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(English Version)

Eleventh Session

(Sixteenth Lok Sabha)



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LOK SABHA SECRETARIAT

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LOK SABHA DEBATES

LOK SABHA

Friday, April 07, 2017/ Chaitra 17, 1939 (Saka)

The Lok Sabha met at Eleven of the Clock

[HON. SPEAKER *in the Chair*]

***ORAL ANSWERS TO QUESTIONS**

[English]

HON. SPEAKER: Question No. 481, Dr. Shashi Tharoor.

(Q. 481)

DR. SHASHI THAROOR: Madam, the Hon. Minister in his answer confirms that bank account penetration in the country has increased. While we obviously welcome and urgently need more financial inclusion, the manner in which our Government has gone about this process has left our banking sector overstretched with the limited infrastructure it depends upon leaving us open, I am afraid, to fraud, cybercrime, identity theft, compounded as well by the constant failure of power and internet supply. I have a report from the National Crime Records Bureau here, Madam, which shows that the number of cybercrime cases rose by 21.6 percent in 2015 and most of these are financial crimes linked to bank accounts.

Madam Speaker, we know that the underprivileged, the uneducated are the ones who are the victims of this. Inclusion is important but we cannot make them more vulnerable to crime. I am curious, particularly we have accounts, these dormant accounts linked

* For Questions, please visit <https://sansad.in/ls/questions/questions-and-answers> .

to migrant workers who work in one State and have accounts elsewhere. All of these things are creating major problems. So the question I have for the Hon. Minister is this. What is the Government doing to ensure that the financial digital infrastructure in the country is improved and strengthened? Is there a risk assessment of the financial digital infrastructure for these new bank accounts? Thank you, Madam Speaker.

SHRI ARUN JAITLEY: Madam, the Hon. Member has asked a very relevant question. As far as the banking infrastructure is concerned, the expansion is not merely in terms of the brick and mortar branches alone. It is because, if you see the nature of the banking activity, technology itself has now facilitated it. Therefore, besides the normal brick and mortar branches, you will also have banking correspondents who go from home to home in areas which are otherwise not covered. You have the new payment banks which have started; you have the telecom operators who are now operating payment banks. Therefore, the expansion of the banking activity, *per se*, has taken place. Obviously, as a natural corollary to the banking activity, is the expanded footprints of the digitalization because the act of physically going to the bank and doing in person the banking activity itself over a period of time will come down because the

digitalization process itself increases. Obviously, any form of digitalization will always run the risk of technology being tampered with. Therefore, while those who hack and those who tamper with technology will always be alert, at the same time, the banking industry has its own experts in the field whom they hire who try and build the firewalls around their system in order to make sure that this becomes as tamper proof as possible. Crimes will increase. But the fact that crimes will increase is not a ground that you should not opt in for technology. Technology also then has to parallel improve in order to be able to tackle with those criminals who are able to indulge in these kind of crimes.

HON. SPEAKER: Please put your second supplementary.

DR. SHASHI THAROOR: Madam, my second supplementary is on a different subject that you would like. But, I think the Hon. Minister still owes me a bit of a reply on the question of whether there is an assessment of the risk for the digital infrastructure.

But, my second supplementary is this. I have with me the Report of the Committee of the Reserve Bank on Medium-term Path on Financial Inclusion which made a number of suggestions for better financial inclusion in the country including, in particular, – Madam I think you would like this – improved facilities for opening more

accounts for women and additional credit facilities particularly for underprivileged women.

Now, the fact is that I have seen the All India Debt and Investment Survey Report, which says that the interest rates paid by female headed households are higher than the interest rates paid by male headed households which is illogical because most micro-credit systems have actually established that women are very good at repayment. So, why are they being charged more interest? I do not understand, given that financial inclusion should be a vital tool in our country to empower women.

So, my question to the Hon. Minister is this. Can he pay attention to this issue? [English] What can be done to encourage and provide more incentives to women to get financial inclusion benefits including preferential rates of interest and to see whether financial inclusion can be gender sensitive as well? Thank you Madam Speaker.

SHRI ARUN JAITLEY: Madam, just to respond even to the earlier question, there are risk assessments which banks do individually and collectively. That apart, financial inclusion has been a top agenda as far as this Government is concerned. In fact, one of the first acts of the present Government in the year 2014 was to launch a massive financial inclusion scheme which was the Prime Minister Jan Dhan

Yojana itself. Now, as a part of it, women were recruited in a big manner and about 51.5 percent of Jan Dhan accounts opened belong to women itself. Therefore, an effort was made because that was the uncovered section of the society to bring it within the purview of the Jan Dhan Scheme itself.

Now, micro finance interest levels are normally higher and women in informal trade were always relying on these micro-financing modes of credit where the interest rates were higher. Therefore, the MUDRA Scheme itself brought in not only women but also people from amongst the SCs, STs, OBCs, minorities, weaker sections who could otherwise have access to those funds and that significantly brought the interest rates down compared to what the private micro-finance institutions themselves were doing.

Additionally, if you recollect, the Government also started a separate programme where every one branch was asked that one SC/ST and one woman entrepreneur with a reasonable loan amount should be created into an entrepreneur within the jurisdiction of the bank itself and it became obligatory for every bank as a part of Stand Up India to finance one woman entrepreneur to set up an industry or an enterprise itself.

[Translation]

SHRI SUBHASH CHANDRA BAHERIA: Madam Speaker, the Hon. Minister, in reply, said that as of March 31, 2016, 29 percent are inoperative savings accounts. The Government is making efforts to make those accounts active. I want to bring one thing to your notice that there is a five hundred rupee note, I gave that note to someone else, he gave it to someone and then he gave it to someone else, in this way it went on 100 times, still that five hundred rupee remains the same, but if I give that five hundred rupees through the bank to someone, then he gives it to someone else through the bank, then in fifty transactions only Rs. 250 remain, how will this stop inactivity, how will interest be created among people, if there will be a commission of Rs. 5 on Rs. 500 and after 50 transactions, it will remain at Rs. 250, whereas if I give a note, even if a thousand transactions are done, it will still remain at Rs. 500. If the note gets damaged, the bank changes it and the Rs. 500 will remain Rs. 500 only.

I would like to know from the Hon. Minister whether talks are going on with banks regarding commission in savings accounts so that inactive accounts can be activated.

SHRI ARUN JAITLEY: Madam, these two subjects are different. There are many reasons for inactive account, sometimes the person in whose name the account is no more or a person has more than two accounts and he is operating one account and not the other. There are some migrant labourers who shift to another place, there are many reasons for inactive account, and this can also be one of the reasons. The Government is making efforts and it is controlled by the Reserve Bank of India to ensure that the service charges paid by banks for these services remain as minimal as possible and the Government will continue this effort.

[English]

SHRI BHARTRUHARI MAHTAB: Madam Speaker, financial services with Fin Tech span the entire range from payments, credit to savings, investment and insurance. Creditworthiness is now being assessed not merely based on collateral and income statements but information is also gathered from digital trail across sources. The data trail combined with cloud storage and analysis has made this new kind of financial services business possible.

My question is whether the issues of privacy and ownership of data have been addressed prior to its large scale adoption. I am not talking of cyber security alone, which is also prone to risk, as the

Finance Minister has very rightly mentioned, from hacking and cyber threat of identity. But, primarily, I would like to understand whether adequate firewall has been created to protect the issues of privacy and ownership of data. You cannot leave it to the financial institutions alone. The Government has a role to play. I would like to understand this.

SHRI ARUN JAITLEY: Madam, I do fully appreciate what Mr. Mahtab has said because there is an element of commercial confidentiality involved in a data involving an individual. Therefore, not only one is the aspect of technology advancements, which are made to keep the data itself secret, the other is a statutory obligation itself. Such provisions do exist in the Banking and Regulation Act, which mandate a complete confidentiality and provide for penal consequences even against the banking institution and the officials, who may be guilty of the breach of the same.

Therefore, we give utmost importance as far as commercial confidentiality is concerned. At times, the Governments have to take the risk on themselves. They cannot disclose these details of an individual because these are details of commercial confidentiality in the banking system which need not be brought into public domain.

[Translation]

DR. KIRIT SOMAIYA: Madam Speaker, I would like to give both examples of use and abuse in relation to banking services. Abuse means that many dormant accounts were awakened at the time of demonetization and money laundering took place in them. Similarly, many new accounts were opened. In this context, I would like to know from the Hon. Minister of Finance, what is the situation today and what actions are being taken in this regard?

Madam, an abuse is currently being done by the banking system and fifty thousand people have also submitted online petitions to the Finance Ministry and the Reserve Bank. The way hidden charges on housing loans, ATM charges, cash withdrawals etc. are imposed as additional charges on common customers by using a monopolistic system, I want the Hon. Minister of Finance to clarify this situation?

SHRI ARUN JAITLEY: Madam, with reference to the first question, I want to say that whether there are Jan-Dhan accounts or dormant accounts, if they have been misused after demonetization, then the Government is extensively data mining them. We have hired experts to investigate data mining across the department and there is a greater concentration on those who have deposited particularly large amounts. In the first study in this regard, about 18 lakh such examples

have been found, whose income profile and their account profile do not match with that deposit. Preliminary information has been sought from them and many people have given information. Those who have not given information will be issued detailed notices as per the law.

As far as hidden charges are concerned, if hon. Members bring such specific cases before us, the Government will definitely pay attention to them and try to plug this gap.

(Q. 482)

[English]

SHRIMATI KIRRON KHER: Madam Speaker, I thank you for allowing me.

While I earnestly appreciate the intent behind the commissioning of protection of child from sexual offences e-box, I am concerned about the safety of the child throughout the investigation process. Once a child files a complaint online, the facts of the complaints have to be verified. The complaint is forwarded to the Grievance Redressal Department only after the verification process.

Madam, through you, I would like to ask the Hon. Minister how the safety of the child will be ensured during the verification process and how the complaint will be verified without involving the family Members or relatives who might be the offenders as reported in most of the cases. [Translation] How will this be kept secret from those family Members against whom the child has complained, because during the verification they will go to them to ask questions, I want to ask this to the Hon. Minister.

SHRIMATI KRISHNA RAJ: Hon. Madam Speaker, regarding POSCO e-box, I would like to say that in the year 2007, the Ministry

had conducted a study in 13 states. It was found that there are many such cases in which children are victims and should get help. Under this, POSCO e-box was launched on 26. 08. 2016.

The most important thing in this is that the face of the person who complains cannot be seen, he cannot be identified and the person who listens to the complaint cannot be seen either. It is kept confidential.

The number of complaints received so far in POSCO e-box is continuously increasing. It is being seen that people are registering complaints without hesitation and hesitation. If anyone tries to violate its confidentiality, there is a provision for punishment, which can range from six months to one year of imprisonment and also a financial penalty. Because of its harsh laws, it can be hidden.

[Translation]

SHRIMATI KIRRON KHER: Madam, I strongly believe that the e-box policy is one step towards empowering our children. For the first time, our children have found space to voice the crimes committed against them. I feel that there should be no disparity in accessibility and all the children should be able to access the e-box. Hence, I would like to ask the hon. Minister whether the Ministry has reviewed how this initiative will reach the children living in rural and

remote areas. How will the e-box facility reach those children who live in backward areas? How will they access it?

[Translation]

SHRIMATI KRISHNA RAJ: Hon. Madam Speaker, the toll-free number for this is 1098. The Hon. Member has asked that how will the people from remote and backward areas and the Scheduled Caste people, Dalits and backward people reach this level? In this regard, I would like to say that the Ministry has arranged for a child helpline for this. This facility is also internet based. This can also be told through publicity in schools. I would like to tell that this child helpline is in 10 districts of Assam, Itanagar of Arunachal Pradesh, 7 districts of Himachal Pradesh, 13 districts of Jharkhand, where the child can easily lodge a complaint on the toll-free number. It is told about it through many newspapers. There is a documentary film related to Child Helpline and POSCO e-box, which has been arranged to be shown in every school after requesting the Ministry of Human Resource and Development and an effort has been made to create public awareness. The continuous number of complaints received in this manner shows that awareness has been raised about this.

