minister does not decide the relevancy of the discussion. I decide it when I sit in the Chair.

SHRIMATI ROZA DESHPANDE: This Bill is being brought to expand road transport. This Road Transport Corporation is in existence, but it is in a total mess. When you think of expanding road transport, you should find out why this corporation is going down and down day by day. I request the minister to go into the details of the functioning of this corporation and see that it is improved.

SHRI K. MAYATHEVAR (Dindigul): Sir, while supporting this Bill, I would like to give one or two suggestions for the favourable consideration of the Government. In Tamil Nadu, roads and highways are not in a good condition. I request the Government at the centre to instruct the State Government to take note of it and improve the conditions of road and highways there for the welfare of the people of Tamil Nadu. Now, we are marching towards socialistic pattern of society. We are against concentration of wealth in few hands. That is one of the points of the 20-Point Programme of the Prime Minister of India. Therefore, I request the Minister to nationalise all the goods and bus transport. Tamil Nadu Government has nationalised goods transport and I request you that it should be on the national level. (Interruptions).

SHRI DINEN BHATTACHARYYA: While supporting the Bill I must say that roads come within the jurisdiction of this Bill. Suppose you are issuing national permit from Delhi to Calcutta and for that the road is National Highway No. 2 that cross the Hooghly river—Willingdon Bridge is there. I will ask Dr. Dhillon to visit that bridge. There is one side traffic now. The left side of it is under construction since a long time, nobody knows when it will be completed. Secondly, bringing any legislation for penalising drunk drivers, you kindly go into their service conditions and wages. My friend, Shri Joarder has already said something about that. (Interruptions).

SHRI S. M. BANERJEE (Kanpur): Even at this late stage when the Bill is going to be passed, I say with all confidence and earnestness that I support the Bill.

DR. G. S. DHILLON: In my speech, I have tried to cover all these points. Some of them have been raised again. As far as octroi is concerned,—of course, we have removed some of the constraints—we have to talk to the State Governments and even to the

[Dr. G. S. Dhillon]

local bodies. I did not commit myself to the time limit but I committed myself to make effort in right earnest.

Regarding nationalisation of transport, so far as goods traffic is concerned, I do not think, Tamil Nadu has nationalised the goods traffic. Now, in this case, I think it is almost nearer to nationalisation. Seven gentlemen can form a cooperative. For the cooperative or the company, we have fixed the number at 7; i.e., 1 for each member. There are the other suggestions, as you said, that one man instead of 3, should be having 2. I gave the reasons. Suppose the truck fails from one end. There should be some standby. But suppose it fails from both the ends, then there should be 2. In that case it should have been 2; but we confine ourselves only to 1, because I never presume that the outgoing and incoming trucks, both will be failing (Interruptions). Mr. Deputy-Speaker, they had in a very ingenious manner connected the granting of this permit with the good condition of the roads. I said that so far as the... (Interruptions).

MR. DEPUTY-SPEAKER: Order, order please.

DR. G. S. DHILLON: It did not arise out of it as you, Sir, have already said, but... (Interruptions) That we will discuss when I come to Calcutta.

MR. DEPUTY-SPEAKER: The question is:

"That the Bill, as amended, be pleased."

The motion was adopted.

MR. DEPUTY-SPEAKER: We now take up the next bill. (Interruptions) No, no. There has been enough. Instead of one hour, half-an-hour more we have taken; about 2 hours. You know very well, how flexible I am whenever you are within the point. Now we take up the next bill, the Equal Re-

muneration Bill. Before we take up this bill, I would like to say that I got a request from the Minister of Parliamentary Affairs that we are very very much behind time. Even with the extension of the House up to the 5th, it may be difficult. (Interruptions) Now 6th? I do not know. It may be difficult to dispose of all the business that we have in our hands. Therefore, he has requested that in the next items we must try to keep to the schedule. We have 2 hours for the Equal Remuneration Bill; and I might also announce in advance about the time when the Minister is expected to reply to the debate on the bill. I think this can be done, if Members from the government party would cut down their eagerness for speaking. Then we may be able; it becomes easier. Since the Minister would be speaking, he would be putting across the Government's point of view. If they cooperate that way, it should be much easier to do it. Now it is 1.45 P.M.; Is it not; If we allot 2 hours to this bill, that should be 3.45 P.M. Is it not? Then, the Private Members' Business come at 3.30 P.M. Now let us see; if you agree, shall I call the Minister to reply roundabout 3 P.M. Then we will try to dispose of it, before the Private Members' Business.

Now the Minister.

13.44 hrs.

EQUAL REMUNERATION BILL

THE MINISTER OF LABOUR (SHRI RAGHUNATHA REDDY): Sir, I beg to move:

"That the Bill to provide for the payment of equal remuneration to men and women workers and for the prevention of discrimination on the ground of sex, against women in the matter of employment and for matters connected therewith or incidental thereto, as passed by Rajya Sabha, be taken into consideration."