[English]

PROF. K. V. THOMAS: Madam, as you are aware, crimes, and especially the sexual assaults, against women and children are on a rise. Even though the main responsibility to take adequate action and give punishment is of the State Government, the Union Government also has an important role. It is because in many of the cases the legal procedure takes a long time. Will the Union Government give necessary instructions so that such cases against women and children take a speedy route and the culprits are punished?

[Translation]

SHRIMATI KRISHNA RAJ: Hon. Madam, it has been 7 months since the launch of e-box. Through this, we have received 278 complaints so far. Of these, there are 35 hits i. e. very serious complaints. These complaints have been taken into consideration. Of these, 22 were serious cases, which we have disposed of. Further action on this subject is going on continuously. Our Ministry is looking at this work with great seriousness.

SHRIMATI RITI PATHAK: Madam, thank you for allowing me to ask supplementary questions. First of all, I would like to thank the Government for starting an important system like e-box. I thank the

Hon. Prime Minister and the Hon. Minister of Women and Child Development for this.

Madam, there are irregularities with the children in the schools attached to Gram Panchayats. By regularities, I mean the crimes that happen with them. I would like to ask how they can be linked to this process? I belong to rural area. I think the Government has the numbers of crimes committed in cities. The number of crimes committed against children by the teachers in the schools run by Gram Panchayats or by the school buses by which children are transported, the number of crimes committed against children is continuously increasing. We can also include hostels in this. Regarding this, I would like to know from the Government whether any proper and dynamic process is being adopted by it on this subject and how it can be operated through e-box?

SHRIMATI KRISHNA RAJ: Madam, as I told that e-box was launched only a few months ago. A lot of awareness has come through this. We have made a documentary film 'Komal' related to e-box. We have made this film about 'Good Touch and Bad Touch' so that children can realize what is happening to them. Through this film, we have tried to spread awareness among children. Hon. Member is

talking about this and it is the concern of all of us that how this awareness can be spread to the remote areas.

Madam, it is our endeavour to make the women and other people working at all the 14 lakh Anganwadi centres in the areas aware about the behaviour towards children.

HON. SPEAKER: Question No. 483.

Shri Abhishek Singh.

(Q. 483)

SHRI ABHISHEK SINGH: Madam, the history of the budgetary system and financial year of this country is 150 years old. The fiscal year of April 1 to March 31, popularized by the British Empire, was implemented without taking into account the social and economic conditions of India at the time of its inception. Because of this, India has suffered two huge losses for a long time. By the time the money from our budget goes towards implementation, we remain in loss till the end of April, May and June of the financial year.

Madam, along with this, when monsoon arrives in our country, by anticipating whether the monsoon is good or bad, we lose the opportunity to reflect it in our budget. Many committees had given their reports on this subject continuously before and after independence. The First Administrative Reforms Commission had also given its report on this. For this, Shankar Acharya Committee was formed by the Union Government last year, for which, I thank

and congratulate the Union Government. The report of this committee came to the Union Government in December last year.

Madam, today the country is rapidly changing itself and it is getting the support of the public in this work. The policy, decisions and intentions of this Government, all three are moving towards not only reforming this country but also transforming it. I would like to know from the Hon. Minister of Finance whether the Union Government is considering changing the financial year from January 1? Thank you.

THE HON. MINISTER OF FINANCE, THE HON. MINISTER OF CORPORATE AFFAIRS AND THE HON. MINISTER OF DEFENCE (SHRI ARUN JAITLEY): Hon. Madam Speaker, the financial year is decided considering the situation of every country across the world. According to the old British tradition in our country, the year was running from April to March. There are many countries where the financial year starts from the month of June and in many countries, the financial year starts from the month of January. There is always an argument, an argument which was given by the Hon. Member, that why should we not advance our financial year keeping in mind the agricultural system here. Many studies have already been

done on this topic. The Government had formed a committee, it has made some recommendations, which we are studying. After this, the Government will take its decision, but this time the Government has taken the decision that the budget will be presented on 1st February instead of 28th February and along with it, we passed another process through the Parliament that finished all financial business before 31st March. The basic objective behind it was that considering the weather system of this country, the money which is spent in the states is also spent by the Centre. It should start from 1st April itself. Otherwise, if the budget was passed in the month of May, then practically, when the rainy season started, the expenditure would have started from then onwards. We have already addressed part of this problem, which includes advancing the date of the budget and doing it before March 31. Apart from this, the Government is studying the recommendations made in the reports to see whether any changes are required or not.

SHRI ABHISHEK SINGH: Hon. Madam Speaker, our financial year is still governed by the General Clauses Act 1897, which has been in place since the British era. Even today, the financial year is not defined in our Constitution. I would like to know from the Hon. Minister of Finance that as part of your positive step in the direction

of all the economic reforms that we are doing, is the Government considering defining it in the Constitution?

SHRI ARUN JAITLEY: Hon. Madam Speaker, this is a policy matter, an administrative matter. There is no need for every administrative matter to be written within the Constitution. If the Government accepts it, it has no bearing on whether that date is in the Constitution or not.

[English]

SHRI KAMAL NATH: This issue of change of financial year has been discussed and debated in the past also, as the hon. Minister said. The Report, as I understand from what he was saying, which was to be submitted by 31st December has been submitted. There have been implications both legislative and otherwise. There is no doubt in that.

I would like to know from the hon. Minister as to what the *prima facie* findings of this report are. What is the *prima facie* thinking of the Government? By when will the Government be able to take a decision in this regard?

SHRI ARUN JAITLEY: Madam, the Report has been received and as the hon. Member, Mr. Kamal Nath, with all his experience, knows well that when such Reports are received, they not only have

implications as far as the Union Government is concerned, but also they have implications on the State Governments and on the local bodies because that will run across. Therefore, it is necessary to have a very wide consultation and application of mind on all the aspects of the matter keeping both arguments in view. Therefore, it would not be fair for me to give any *prima facie* view at this stage which will prejudice the issue itself because the matter is still under consideration, and once the Government takes a firm view, the recommendations of the Report, as also the view of the Government, would then be made public.

HON. SPEAKER: Q. N. 484. Shri S. R. Vijay Kumar – Not present;

Shri Ashok Shankarrao Chavan – Not present.

Now, the hon. Minister.

(Q. 484)

[Translation]

SHRIMATI RAKSHATAI KHADSE: Madam, thank you. I wish to ask the Hon. Minister whether it is a fact that approximately 70 percent of the military equipment used by the Indian Armed Forces, including the Army, Air Force and Navy, is of Russian origin. It is understood that the spare parts required for the maintenance of such equipment are available only through a Moscow-based Russian agency, and their procurement requires prior approval from the Ministry of Defence of the Russian Federation. As a result, the maintenance work of military equipment often remains pending due to the non-availability of spare parts. In this regard, I would like to know whether the present Government of Russia has granted permission to the Government of India to procure these spare parts directly from Russian manufacturers through the Ministry of Defence. Thank you.

DR. SUBHASH RAMRAO BHAMRE: Madam Speaker, I agree with the Hon. Member. Same issue was raised by our Prime Minister in the annual meeting [English] between the two Heads of the countries, that is, our Prime Minister and the Russian Federation President, Mr. Putin. During that annual meet, this point was raised

by our Prime Minister and as a result of that, there was an Inter-Governmental Military Industrial Conference was held during 17th and 18th March, 2017. Basically, this conference was to address this issue. It was primarily aimed at long term supply agreement between Russian original equipment manufacturer and the Indian Armed Forces/companies for spare parts of different platforms; formation of Joint Ventures and partnerships between Indian vendors and Russian original equipment manufacturer for manufacturing some of the identified spare parts within the country under the 'Make in India' initiative. Agreements were signed. The first agreement was for general terms and conditions for long term support for Sukhoi 30MKI fleet between HAL and JSC United Aircraft Corporation for supply of spares. The second agreement was for general terms and conditions for long term support for Sukhoi 30MKI fleet between HAL and JSC United Engine Corporation.

SHRI VINCENT H. PALA: Madam, in my constituency, Shillong, there is a huge base of the Air Force and most of the beautiful areas have been captured by the Air Force. In the junction, there is an aircraft which the Indian Air Force has bought from Russia. Instead of using this aircraft in the junction, on the roadside, may I know from the Hon. Minister whether we can use this aircraft in research and

development factories where we can copy, paste and improve the technology? Is there any agreement which bars India from using these as research work? Instead of keep on buying from outside, can we not build our own aircraft?

DR. SUBHASH RAMRAO BHAMRE: Madam, this supplementary is not related to the main question; still, I would like to answer that. Yes, we are going for our indigenous production. I would like to mention for the information of the House that we are going for Tejas, our own indigenous aircraft. Almost 120 aircraft will be produced. Production is going on in HAL.

[Translation]

DR. ARUN KUMAR: Madam Speaker, Russia has been our strategic defence partner since independence and we have also had relations with it, but for some time now it has been seen where our interests lie, whether they are from the perspective of world peace or humanitarian aspects, there Russia stands against us.

HON. SPEAKER: You please ask your question.

DR. ARUN KUMAR: At times, Russia appears to engage in political manoeuvring on the issue of Afghanistan. In this context, I would like to ask the Hon. Minister what factors have contributed to the apparent

strengthening of the alliance between China, Pakistan and Russia, which runs counter to Indian interests, despite our strong strategic partnership with Russia. Is the Government concerned about addressing this situation?

[English]

DR. SUBHASH RAMRAO BHAMRE: Madam, the Government of India has the policy. We do not comment on the third-party relationship. The Government of India pursues an independent foreign policy driven by India's national interests. India and Russia have special and privileged strategic partnership that is rooted in long-standing mutual trust characterized by unmatched reciprocal support of each other's core interests.

SHRI ADHALRAO PATIL SHIVAJIRAO: Thank you, Madam, there has been a long history of defence cooperation between Russia and India because of which very important projects were set up in India, for example, Brahmos Missile, which has been a success story in the field of India's defence. I would like to ask Hon. Minister as to how many Brahmos Missiles have been used or consumed by Russia and how many of them have been installed in India? What is the quantum of investment by India and Russia?

Talking about spare parts supply, it is definitely a fact because I am experienced in that line. When we buy technology or important systems, to maintain them, after a few years, say 10 or 15 years later, it would be difficult to get spare parts from Russia, Israel and America. What is the permanent solution? We may have 'Make in India' Campaign. There are some parts like semi-conductor or ICS chips which cannot be 'made in India' or 'Make in India' Project.

DR. SUBHASH RAMRAO BHAMRE: Madam, as far as Brahmos Missile is concerned, it is a big success for India. We are proud of it. It is a joint venture programme between India and Russia, which has been successfully developed. Brahmos is a state of art Supersonic Cruise Missile, which is a universal missile capable of being launched from multiple platforms, that is, sea, air and land. As regards the details that he has asked, I do have all the details. But due to security reasons of the country, I would not like to divulge. If the hon. Member insists, I would provide the details to him separately.

(Q. 485)

[Translation]

DR. SANJAY JAISWAL: Madam Speaker, the Hon. Minister has given a very detailed answer, I am satisfied with it. But in his reply, the Hon. Minister has also told that along with the salary, the Anganwadi workers also work in education, they also work in health, they also take care of pregnant women, they also take care of adolescent girls under Sabla, so despite doing so much work, their salary is less. There is a minimum wage law in our country that you can never pay less than Rs 200 to any person. Today, when so much work has been put on Anganwadi workers, which is part of the minimum wage, I can understand that there is a lot of load on the Union Government. I would also like to congratulate those state Governments which have released a good amount, such as Karnataka and Tamil Nadu, etc. , these are examples. But my question to the Hon. Minister is that in all the centrally sponsored schemes which are given to the states, one share is of the Centre and one share is of the state. It is absolutely defined that the state will have this much share in the Pradhan Mantri Sadak Yojana, this much share the state will have in education. So will the Hon. Minister do that in the 42% that the states are getting from the Finance Commission, they will ensure

a minimum share for the Anganwadi workers, so that they can get the minimum wages that are available in this country?

SHRIMATI KRISHNA RAJ: Hon. Madam Speaker, our Anganwadi workers or assistants do not hold civil posts. They are paid on honorarium. I would like to tell the Hon. Member that our Ministry has been increasing it by five percent from time to time. Presently, in the recommendations of the 14th Finance Commission, the states have been directly given the authority to give that money to the Anganwadi workers as per the convenience of the state and according to your area. In all the states and union territories of our country, 40 and 60 percent of these are shared by the Government of India and the State Government. But in our union territories, 100 percent is given by the Union Government and in the states of Purvanchal, 90 percent is given by the Government of India. Similarly, I would like to say that the states can depend on themselves that when the 14th Finance Commission's recommendation is made, they can do it in whatever way is convenient for the states. Like Goa, Assam and Tamil Nadu have increased the honorarium significantly in their own way, which is a commendable step. I would like other states to also follow them.

DR. SANJAY JAISWAL: Madam, still a minimum wage should have been fixed. I would request the Hon. Minister to give an

instruction to the states that they must fix at least a minimum salary, after that, the states can give as much as they want on top of that. On one hand, I want the welfare of Anganwadi workers, but on the other hand, we get a lot of complaints about corruption in it. When we go to the area, we are the president of Disha, and even complain, we come to know that there is corruption at such a level that in many places, no action is taken on it. Despite our writing, no action is taken. I will give an example that I have a friend, he came and asked me to get a house constructed for his sister. When we asked how many houses were there, she was a CDPO and had bought the fourth house. This type of corruption is organized from the bottom to the top, so on one hand, those who are doing good work, should get the right salary and the corruption is prevalent from the bottom to the top, it should be seen. When you have given powers to the Members in direction, then the Members make a written complaint, but no action is taken on it. I would like to tell them that if the Members complain about Disha, does the Hon. Minister have any provision to stop the salaries of corrupt people or not?

SHRIMATI KRISHNA RAJ: Madam, the Hon. Member has asked two questions. Firstly, he has said that instructions should be given to increase the salary. There was an order of the Supreme Court in our

Amira B's case, in which we cannot do anything, but we would definitely say that the states which have given Anganwadi workers in abundance, other states should also give the same.

Secondly, the hon. Member has talked about corruption. I want to say that this is completely run by the state Governments, so we cannot say directly. But I would like to say to the hon. Members that apart from the "Disha" scheme, we will soon think of something to look after from our Ministry, so that you will have complete monitoring in this and you will be able to see.

[English]

SHRI K. C. VENUGOPAL: Madam Speaker, I thank you for giving me an opportunity. ICDS is one of the visionary projects initiated by the late Prime Minister, Shrimati Indira Gandhi. The Hon. Minister has given the answer that six services are there under the Scheme including Supplementary Nutrition, Pre-School non-formal education, Health and Nutrition Education, Immunization, Health Check-up and Referral Services to the Pregnant Women and Lactating Mothers. These services are provided by the Anganwadi workers and Anganwadi helpers. As you know, the remuneration started with Rs. 100 in 1976. Now, it has reached Rs. 3,000. It started with Rs. 100 in 1976 and now we are in 2017 and it has only reached Rs. 3,000. Hon.

Minister while replying to Dr. Sanjay Jaiswalji mentioned about the devolution. The Hon. Finance Minister is also here. For every Centrally Sponsored Scheme, there is only one answer - devolution. They say that they have given enough money to the States.

I would invite your attention to the answer given. As far as Kerala is concerned, we are giving Rs. 7,000 from Kerala State. But, as per the answer, the amount mentioned is only Rs. 2000. In Karnataka, 20,000 Anganwadi workers had gone on strike. Last week, Shri Mallikarjun Khargeji had raised this issue. Minimum wages are there everywhere. Why are the minimum wages not applicable to these Anganwadi Workers and Helpers? There should be something. We are doing everything for everybody. These Anganwadi workers deserve the maximum amount of consideration from the Government of India. Therefore, my question to the hon. Minister, through you, is this. The hon. Minister has mentioned that the Supreme Court had given a verdict against the enhancement of remuneration.

Therefore, I would like to seek an answer from the hon. Minister whether the Government is going to enhance the wages of Anganwadi workers and helpers.

[Translation]

SHRIMATI KRISHNA RAJ: Madam, I just told you, perhaps the Hon. Member must have heard carefully that they do not directly hold civil posts, an honorarium is fixed for them. Which belongs to the Government of India and directly addresses the different problems and needs of our state. Therefore, on the recommendation of the 14th Finance Commission, the states have been told that they have given you a huge amount of money, you can give them the money in your own way according to their services. . . . (*Interruptions*)

HON. SPEAKER: No, this is not the way.

. . . (*Interruptions*)

SHRIMATI KRISHNA RAJ: Whatever the Hon. Member has said, the figures presented by the state to us, you were talking about Karnataka, I will present you the complete figures of what is already in Karnataka. Hon. Speaker, I will make these available to you, if you could not spend the money, then the remaining money was not delivered. Therefore, we have presented here the figures as given by the states. If there is any difficulty, we can present it to you in writing.

HON. SPEAKER: Thank You.

Shrimati Arpita Ghosh.

. . (*Interruptions*)

HON. SPEAKER: Nothing will go on record.

... (*Interruptions*)...*

[Translation]

SHRIMATI ARPITA GHOSH: Madam, thank you. We all have seen the answer that we have received, everyone is saying the same thing that it has to be enhanced. Considering the amount of work that Anganwadi workers are doing, I feel that the amount of Rs 3,000 shown should at least be doubled by the Union Government. Right now what is being said is that 42 percent has been given to the state, but as it became the case with MPLAD, all the ministries are saying that you should work with MPLAD. Similarly, 42 percent has been given, which means all the work should be stated. Regarding this, I request you to please at least double it for the Anganwadi workers.

HON. SPEAKER: This is your suggestion. Alright.

SHRIMATI ARPITA GHOSH: They have a lot of work and their work has increased a lot in rural areas. Thank you.

* Not recorded.

[English]

HON. SPEAKER: This is a suggestion that it should be doubled. Hon. Minister, may please note it.

Kharge ji, what happened?

[Translation]

SHRI MALLIKARJUN KHARGE: Madam, I request the Finance Minister through you, because last time I raised this question here. The same question had come up at that time too, so if the Finance Minister took interest to increase the honorarium, then this problem could be solved. If it is left to the Child and Development Minister, then he will give it from the available budget. Therefore, at least you should have some compassion for them in your heart.

HON. SPEAKER: You take note.

Shri. Ramesh Bais ji.

. . . (*Interruptions*)

HON. SPEAKER: This is not a question.

. . . (*Interruptions*)

SHRI MALLIKARJUN KHARGE: It would be better if you spoke your mind. . . . (*Interruptions*)

HON. SPEAKER: You are giving a suggestion.

. . . (*Interruptions*)

THE HON. MINISTER OF FINANCE, THE HON. MINISTER OF CORPORATE AFFAIRS AND THE HON. MINISTER OF DEFENCE (SHRI ARUN JAITLEY): Did you ever even tell your Minister of Finance?

HON. SPEAKER: This is a suggestion.

. . . (*Interruptions*)

HON. SPEAKER: You give notice for a discussion on this issue.

. . . (*Interruptions*)

SHRI RAMESH BAIS: Madam, the Hon. Minister said in his reply that Anganwadi workers are not in civil service, they are honorarium. On one hand, the Government has fixed the minimum wage. Anganwadi workers work in many areas. If a labourer works in an organization and if he is not given minimum wages, then the Labour Department takes action against him that you are not paying minimum wages. On one hand, Anganwadi workers do so much work, what provision is the Government making to give them minimum wages at least as per unskilled labour?

SHRIMATI KRISHNA RAJ: Madam, as I said it is a ratio of 60:40. 40 percent of the money is with the states. Like they are giving honorarium in Tamil Nadu, Madhya Pradesh and Chhattisgarh, minimum wage is not applicable, just like other states are giving honorarium, similarly, other states can also give honorarium.

HON. SPEAKER: That is an honorarium, not minimum wage.

SHRIMATI KRISHNA RAJ: The Supreme Court has ruled on this, so we cannot do it.

HON. SPEAKER: Thank You.

Question Number- 486 Shri Pankaj Choudhary.

(Q. 486)

SHRI PANKAJ CHOUDHARY: Hon. Minister has stated in part (a) and (b) of the answer to the question that according to the survey data available from the District Level Family Survey DLHS-3 (2007-08), at present the pregnancy rate of married women aged 15-49 years is 4.7 percent of cases undergo abortion.

Madam, I would like to know from the Hon. Minister through you that the Government institution 'National Sample Survey Office (NSSO)' According to the report, abortion among women under 20 years of age, especially in urban areas, is 14 percent. 'Maternal Maternal Ratio (MMR)' in unsafe abortion and according to the report of 'International Pregnancy Advisory Services', one woman dies every two hours.

Speaker, 80 to 90 percent of abortions in the country take place when after fetal testing it is revealed whether the fetus is a girl or a boy. Is the Hon. Minister making any provision to stop unsafe abortions by investigating the reasons for abortions and to increase sex education and awareness among women?

SHRI FAGGAN SINGH KULASTE: Hon. Madam Speaker, as the hon. Member has asked, we have answered the basic question, but if the hon. Member has asked about any policy of the Government

regarding the reasons for the situation like abortion, then definitely. Surveys are conducted regarding this from time to time. But, according to the report mentioned here, its percentage is 4.7 percent in the data we have received so far in the District Level Household Survey (DLHS-3). According to the reports mentioned, a survey has been conducted in about 17 such states and as soon as the data comes, those data will definitely be presented.

SHRI PANKAJ CHOUDHARY: Madam Speaker, the Hon. Minister has mentioned the main measures in reply to Part 'C' of the question from serial no. 1 to serial no. 9, such as availability of kits in health centres, bringing pregnant women on track, etc. So will the Government review such nine provisions?

SHRI FAGGAN SINGH KULASTE: Hon. Madam Speaker, regarding the efforts made by the Government, I can say that we are constantly worrying about it and we are also telling the state Governments about it. If we look at the data available regarding this, then in the activities done by the Government of India so far, approximately 98,457 'Nishchay Kits' have been distributed and so many kits have been used.

SHRIMATI RANJEET RANJAN: Sir, this data is Governmental and especially, it is of Government hospital. Those who undergo

abortion, not because they are pregnant with a girl, but because they had some kind of complication, that is fine, but because there is a girl, abortion is done openly and even in rural areas, there are clinics for it. These happen with the consent of parents and doctors, in which the police do not do anything, otherwise they get involved. This is talked about again and again and its percentage is continuously increasing.

Are you taking serious steps for this? Is the State Government or the Union Government making any such combination to stop this? Is the Government spreading awareness about the reasons for killing girls, so that people do not get abortions done to kill girls?

SHRI FAGGAN SINGH KULASTE: Hon. Madam Speaker, as the Hon. Member has said, the reasons for abortion include genetics, chromosomal abnormalities, etc. More than half of miscarriages are caused by inherited chromosomal abnormalities. I can say that we all really have to make an effort about this. We have to create a kind of environment in the society, only then, we can get rid of it and of course, the Government is worrying about it. I can say that we are continuously taking forward the efforts that we have made and we are trying to create awareness about it. It is the responsibility of all of us in this, only then, we can get freedom from it.

HON. SPEAKER: Right now, this topic is under discussion in SDG. You can give this suggestion in that.

[English]

DR. RATNA DE (NAG): Hon. Madam Speaker, pregnancy is the most exciting period in the life of a woman, but not every pregnancy has a happy end. Miscarriage is a term used for pregnancy which ends on its own before 20 weeks of gestation. Incidents of miscarriages in clinically recognized pregnancy are 10 to 25 percent. In case of chemical pregnancy, it is 50 to 75 percent. There are many causes for miscarriages. These may be due to malnutrition, socio-economic condition, anaemia, different diseases, lack of proper ante-natal care and also many cases where we cannot pinpoint the cause. I would like to ask the hon. Minister what the main goal of treatment in the case of chromosomal abnormalities is.

[Translation]

SHRI FAGGAN SINGH KULASTE: Hon. Madam Speaker, as I said, we have made provision for a certain kit in the programs being run by the Government of India. I can give figures for this and in the last three years approximately 6.2 crore pregnant women have been provided antenatal services. This type of availability has been achieved for the first time. This is the responsibility of the

Government and our Government has done this work. That's why I'm asking you to look at these figures. If you look at the past and present situation, you will understand clearly.

THE HON. MINISTER OF HEALTH AND FAMILY WELFARE (SHRI JAGAT PRAKASH NADDA): As far as pregnant women are concerned, we have a very exhaustive and comprehensive health strategy. Practically, our program for every woman, For every woman right from the day she gets pregnant, to delivery, and after delivery, all the immunisation programme is undertaken in the health system.

[Translation]

The health strategy we are running is appropriate. The chromosome disorder you mentioned also requires supplementation. The Government of India gives the work of messaging, antenatal care to postnatal care and every kind of medicine, suggestion as well as supplementation to the states, the states are doing this work. I have to say that the chromosome disorder mentioned in this also comes under this category.

[English]

HON. SPEAKER: Thank you. Have you got it now?

HON. SPEAKER: Question No. 487, Shri Ram Kishore Singh – not present; Shri Md. Badruddoza Khan – not present.

Question No. 488 – Shri George Baker.

(Q. 488)

SHRI GEORGE BAKER: I was very convinced with the answers given by the hon. Minister. They have been very informative. However, there is just one small question which I have to ask. I would like to know whether whatever research is going on in our Indian traditional medicine is being properly patented without allowing foreign countries to use our patents as they do every minute or so. That is my question.

[Translation]

SHRI SHRIPAD YESSO NAIK: Hon. Madam Speaker, the question raised by the Hon. Member was not about research. Let me read it out first. [English] “Whether the Government is planning to promote traditional medicine through education and skill development across the country and worldwide;” This was his question.

HON. SPEAKER: If you can answer the question, please do so.

. . . (*Interruptions*)

SHRI SHRIPAD YESSO NAIK: ... (*Interruption*) Yes, that is a good question. . . . (*Interruptions*)

[English]

HON. SPEAKER: Shri Adhir Ranjan Chowdhury, I am here; do not worry.

... (*Interruptions*)

HON. SPEAKER: I am still here. What is all this?

... (*Interruptions*)

[Translation]

HON. SPEAKER: He says that many times Ayurvedic medicines are patented like the patent of turmeric has been stopped. [English] That is the question. If you want, you can answer.

... (*Interruptions*)

[Translation]

SHRI SHRIPAD YESSO NAIK: It is the effort of the Ministry of AYUSH that gradually research work is being done on all our diseases and in future we will also work on their patent.

[English]

HON. SPEAKER: Shri George Baker, do you have any second supplementary?

SHRI GEORGE BAKER: No.

[Translation]

SHRI PRAHLAD SINGH PATEL: Hon. Madam Speaker, this is actually my third consecutive question in this regard. You have said one thing partially, regarding the problem of patent, to what extent has the Government taken initiative in making medicines in our clinics and protecting the rights to the same? There have been patent issues earlier as well. In this regard, I want information from the Hon. Minister through you.

HON. SPEAKER: He has told that we are working in this regard.

SHRI SHRIPAD YESSO NAIK: Hon. Madam Speaker, as I said, I cannot give details of the original form of the hon. Member's question, but what efforts have been made in relation to the question that the hon. Member has asked, I will give a written reply to the question in details.

[English]

HON. SPEAKER: Thank you.

The Question Hour is over now.

***WRITTEN ANSWERS TO QUESTIONS**

Starred Question Nos. 489 to 500

Unstarred Question Nos. 5521 to 5750

12. 00 hours**PAPERS LAID ON THE TABLE**

[English]

HON. SPEAKER: Now, Papers to be laid on the Table.

THE HON. MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SANTOSH KUMAR GANGWAR): I beg to lay on the Table: -

(1) A copy each of the following Notifications (Hindi and English versions) under section 296 of the Income Tax Act, 1961: -

- (i) S. O. 3288(E) published in Gazette of India dated 25th October, 2016, together with an explanatory memorandum appointing authorities for discharge the functions of the Adjudicating authority and Appellate Tribunal until the Adjudicating Authorities are appointed and the Appellate Tribunal is established under the Prohibition of Benami Property Transaction Act, 1988.
- (ii) S. O. 3289(E) published in Gazette of India dated 25th October, 2016, together with an explanatory

memorandum appointing 1st day of November, 2016 as the date on which provisions of the Benami Transaction (Prohibition) Amendment Act, 2016 shall come into force.

- (iii) The Prohibition of Benami Property Transactions Rules, 2016 published in Notification No. G. S. R. 1004(E) in Gazette of India dated 25th October, 2016, together with an explanatory memorandum.
- (iv) S. O. 3290(E) published in Gazette of India dated 25th October, 2016, together with an explanatory memorandum directing the Income-tax Authorities to exercise the power and perform the functions of the “Authority” under the Prohibition of Benami Property Transactions Act, 1988.
- (v) The Income-tax (32nd Amendment) Rules, 2016 published in Notification No. S. O. 3498(E) in Gazette of India dated 21st November, 2016, together with an explanatory memorandum.
- (vi) The Income-tax (2nd Amendment) Rules, 2017 published in Notification No. G. S. R. 117(E) in Gazette

of India dated 9th February, 2017, together with an explanatory memorandum.

- (vii) S. O. 600(E) published in Gazette of India dated 23rd February, 2017, together with an explanatory memorandum notifying for the purposes of the clause (48) of Section 10 of the Income-tax Act, 1961, the National Iranian Oil Company, as the foreign company and the Memorandum of Understanding entered between the Government of India in the Ministry of Petroleum and Natural Gas and the Central Bank of Iran on the 20th day of January, 2013 as modified by the minutes of meeting signed on the 16th August, 2016.
- (viii) The Income-tax (1st Amendment) Rules, 2017 published in Notification No. G. S. R. 14(E) in Gazette of India dated 6th January, 2017, together with an explanatory memorandum.

[Placed in Library, See No. LT 6859/16/17]

(2) A copy each of the following Notifications (Hindi and English versions) under sub-section (7) of Section 9A of the Customs Tariff Act, 1975: -

- (i) G. S. R. 290(E) published in Gazette of India dated 24th March, 2017, together with an explanatory memorandum seeking to impose definitive anti-dumping duty on Indolinone, originating in, or exported from People's Republic of China pursuant to the final findings in anti-circumvention investigations conducted by the Directorate General of Anti- dumping and Allied Duties upto and inclusive of the 20th November, 2019.
- (ii) G. S. R. 291(E) published in Gazette of India dated 24th March, 2017, together with an explanatory memorandum seeking to prescribe provisional assessment of all imports of 1,1,1,2-Tetrafluoroethan, originating in, or exported from People's Republic of China (Producer or Exporter), M/s Zhejiang Sanmei Chemical Products Company Limited, People's Republic of China (Exporter), M/s Jiangsu Sanmei Chemical Industry Company Limited, People's Republic of China (Producer) into India without collecting anti-dumping duty already imposed, subject to furnishing of security or guarantee, pending the outcome of New Shipper Review initiated by Directorate General of Anti- dumping and Allied Duties.

[Placed in Library, See No. LT 6860/16/17]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Pension Fund Regulatory Authority, New Delhi, for the year 2015-2016.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Pension Fund Regulatory Authority, New Delhi, for the year 2015-2016.

[Placed in Library, See No. LT 6861/16/17]

[Translation]

THE HON. MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI FAGGAN SINGH KULASTE): Madam, I beg to lay on the Table a copy each of the following Notifications (Hindi and English versions) under Section 93 of the Food Safety and Standards Act, 2006: -

- (1) The Food Safety and Standards (Food Recall Procedure) Regulations, 2017 published in Notification No. F. No.1-59/FSSAI/2009 in Gazette of India dated 20th January, 2017.

(2) The Food Safety and Standards (Import) Regulations, 2017 published in Notification No. F. No. 1/2008/Import Safety/FSSAI in Gazette of India dated 10th March, 2017.

[Placed in Library, See No. LT 6862/16/17]

THE HON. MINISTER OF STATE IN THE MINISTRY OF FINANCE AND THE HON. MINISTER OF STATE IN THE MINISTRY OF CORPORATE AFFAIRS (SHRI ARJUN RAM MEGHWAL): Madam, I beg to lay on the Table: -

(1) A copy each of the following Notifications (Hindi and English versions) under Section 48 of the Foreign Exchange Management Act, 1999:-

- (i) The Foreign Exchange Management (Foreign Exchange Derivative Contracts) (Amendment) Regulations, 2017 published in Notification No. G.S.R.260(E) in Gazette of India dated 17th March, 2017.
- (ii) The Foreign Exchange Management (Transfer or Issue of Security by a Person Resident Outside India) (Fourth Amendment) Regulations, 2017 published in Notification

No. G.S.R.224(E) in Gazette of India dated 9th March, 2017.

[Placed in Library, See No. LT 6863/16/17]

(2) A copy each of the following Notifications (Hindi and English versions) under sub-section (4) of Section 469 of the Companies Act, 2013:-

- (i) The Companies (Transfer of Pending Proceedings) Rules, 2016 published in Notification No. G.S.R. 1119(E) in Gazette of India dated 7 th December, 2016.
- (ii) The Companies (Compromises, Arrangements and Amalgamations) Rules, 2016 published in Notification No. G.S.R. 1134(E) in Gazette of India dated 14th December, 2016.
- (iii) The National Company Law Tribunal (Procedure for reduction of share capital of company) Rules, 2016 published in Notification No. G.S.R. 1147(E) in Gazette of India dated 16th December, 2016.

- (iv) The National Company Law Tribunal (Amendment) Rules, 2016 published in Notification No. G.S.R. 1159(E) in Gazette of India dated 20th December, 2016.
- (v) The Companies (Removal of Names of Companies from the Register of Companies) Rules, 2016 published in Notification No. G.S.R. 1174(E) in Gazette of India dated 27th December, 2016.
- (vi) The Companies (Incorporation) Fifth Amendment Rules, 2016 published in Notification No. G.S.R. 1184(E) in Gazette of India dated 29th December, 2016.
- (vii) The Companies (Incorporation) Amendment Rules, 2017 published in Notification No. G.S.R.70(E) in Gazette of India dated 27th January, 2017.
- (viii) The Companies (Transfer of Pending Proceedings) Amendment Rules, 2017 published in Notification No. G.S.R.175(E) in Gazette of India dated 28th February, 2017.

(ix) The Companies (Indian Accounting Standards) (Amendment) Rules, 2017 published in Notification No. G.S.R.258(E) in Gazette of India dated 17th March, 2017.

(3) Three statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at item No. (i) to (iii) of (2) above.

[Placed in Library, See No. LT 6864/16/17]

(4) A copy each of the following Notifications (Hindi and English versions) under sub-section (4) of Section 462 of the Companies Act, 2013:-

(i) G.S.R.8(E) published in Gazette of India dated 5th January, 2017, regarding exemptions to specified IFSC Public Companies under Section 462 of the Companies Act, 2013.

(ii) G.S.R.9(E) published in Gazette of India dated 5th January, 2017, regarding exemptions to specified IFSC Private Companies under Section 462 of the Companies Act, 2013.

[Placed in Library, See No. LT 6865/16/17]

(5) A copy of the Notification No. G.S.R.1075(E) (Hindi and English versions) published in Gazette of India dated 17th November, 2016,

regarding amendment to Schedule II of the Companies Act, 2013 under sub-section (3) of Section 467 of the Companies Act, 2013.

- (6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

[Placed in Library, See No. LT 6866/16/17]

(7) A copy of the Companies (Removal of Difficulties) Fourth Order, 2016 (Hindi and English versions) published in Notification No. S.O.3676(E) in Gazette of India dated 7th December, 2016 under subsection (2) of Section 470 of the Companies Act, 2013.

- (8) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.

[Placed in Library, See No. LT 6867/16/17]

THE HON. MINISTER OF STATE IN THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA RAJ): Madam, I beg to lay on the Table: -

(1) A copy of the following papers (Hindi and English versions) under Section 14 of the National Commission for Women Act, 1990:-

- (i) Annual Report of the National Commission for Women, New Delhi, for the year 2015-2016, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Commission for Women, New Delhi, for the year 2015-2016.

(2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, See No. LT 6868/16/17]

12. 01 hours**COMMITTEE ON SUBORDINATE LEGISLATION****19th Report**

SHRI DILIPKUMAR MANSUKHLAL GANDHI

(AHMADNAGAR): Madam, I beg to present the Nineteenth Report (Hindi and English versions) of the Committee on Subordinate Legislation based on the Action Taken by the Government on the observations/recommendations contained in the Thirteenth Report of the Committee (Sixteenth Lok Sabha) (2015-2016).

12. 01 ¼ hours**STANDING COMMITTEE ON LABOUR****26th Report**

DR. KIRIT SOMAIYA [MUMBAI NORTH EAST]: Madam, I beg to present the Twenty-sixth Report (Hindi and English versions) of the Standing Committee on Labour on 'Exempted Organisations/

Trusts/ Establishments from EPFO: Performance, Issues and Challenges.'

12. 01 ½ hours

**STANDING COMMITTEE ON CHEMICALS AND
FERTILIZERS**

Action Taken Statements

SHRIMATI ANJU BALA (MISRIKH): Madam, I beg to present the following action taken statement (Hindi and English versions) of the Standing Committee on Chemicals and Fertilizers: -

(1) Final Action Taken Replies of the Government on the recommendations contained in the 29th Report (16th Lok Sabha) of Committee on Chemicals and Fertilizers regarding Action Taken by the Government on the recommendations contained in the 23rd Report (16th Lok Sabha) on 'Demands for Grants 2016-17' of Department of Pharmaceuticals.

(2) Final Action Taken Replies of the Government on the recommendations contained in the 30th Report (16th Lok Sabha) of

Committee on Chemicals and Fertilizers regarding Action Taken by the Government on the recommendations contained in the 24th Report (16th Lok Sabha) on the subject 'Cluster Development Programme for Pharma Sector (CDP-PS)' of Department of Pharmaceuticals.

12. 01 ¾ hours**STATEMENT BY MINISTER**

Status of implementation of the recommendations contained in the 30th Report of the Standing Committee on Finance on Demands for Grants (2016-17) pertaining to the Department of Revenue, Ministry of Finance*

[English]

THE HON. MINISTER OF FINANCE AND MINISTER OF CORPORATE AFFAIRS (SHRI ARUN JAITLEY): I beg to lay the statement regarding the status of implementation of the recommendations contained in the 30th Report of the Standing Committee on Finance on Demands for Grants (2016-17) pertaining to the Department of Revenue, Ministry of Finance.

* Laid on the Table and also placed in Library, See No. LT 6869/16/17

12. 02 hours

***MOTION RE: REPORT OF JOINT COMMITTEE ON
RIGHT TO FAIR COMPENSATION AND TRANSPARENCY
IN LAND ACQUISITION, REHABILITATION AND
RESETTLEMENT (SECOND AMENDMENT) BILL, 2015 –
EXTENSION OF TIME**

[Translation]

SHRI GANESH SINGH (SATNA): Madam, I beg to move: -

"That this House do extend time for presentation of the Report of the Joint Committee on the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (Second Amendment) Bill, 2015 upto the last day of the first week of Winter Session, 2017."

[English]

HON. SPEAKER: The question is:

* Memorandum giving reasons for extension of time circulated separately

“That this House do extend time for presentation of the Report of the Joint Committee on the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (Second Amendment) Bill, 2015 upto the last day of the first week of Winter Session, 2017 ”

The motion was adopted.

12. 02 ½ hours**MOTION RE: 43RD REPORT OF
BUSINESS ADVISORY COMMITTEE**

THE HON. MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND FARMERS WELFARE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S. S. AHLUWALIA): I beg to move:

“That this House do agree with the Forty-third Report of the Business Advisory Committee presented to the House on 6th April, 2017. ”

HON. SPEAKER: The question is:

“That this House do agree with the Forty-third Report of the Business Advisory Committee presented to the House on 6th April, 2017. ”

The motion was adopted.

[Translation]

HON. SPEAKER: Not a single adjournment motion has been allowed in this. Now 'Zero Hour'.

. . . (*Interruptions*)

HON. SPEAKER: I will allow you.

. . . (*Interruptions*)

12. 03 hours

SUBMISSION BY MEMBER

Re: Alleged attack on Members of a political party in Kerala

SHRIMATI POONAM MAHAJAN (MUMBAI-NORTH-CENTRAL): Madam, this is a very important topic. It would be good if you give us some time.

HON. SPEAKER: Yes, Please proceed.

SHRIMATI POONAM MAHAJAN: Madam Speaker, thank you. I just want to tell you on the floor of the House that yesterday, once again the people here raised the issue of Kerala, where a young student like Jishnu had committed suicide. But this is Jishnu's story, the way his mother was troubled by the syndicate there, I say that this. . . *

sponsored terrorism is happening in Kerala. In Kerala, it is not just the students, all the workers along with the students, be it Rashtriya Swayamsevak Sangh workers, . . . (*Interruptions*) Bharatiya Janata Party workers, they are being attacked all the time. . . . (*Interruptions*) . . . * people do not spare women also. Our worker's wife has been burnt alive and there have been no cases either. . . . (*Interruptions*) You talk about Jishnu. . . . (*Interruptions*) teach us intolerance. . . . *'s students wing teaches us intolerance, but intolerance is not only about freedom. Show tolerance on your ***'s ruled state, then talk about intolerance. . . . (*Interruptions*)

Madam, yesterday the Bharatiya Janata Yuva Morcha spoke there, constitution for everyone, I have a right under the Constitution. I can say no to my Chief Minister.

Bharatiya Janata Yuva Morcha worker Abhilash and today, our Prakash Babu were beaten badly by the police. . . . *There is a syndicate of * workers and police. . . . (*Interruptions*) attacked together. . . . (*Interruptions*) Today he is in ICU. Not a single case is registered. . . . (*Interruptions*) Atrocities are committed on Dalits in Kerala. . . . (*Interruptions*)

* Not recorded.

HON. SPEAKER: . . . * name will not go on record.

. . . (*Interruptions*)

HON. SPEAKER: No allegations please.

... (*Interruptions*)

SHRIMATI POONAM MAHAJAN: This is done all the time in Kerala. . . . (*Interruptions*) You speak on ideas. . . . (*Interruptions*) You only talk about Jishnu. There are many such students. . . . (*Interruptions*) There are law students, there are students from everywhere. . . . (*Interruptions*) Madam, it is . . . * terrorism. The police and . . . * act together as a syndicate against the students, the RSS and the Bharatiya Janata Party. . . . (*Interruptions*) Your Peace Movement was with the Government in the year 2016. . . . (*Interruptions*) Nine of our workers were killed. Even after the peace talk, these people have killed four activists. . . . (*Interruptions*) Why should we remain silent?. . . (*Interruptions*) Intolerance is not acceptable here. . . . (*Interruptions*) Today, we need an answer to this. . . . (*Interruptions*)

Madam, I want some Members under your chairmanship to accompany us to Kerala and see what is the situation there. . . .

* Not recorded.

(Interruptions) Workers from other political wings are suffering there. . . . *(Interruptions)* You take us and show. . . . *(Interruptions)* This syndicate must be stopped. . . . *(Interruptions)* Only for their ideology, these people in JNU campus will say that they want freedom. . . . *(Interruptions)* The Government should be dismissed, we will get it dismissed. . . . *(Interruptions)* Let's talk about independence there. . . . *(Interruptions)* want to free the country. Want to break the country into pieces. . . . *(Interruptions)*

HON. SPEAKER: Please, your point has been discussed.

. . . *(Interruptions)*

SHRIMATI POONAM MAHAJAN: But in Kerala, it is not based on ideas. Our workers are insulted and beaten. . . . *(Interruptions)*

HON. SPEAKER: Shri Bhairon Prasad Mishra, Shri Lakhan Lal Sahu, Shri Sharad Tripathi, Shri CP Joshi, Shri Sudhir Gupta, Kunwar Pushpendra Singh Chandel and Shri Ganesh Singh are permitted to associate with the issue raised by Shrimati Poonam Mahajan.
[English]

12. 05 hours

(At this stage, Shri K. C. Venugopal and some other hon. Members came and stood on the floor near the Table)

12. 06 hours**MESSAGES FROM RAJYA SABHA**

[English]

SECRETARY GENERAL: Madam Speaker, I have to report the following messages received from the Secretary General of Rajya Sabha:

- (i) “In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Central Goods and Services Tax Bill, 2017, which was passed by the Lok Sabha at its sitting held on the 29th March, 2017 and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill. ”

- (ii) “In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return

herewith the Integrated Goods and Services Tax Bill, 2017, which was passed by the Lok Sabha at its sitting held on the 29th March, 2017 and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill. ”

(iii) “In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Goods and Services Tax (Compensation to States) Bill, 2017, which was passed by the Lok Sabha at its sitting held on the 29th March, 2017 and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill. ”

(iv) “In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return

herewith the Union Territory Goods and Services Tax Bill, 2017, which was passed by the Lok Sabha at its sitting held on the 29th March, 2017 and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill. ”

... (*Interruptions*)

HON. SPEAKER: Please order in the House.

... (*Interruptions*)

HON. SPEAKER: Please sit.

... (*Interruptions*)

HON. SPEAKER: How can it be? Please go to your seat. Yes, I will allow. Nothing will go on record.

... (*Interruptions*)... *

12. 07 hours

(At this stage, Shri K. C. Venugopal and some other hon. Members went back to their seats.)

HON. SPEAKER: Please sit.

... (*Interruptions*)

* Not recorded.

12. 07 ¼ hours**SUBMISSION BY MEMBER Contd.**

Re: Alleged attack on Members of a political party in Kerala

[English]

THE HON. MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI ANANTHKUMAR): Madam, I am not able to understand as to why our dear Colleague, K. C. Venugopal Ji, is so perturbed. It is because whatever Poonam Mahajan Ji is saying is supporting K. C. Venugopal Ji's yesterday's statement. He was raising the issue yesterday on the same thing and Poonam Mahajan Ji has raised the situation in Kerala and she has pulled her heart out. Whatever is happening in Kerala and whatever political murders are happening because of the intolerance, are not acceptable. We will not tolerate them. I am really surprised as to why K. C. Venugopal Ji is opposing it. You should have supported it. Shri K. C. Venugopal Ji should be supporting whatever Poonam Mahajan Ji is saying. You should support it.

HON. SPEAKER: She has not said anything for you. What do you want?

... (*Interruptions*)

SHRI K. C. VENUGOPAL (ALAPPUZHA): Madam, day before yesterday night, in a temple festival in my constituency, one young boy has been killed by . . . * . . . (*Interruptions*)

SHRI ANANTHKUMAR: Madam, now he is changing the whole thing. Yesterday, he was telling something else. He was telling about political murders that are happening in Kerala and we are all opposing those political murders. There cannot be ideological murders. There is an attack on the human rights.

* Not recorded.

HON. SPEAKER: Yes Shri M. B. Rajesh, what do you want to say?
Let Shri. M. B. Rajesh say.

SHRI M. B. RAJESH (PALAKKAD): Madam Speaker, the hon. Member and the hon. Minister are misleading the House. A 17 year old teenager, who was a plus two student, was killed by . . . * people in Alleppey. . . . (*Interruptions*)

In Kasargod, a Muslim priest was killed by . . . * people. The Police have arrested the culprit. In all these cases, . . . * activists have been arrested. . . . (*Interruptions*)

HON. SPEAKER: Kharge Ji, please note that I have expunged the name of . . . * also.

. . . (*Interruptions*)

HON. SPEAKER: I have expunged the name of . . . * also. Please sit down.

. . . (*Interruptions*)

HON. SPEAKER: Now, Shri Chandumajra to speak.

] . . . (*Interruptions*)

* Not recorded.

HON. SPEAKER: Nothing will go on record except the speech of Shri Chandumajra.

... (*Interruptions*)... *

[Translation]

SHRI PREM SINGH CHANDUMAJRA (ANANDPUR SAHIB):

Madam Speaker, through you, I want to draw the attention of the Government to a very serious problem. Today, stray dogs, cattle and wild animals have created an atmosphere of fear in the country. Stray dogs bite children and women. There is no medicine available for this and its vaccines are very expensive. I went to my constituency Anandpur Sahib two days ago, a woman went to the fields to bring bread to her family, she was torn to death by dogs on the way, her body was not found, only two legs were found, just like that there are many cases.

I want to say through you that the Government should make some arrangements, earlier they used to give medicines to stray dogs. One of our ministers put a stop to this, now medicines are not allowed to be given, sterilization is not allowed to be done. Medicines for treatment after dog bites are expensive. Stray animals spoil farmers' crops. Farmers are not able to sleep in the fields at night. The Government should arrange subsidy for fencing wires. Animals come

from the forest and destroy the crops. The Government is not taking this problem seriously. This case has been kept in this house many times but no arrangements are being made for it.

HON. SPEAKER: Shri Bhairon Prasad Mishra, Kunwar Pushpendra Singh Chandel and Ravindra Kumar Jena are permitted to associate with the issue raised by Shri Prem Singh Chandumajra.

SHRI SUNIL KUMAR SINGH (CHATRA): Hon. Madam Speaker, I would like to draw your attention to a very important issue. The situation of MNREGA in Jharkhand had worsened due to the activities of the previous Government but the present Government has continuously improved it. Under the MNREGA scheme, the posts of sanctioned posts like Block Program Officer, Technical Assistant Engineer, Junior Engineer, Accounts Assistant, Computer Operator etc. are lying vacant. Even now MNREGA is not being implemented properly in the state. Through you, I demand from the Government of India to immediately fill the vacant posts in MNREGA schemes in Jharkhand Government so that the work of MNREGA can be smooth and the goals of the scheme can be achieved.

SHRI BHAIRON PRASAD MISHRA (BANDA): Hon. Madam Speaker, more than 50 houses have been burnt due to fire in Kusaili village of Chitrakut district under my Parliamentary Constituency.

Similarly, dozens of houses in villages like Pathra, Ragauli, Bachharan, Rasin etc. were burnt to ashes. Goods worth lakhs kept in those houses have also been burnt to ashes. They have neither food nor straw to feed the animals, nor any clothes left. Citing Government rules, he has been given Rs 3800 as unnecessary assistance and Rs 3200 as housing grant, which is very less. In this, a manual has been made which is shown by the officials, in which it is said that no matter how many houses are burnt, we give unnecessary assistance only for 15 percent of the houses that are burnt. He has to pay only Rs 3200. Similarly, if goods worth lakhs are burnt, only Rs 3800 is given to him as unnecessary assistance.

I request the Government through you that if there are any such rules in this rule, then it should change them and they should be given unnecessary assistance and housing grant according to the loss they suffer.

Madam Speaker, I demand that the people of my area should be provided houses under the Pradhan Mantri Awas Yojana.

HON. SPEAKER: Kunwar Pushpendra Singh Chandel is permitted to associate with the issue raised by Shri Bhairon Prasad Mishra.

SHRIMATI SANTOSH AHLAWAT (JHUNJHUNU): Madam Speaker, I express my gratitude to you for giving me an opportunity to raise an important topic during Zero Hour.

Madam Speaker, through you, I would like to draw the attention of the Hon. Health and Family Welfare Minister towards the Government-run CHCs and PHCs in rural India. You will say that this subject belongs to the state Government, but health is a subject which is directly and indirectly related to the Centre.

Madam Speaker, the Government of India does the registration of patients online in the national capital Delhi and other big cities, due to which all their records are maintained. But there are rural PHCs and CHCs where the doctor writes a prescription and gives it. The patient takes the medicine, but its record is not kept anywhere. If he develops serious illnesses in the future and is sent to another hospital, there is no record of him there. His case history is not studied.

Madam Speaker, I would like to request through you that all the rural health services available should be made online, so that all the records of the patients can be maintained. Thank you.

HON. SPEAKER: Shri Bhairon Prasad Mishra, Kunwar Pushpendra Singh Chandel, Shri Gajendra Singh Shekhawat, Shri Hariom Singh Rathod, Shri Ramcharan Bohra, Shri C. P. Joshi and Shri Sudheer

Gupta are permitted to associate with the issue raised by Shrimati Santosh Ahlawat.

SHRI SHARAD TRIPATHI (SANT KABIR NAGAR): Hon. Speaker, under the direction of the Hon. Prime Minister, the Hon. Tourism Minister has released approximately Rs. 25 crores as the first instalment for the complete development of the Nirvana place of great Saint Kabir. On December 29, 2016, Hon. Tourism Minister has also started the process of laying its foundation stone. People there are asking questions as to why the work has not started even after three months?

Madam Speaker, I would like to urge upon the Government, through you, that those who are causing delay today, some bureaucrats who are deliberately delaying it, should be taken to task and the work should be completed in time at the Nirvanasthali of the great Sant Kabir.

Madam Speaker, next year 500 years of Nirvana Day of great Saint Kabir will be completed, hence tourists from India and abroad will come there. With this, the rich history of India and Saint Kabir Das will be established in the whole world. Thank you.

HON. SPEAKER: Kunwar Pushpendra Singh Chandel and Shri Bhairon Prasad Mishra are permitted to associate with the issue raised by Shri Sharad Tripathi.

RAJEEV SATAV (HINGOLI): Madam Speaker, I come from Maharashtra, the state which has the highest number of farmer suicides in the country. Unfortunately, farmer suicides are highest in my area Hingoli, Yavatmal and Nanded. According to the report of the Home Ministry, more than eleven and a half thousand farmers have committed suicide in Maharashtra in the last three years. The support price of farmers has also not increased in the last three years. In Marathwada and Vidarbha, people have to stay there for fifteen days to purchase tur. The reason for not purchasing the tur is that there are no bags there.

Madam Speaker, I request through you that in the year 2009, when Manmohan Singh ji was the Prime Minister, he had taken the decision of loan waiver. Now, the request is that our House Member and UP Chief Minister Yogi Adityanath ji took the decision to waive off the loans of farmers as soon as he went to UP. This loan is not completely waived off, but we welcome it because they have taken a good step.

Hon. Minister, you are applauding, it is a very good thing, but we want to say that for the last fifteen days in Maharashtra, Congress and Nationalist Congress etc. had taken out a Sangharsh Yatra. I want to demand that the Government waives off the loans of farmers living in Maharashtra and other parts of the country. There is a statement from the RBI Governor. He has said that there should be no loan waiver. SBI Chairman said that there should be no loan waiver. The salary of RBI Governor has been increased three times yesterday. . . .
(Interruptions)

HON. SPEAKER: You just demand loan waiver.

RAJEEV SATAV: You are increasing their salaries three times, but the farmers are not getting anything. I want to request that the Government waives the loans of the farmers of Maharashtra and the entire country. Both the state and Union Governments should take decisions in this regard.

SHRI HARI MANJHI (GAYA): Madam Speaker, Gaya International Airport located in my Parliamentary Constituency is the only international airport in the entire Bihar. Farmers should get compensation there, but today Bihar Government and Gaya district collector have banned the buying and selling of farmers' land. I want to demand from the Hon. Minister that farmers should be allowed to

buy and sell land. The rate for one decimal land of a farmer has been fixed at Rs 25, whereas the price of that land is Rs 4 lakh. Farmers should get fair compensation for their land.

HON. SPEAKER: Shri Bhairon Prasad Mishra and Kunwar Pushpendra Singh Chandel are permitted to associate with the issue raised by Shri Hari Manjhi. [English]

SHRI KAPIL MORESHWAR PATIL (BHIWANDI): Madam Speaker, there is a huge power loom business in my Parliamentary Constituency Bhiwandi. This business, which started with handlooms in 1800 AD, was almost on the verge of extinction today. For the first time in the history of almost 200 years, this happened that under the leadership of our country's Prime Minister Narendra Modi, Hon. Smriti Irani, the Textile Industry Minister, had come to our Parliamentary Constituency about three months ago for the work she is doing. He understood the problems of power loom there and after coming to Delhi, he called a meeting of all the people of the country related to power loom. Understanding the problems of those people in the meeting, he made a new policy of power loom and launched that policy in my Parliamentary Constituency Bhiwandi. This is going to bring good days for the power loom business. On behalf of my

Parliamentary Constituency, through this House, I thank Hon. Narendra Modi and Hon. Smriti Irani for making this policy.

Now, this will help the power loom business to run very well, but in our country, anti-dumping duty is imposed on the yarn that comes from abroad and this duty is not imposed on the fabric that comes from abroad. Due to this, the purchase of yarn becomes expensive here and the production cost of the cloth made from it here becomes higher. That is why our cloth is sold expensive in the market and the cloth coming from abroad is sold cheap.

Through you, I demand from the Commerce Ministry that if the anti-dumping duty imposed on yarn is removed and imposed on cloth, then the cloth produced here will be sold cheaper in the market, so that people will buy it and the good days of power loom business will come. This is what I demand through you. Thank you.

HON. SPEAKER: Shri Bhairon Prasad Mishra, Kunwar Pushpendra Singh Chandel, Shri Sanjay Kaka Patil and Shri Arvind Sawant are permitted to associate with the issue raised by Shri Kapil Moreshwar Patil.

[English]

SHRI M. K. RAGHAVAN (KOZHIKODE): Madam Speaker, I would like to raise a very important issue regarding the announcement of public amnesty for illegal emigrants by Saudi Arabian Government.

Saudi Arabia has announced a public amnesty with effect from 29th March, 2017 for 90 days. Illegal emigrants, Haj and Umrah pilgrims who have overstayed and others including illegal workers are able to avail this benefit. These persons are exempted from paying fines or penalties. This amnesty will also help workers get their professions changed, service transferred to other companies and availability of work licences besides other facilities.

Therefore, through you Madam Speaker, I wish to draw the attention of the hon. Minister for External Affairs, the hon. Finance Minister and the hon. Minister for Civil Aviation for the following steps: -

1. The Indian Mission in Saudi Arabia should extend all possible help at short notices to help those who are being returned by even working late.
2. Travel documents should be issued to these Indians.

3. Air India should operate adequate number of additional flights to bring these Indians back.
4. The Centre should announce a financial package for their rehabilitation.
5. A Central Committee headed by the MOS (EA) along with a delegation from Parliament and various State Governments should be deputed to supervise and oversee the arrangements for their exit.

HON. SPEAKER: Shri Mullappally Ramachandran, Shri Jose K. Mani, Shri M. B. Rajesh, Shri P. K. Biju and Dr. A. Sampath are permitted to associate with the issue raised by Shri M. K. Raghavan.

[Translation]

SHRI GOPAL SHETTY (MUMBAI NORTH): Hon. Madam Speaker, on 14th April we are going to celebrate the birth anniversary of Baba Sahib Dr. Ambedkar. Therefore, on this occasion, I would like to congratulate the hon. Prime Minister Narendra Modi and the Government of India. The reason for this is that there is 12 acres of land of Indu Mill in Mumbai city, for which the people of our Dalit community who believe in Baba Sahib Dr. Ambedkar were making

efforts, were demanding from the previous Governments, people used to come here, but there was no one to ask him.

For the first time, a Minister of the Government of India, Shrimati Smriti Irani, has gone to Mumbai and completed the entire handing over of this land, so I want to congratulate her. The Government of India has done the work of remodeling Alipur Road, Delhi, where Dr. Baba Ambedkar Sahib Ji lived, and once again giving it a huge status. The Maharashtra Government has decided to purchase the entire building in London where Dr. Baba Sahib Ambedkar ji lived and build a memorial there also. Mau, where his birthplace was, Hon. Speaker, you know, the Hon. Prime Minister of our country had gone there on the occasion of his last birthday and he has worked to build a national memorial there also. A national memorial is also going to be built at Diksha Bhoomi Nagpur, where the Prime Minister of the country has visited. On the occasion of his 125th birth anniversary, by discussing the Constitution for two days in the Parliament, work has been done to spread the ideas of Dr. Baba Ambedkar ji, if not all over India, then all over the world.

Cashless India, Dr. Babasaheb Ambedkar ji's idea of those days was that how corruption can be eradicated, Modi ji and the Government of India have done a great job by converting it into e-

map. aharashtra and the Government of India have done countless such works like issuing a coin in the name of Dr. Babasaheb Ambedkar Ji in the last two-three years, hence I want to congratulate Modi Ji and the Government of India on behalf of the entire countrymen.

HON. SPEAKER: Shri Bhairon Prasad Mishra, Kunwar Pushpendra Singh Chandel, Shri Vishnu Dayal Ram and Shri Sharad Tripathi are permitted to associate with the issue raised by Shri Gopal Shetty.

[English]

SHRI M. MURLI MOHAN (RAJAHMUNDRY): Hon. Madam, I would like to bring to the kind attention of the Union Government and the hon. Railway Minister, through this august House, that apart from road-cum-railway bridge running across the river Godavari at Rajamahendravaram, there is another railway bridge situated on the river Godavari which is having only a single railway track.

Owing to single track, the railway traffic at Rajahmundry and its neighbouring railway stations, namely Godavari, Kovvuru and Nidadavolu railway stations are badly affected. In fact, a large number of passengers and goods trains pass through this route.

So, laying of second railway track on this rail bridge is the need of the hour. There is sufficient place to lay the second rail track. If the second railway track is made available, it would not only lessen the train traffic on this route but would also help diversion of the rail-cum-road bridge when it is closed for repairs.

I would, therefore, earnestly request the Union Government and the hon. Minister of Railways to accord funds for laying of second railway track on the railway bridge running across the river Godavari, Rajahmundry.

HON. SPEAKER: Shri Ram Charitra Nishad – not present.

SHRI RAHUL SHEWALE (MUMBAI SOUTH CENTRAL): Madam Speaker, thank you for giving me the time to speak during ‘Zero Hour’.

There are more than five lakh cases pending in lower court and around 30,000 cases pending for trial in Mumbai city and sessions court. There is no fast track court for Mumbai at present.

The fast track court had started in Sewri, but when Mazgaon court shifted to Sewri, the fast track court become non-functional. Also, one more reason behind the non-function of fast track court is lack of infrastructure and non-availability of staff. The Government

has made provisions and commitments for transparency and fast judicial services, but things have not been implemented. Thus, citizens are not getting justice as guaranteed in the Constitution. Thus, 'justice delayed is justice denied'.

Therefore, through you, I would request the Government to look into this above subject and start a new fast track court in Mumbai on priority basis with new premises and staff as it will help to clear the backlog cases of the courts.

HON. SPEAKER: Kunwar Pushpendra Singh Chandel, Shri Bhairon Prasad Mishra and Shri Shrirang Appa Barne are allowed to associate with the matter raised by Shri Rahul Shewale.

[Translation]

SHRI SANJAY KAKA PATIL (SANGLI): Hon. Madam Speaker, you have given me an opportunity to speak on a serious topic like the upliftment of farmers during Zero Hour, for this I thank you very much.

Through you, I want to draw the attention of the Government to the fact that our country is an agricultural country. 80 percent of the country's population is dependent on agriculture. Before we sit down to eat, we should thank the farmers that we consume the grains grown

by them. I salute all the farmer brothers of the country through this House. There has been development in all fields due to modern technology, but even today, traditional methods are being used in the field of agriculture.

Many Government projects are going on in the field of agriculture. Despite this, there has been no significant change in the economic condition of the farmers, rather the situation is getting worse day by day. Through you, I demand from the Government that a Farmers Commission should be constituted at the state and central level to improve the poor condition of the farmers. At the same time, agriculture should be given the status of an industry so that there is huge potential for investment in the agricultural sector, farmers can do farming in a legal manner and all the equipment required for it can be easily available. Special provision should be made in the budget for agriculture and farmers and subsidy should be provided on all equipment related to farmers. [English]

HON. SPEAKER: Shri Bhairon Prasad Mishra and Shri Sharad Tripathi are permitted to associate with the issue raised by Shri Sanjay Kaka Patil.

DR. SUNIL BALIRAM GAIKWAD (LATUR): Madam Speaker, through you, I want to draw the attention of the Government to a very

important issue. In our country, all the railway lines from Kashmir to Kanyakumari have old railway lines lying as scrap next to them for many years. If that scrap is auctioned and sold, the Railway Department and the Government of India will benefit. Meter gauge lines have been closed and broad gauge lines have been started, but the steel of the old lines is also lying there for 15 years. Selling it through auction will help in increasing the revenue. Thank you.

HON. SPEAKER: Shri Bhairon Prasad Mishra, Kunwar Pushpendra Singh Chandel are permitted to associate with the issue raised by Dr. Sunil Baliram Gaikwad.

[English]

PROF. A. S. R. NAIK (MAHABUBABAD): Madam Speaker, I thank the Union Government and particularly the Ministry of Civil Aviation for commencement of new airports in various parts of the country.

Madam, our hon. Chief Minister of Telangana has requested the Union Government for construction of a green field airport near Bhadrachalam in Kothagudem District of Telangana. The Government has agreed to sanction this airport. So, I, once again, thank the Ministry of Civil Aviation for this.

Now, the Government has announced two schemes, namely UDAN and PRASAD. Since this place is located 300 kilometres away from our State Capital Hyderabad, the PRASAD Scheme is very relevant in this case. As you know very well, there is a very famous Bhadradri Sri Ramachandra Swamy *Mandir* nearer to the proposed airport. So, I request the Government of India to include this proposed airport into these two schemes and sanction financial assistance to the State so that we can immediately start the work for establishing the new airport.

SHRI VINCENT H. PALA (SHILLONG): Madam Speaker, in my constituency of Shillong in Meghalaya, the people continue to suffer for the last 2 ½ years due to the banning of mining of coal and limestone. The main problem is that as per the MMDR (Amendment) Act, 2015, mining of coal and limestone have to be auctioned whereas as per the Sixth Schedule of the Constitution, the minerals in the Sixth Schedule areas cannot be auctioned. So there is a clash.

Therefore, I urge upon the Government to bring an amendment to the MMDR Act so that the auctioning of coal and limestone in Shillong can be exempted. Then only this problem can be solved and people can apply for the mining plan and mining lease and go ahead with mining of coal and limestone scientifically as per the law.

[Translation]

SHRI SHRIRANG APPA BARNE (MAVAL): Madam Speaker, the work of providing good education is being done by Kendriya Vidyalayas across the country. Today, there are many educational institutions which are providing education in private form. Many educational institutions work under the state Government and there are many poor families who are not able to give donations, hence they are not able to get their children admitted in good institutions. Hon. Members can get admission of 10 children in Kendriya Vidyalayas by making recommendations to the Ministry of Human Resources. There are many parliamentary constituencies where there is no Kendriya Vidyalaya. There are about seven Kendriya Vidyalayas in my constituency, which fall in two divisions, Pune and Raigarh. Every year, 300-350 parents come to me to get their children admitted in Kendriya Vidyalayas, but only 10 of them get admission, due to which most of the people get angry.

Through you, I want to tell the Hon. Minister of this Ministry that more and more Kendriya Vidyalayas should be opened across the country and the quota of Hon. Members should be increased. Thank you.

HON. SPEAKER: Kunwar Pushpendra Singh Chandel, Shri Sharad Tripathi, Shri Gajendra Singh Shekhawat and Shri Bhairon Prasad Mishra are allowed to associate with the issue raised by Shri Shrirang Appa Barne.

SHRI RAJENDRA AGRAWAL (MEERUT): Madam Speaker, every year the outbreak of chikungunya and dengue starts in the country from June-July and lasts till October-November. Last year, these diseases had taken the form of an epidemic. In Uttar Pradesh, Karnataka and some other states of the country, especially in Delhi, the disease was so serious that even the Supreme Court had to comment in this regard. The then negligent state Government of Uttar Pradesh, despite having a budget, did not make arrangements for the prevention of dengue and chikungunya diseases. In this regard, Allahabad High Court had even said why President's rule should not be imposed here. There was no proper system for testing blood to know about the disease. There was no provision of medical treatment in case of illness and the disease was not registered properly nor was any kind of data maintained. Despite all this, about 15 thousand people were identified as having fallen ill with dengue and chikungunya.

Sir, with your inspiration, the topic of health is being discussed in the Parliament under the Sustainable Development Goals. Through you, I request the Hon. Health Minister to consider this disease as an epidemic and take timely, comprehensive measures to prevent the disease and provide immediate medical treatment to the sick citizens.

HON. SPEAKER: Shri Bhairon Prasad Mishra, Shri Om Birla, Kunwar Pushpendra Singh Chandel and Shri Sharad Tripathi are permitted to associate with the matter raised by Shri Rajendra Agrawal.

SHRI AJAY MISRA TENI (KHERI): Madam, at present, the shortcomings in the health of people are being discussed all over the world due to their way of life and with your inspiration, this topic is also being discussed in the Lok Sabha. For this, I would like to thank you very much and draw your attention towards this scheme and say that on June 1, 2016, the Ministry of AYUSH of the Government of India has launched a scheme for the treatment of serious diseases like heart, kidney, liver and stroke etc. An action and educational plan has been made for prevention before. On June 1, 2016, six pilot projects were selected across the country, under which our Lok Sabha constituency Lakhimpur Kheri was also selected, where the Hon. Minister of AYUSH Ministry also went and inaugurated it on June 1,

2016. According to the plan, necessary appointments have been made in all the community health centers and the outline for the promotion of the scheme has also been decided by training people, but those community centres have been selected to implement the said scheme. Where there was already a shortage of resources and rooms etc. The second problem arising in this is that doctors and staff trained in Ayurvedic and Unani systems have been appointed together and due to lack of clear administrative authority, the hospitals and centres there are not running properly.

Madam, through you, I demand from the Government that funds should be allocated to meet the requirement of space and building for the said scheme and the rules for running the mentioned institutions should be clearly explained.

HON. SPEAKER: Shri Sharad Tripathi, Kunwar Pushpendra Singh Chandel and Shri Bhairon Prasad Mishra are allowed to associate with the matter raised by Shri Ajay Misra Teni.

SHRI ARVIND SAWANT (MUMBAI SOUTH): Madam Speaker, I had made a derogatory motion on a serious matter but with your permission, I am grateful to you for giving me an opportunity to speak in the Zero Hour.

Madam, climate change is affecting the world a lot. We saw that it became hot in Delhi, then it became cold and later it rained. Yesterday, it rained in Kashmir, there was flood and there was change in weather all over the world. Al Ghaur Sahab made the Earth in the Balance video 25 years ago. After that the whole world's attention was attracted towards this. After this, the Paris Agreement was signed and it was said that the day the world's temperature increases by two degrees, the world will go towards destruction. Today, we are seeing that the temperature has increased by 1.1 degrees in the year 2016 and it is being called the hottest year. You must have read that there is Bheera village near Mahad in Maharashtra, the temperature there reached 47.5 degrees and due to this, the cashew trees there got burnt. In such a situation, I want through you that our children should be educated on this subject, awareness should be spread among civil servants and a special discussion should be held in the House, so that we can do something good in this direction.

I want to tell the Government through you that this issue should be discussed as soon as possible and effective steps should be taken in this direction.

HON. SPEAKER: Shri Om Birla, Kunwar Pushpendra Singh Chandel, Shri Ramkumar Kushwaha, Shri Sharad Tripathi, Shri

Bhairon Prasad Mishra, Shri Shrirang Appa Barane and Shri Rahul Shewale are granted permission to associate with the issue raised by Shri Arvind Sawant.

SHRI NIHAL CHAND (GANGANAGAR): Hon. Madam Speaker, I come from Sri Ganganagar, a border area of Rajasthan. There was heavy hailstorm in my Lok Sabha constituency the day before yesterday evening. Due to its outbreak, all the crops there have been ruined. About 70 percent of farmers' crops have been destroyed, including crops of wheat, jowar, mustard etc. Due to this, farmers have suffered huge losses, due to which their condition has become miserable.

Although in Rajasthan the mustard crop is sold at the support price of Rs 3700, but there the mustard crop is being purchased from the farmers at only Rs 3000 or 3200. The farmers there are being hit twice.

Through you, I request the Union Government to conduct a survey of all the crops of farmers that have been damaged due to hailstorm. According to the survey report, compensation should be given by the Government for the destruction of crops. Mustard crop, whose support price is Rs 3700, should be purchased as per the requirement.

[English]

HON. SPEAKER: Shri Bhairon Prasad Mishra and Om Birla are permitted to associate with the issue raised by Shri Nihal Chand.

[Translation]

SHRI CHANDRA PRAKASH JOSHI (CHITTORGARH): Hon. Madam Speaker, in my Parliamentary Constituency, there has been damage to crops due to rain and hailstorm. In the last two years, the Government of India sent a team and conducted a survey and crores of rupees were given to the farmers as compensation.

I request the Government that this year also a joint team should go there and conduct a survey and the farmers should get compensation. Along with this, the minimum support price of the wheat being procured there should be made at least Rs 2,000, so that the farmers can get proper compensation for their crops.

[English]

HON. SPEAKER: Kunwar Pushpendra Singh Chandel, Shri Gajendra Singh Shekhawat, Shri Bhairon Prasad Mishra, Shri Shayama Charan Gupta, Shri Sharad Tripathi and Om Birla are permitted to associate with the issue raised by Shri C. P. Joshi.

SHRI JITENDRA CHAUDHURY (TRIPURA EAST): Madam, in accordance with the provision of Section 23 of Sub-Section 1 of the Right of Children to Free and Compulsory Education Act, RTE Act, 2009, in the recruitment of teachers, some minimum qualification has been prescribed like candidates have to secure minimum 50 percent marks in 12th Class and they should be graduate or post-graduate. The candidates have to pass B. Ed. or B. T. etc.

My point is this. Certain States, particularly, in State of Tripura, unlike most of the States in the mainland, 100 percent enrollment is there up to the Secondary level. The dropout rate is very negligible. Every child has the access to school within two kilometres of his home. That is why every year we have to open a number of schools. In our State, the teacher-student ratio is best in the country – less than 1: 20.

Now, we have to recruit more teachers to maintain this position. The candidates having the qualification of B. Ed. or B. T. are not available. Therefore, I would like to request the Government that they should allow relaxation in mandatory 50 percent marks and the condition of compulsory B. Ed. or B. T. These conditions may be relaxed for certain years. All Sarva Shiksha Abhiyan and Madhyamik Shiksha Abhiyan Teachers should be regularized.

HON. SPEAKER: Md. Badaruddoza Khan, Dr. A. Sampath and Shri Sankar Prasad Datta are permitted to associate with the issue raised by Shri Jitendra Chaudhury.

[Translation]

SHRI VINAYAK BHAURAO RAUT (RATNAGIRI-SINDHUDURG): Hon. Madam Speaker, during this Zero Hour, through you, I am demanding the Union Government to open a passport office in my Parliamentary Constituency Ratnagiri-Sindhudurg district.

Every year, at least 17 thousand people apply for passport in Ratnagiri district under Ratnagiri-Sindhudurg. The Union Government has made arrangements for online application, but even after this, one has to go to Mumbai for verification at least four times.

I demand from the Government that just as the Regional Passport Center was opened in Kolhapur, it should prepare to open a passport office for Ratnagiri-Sindhudurg in Ratnagiri district as soon as possible and help the people there.

[English]

HON. SPEAKER: Kunwar Pushpendra Singh Chandel is permitted to associate with the issue raised by Shri Vinayak Bhaurao Raut.

SHRI BHARTRUHARI MAHTAB (CUTTACK): Madam Speaker, there was a Task Force which was constituted by the Union Government to upgrade the Biju Pattnaik National Steel Institute at Puri. It has recommended that this Institute be upgraded to the National Centre of Excellence with the status of deemed university which the State Government agreed to and promised to provide land and his share of Capital Expenditure required for the upgradation of this Institute.

However, no timeframe has been given for such upgradation of the Institute. I would, therefore, request the Union Government to give a definite timeframe to complete upgradation of the said Institute. There is no response from the Union Government so far. I urge upon the Government to accede to the request of the Odisha Government and also upgrade the Institute expeditiously.

[Translation]

SHRI GAJENDRA SINGH SHEKHAWAT (JODHPUR): Madam, I thank you for giving me the opportunity to bring to the notice of the House today the issue on which I was trying for the last 7 days.

Madam, advertisements come out in newspapers for recruitment to various posts in the Indian Air Force and Indian Navy. In these advertisements, the minimum qualification marks are shown as 50% and 60% respectively. Students who apply for these posts, after paying the fees along with the application form, they go to various coaching institutes for a year and prepare for the exam. When admit cards are issued to these students at the time of examination, many students are not issued their admit cards after scrutiny on the basis of 50 percent to 75 percent. They are not shortlisted to appear for the exam.

Madam, I would like to tell here that U. P. S. C. Civil Services Exam, Army CDS. All the applicants get the opportunity to appear in the preliminary exam and other exams also. This is a violation of the fundamental right under the Constitution – ‘Right to Equality’, from which people are being distanced.

Madam, the centres of these examinations are made in places like Barrackpore, Assam etc. of West Bengal. Students from Western Rajasthan and other states of the country go to take these examinations. Students who pass these examinations have to stay there for 15 days for their medical test. During this period, these students spend a lot of money.

Madam, I would like to request the Government through you that in the name of shortlisting, for the children having qualification between 50% to 75% marks, either the Government should decide that such children do not have the right to fill the application form. If these children are being given the right to fill the application form, then definitely they should also be given the right to take the examination. Thank you.

HON. SPEAKER: Shri Gopal Shetty, Kunwar Pushpendra Singh Chandel, Shri Rajendra Agrawal, Shri Bhairon Prasad Mishra and Shri Om Birla are permitted to associate with the issue raised by Shri Gajendra Singh Shekhawat.

[English]

Now, Dr. A. Sampath. I think, today only this subject was there.

DR. A. SAMPATH (ATTINGAL): Thank you, Madam. This subject is relating to the customers of our public sector banks. I had given a notice of submission also; unfortunately that was not taken up. So, kindly allow me.

HON. SPEAKER: Okay.

DR. A. SAMPATH: Madam, I am very much grateful to you for allowing me to speak on this matter. The State Bank of Travancore

was our bank, our Kerala bank. That was also merged with the State Bank of India. From April 1 onwards, the five associate banks have become a part and parcel of the State Bank of India. It is good that a big bank is emerging.

When people are discussing about economies of the large scale, actually the service charges should be reduced. But what happens is this. People are supposed to deposit their money in the banks. After the third deposit, for each and every deposit, Rs. 50 is being charged from the customer. There should be a minimum balance of Rs. 5000 in the account in the metro cities like Delhi and there should be at least Rs. 3000 in the account if it is a town branch account. There should be a minimum balance of Rs. 2000 in the account in semi-urban areas. If it is in a village, a gram panchayat, in the village branch, there should be a minimum balance of Rs. 1000 in the branch.

Not only that, you see, Madam, after the fifth ATM transaction in the SBI, for every transaction Rs. 10 is being charged. If it is for other banks, after the third transaction, again it is being charged. And Rs. 15 is charged for SMS messages also. ... (*Interruptions*)

HON. SPEAKER: Kunwar Pushpendra Singh Chandel and Shri Sankar Prasad Datta are permitted to associate with the issue raised by Dr. A. Sampath.

SHRI BHEEMRAO B. PATIL (ZAHEERABAD): Thank you, hon. Speaker, Madam. “Currency woes will continue as the Union Government has declined the Telangana Government's plea for the supply of currency notes to meet the demand in the State and has asked the Government to promote digital transactions.” says a cutting of a newspaper two days back.

Digital transactions are already being promoted in the State of Telangana but with no access to cash. Families are finding it difficult to handle day-to-day expenses where cash has to be paid. Small businesses like milk and daily newspaper suppliers, car and bike service centres usually prefer cash for their services and lack of access to cash has made it an annoying experience for the households.

Large number of ATMs did not have cash in the first few weeks of March and the same thing is being repeated in the month of April also. Several ATMs in the city are now without cash. So, through you, Madam, I request the Union Government for the supply of currency notes to meet the demand in the State.

13.50 hours**MOTOR VEHICLES (AMENDMENT) BILL, 2016**

THE HON. MINISTER OF ROAD TRANSPORT AND HIGHWAYS AND MINISTER OF SHIPPING (SHRI NITIN GADKARI): I beg to move: *

“That the Bill further to amend the Motor Vehicle Act, 1988 be taken into consideration.”

[Translation]

Hon. Madam Speaker, with your permission, I am presenting a Bill to amend the Motor Vehicle Act, 1988 before the Parliament and I hope that all the hon. Members will give suggestions in it and also support it.

Madam, this Motor Vehicle Act was prepared in the year 1988, now it has been 30 years, its validity has also reduced. There is a lot of inconvenience to citizens, delays in service and lack of quality, especially in matters related to RTOs. The most important thing is that

* Moved with the recommendation of the President.

every year about five lakh accidents occur in our country and one and a half lakh people die. The highest number of deaths due to accidents in the world occurs in our country. From driving license to traffic rules, unfortunately the situation seems to be that people have neither respect nor fear for the law.

Madam, after doing a lot of study on this, we studied many countries in the world, especially America, UK, Canada etc. in collaboration with the World Bank and prepared a parallel act on this. Since this subject was in the concurrent list, the state Government also had to say a lot about it and the state Government also had to take it into confidence and move ahead. We have issued a GOM under the chairmanship of Rajasthan Transport Minister Shri Yunus Khan, which included Transport Ministers from 18 states and belonged to 10 political parties. They had at least 6-7 meetings. The entire state Governments and ministers studied it and gave me their Bill with their recommendations. I thank those transport ministers and especially Yunus Khan ji. Later, this amendment Bill was presented in the Lok Sabha in August, 2016. At that time, it was decided that it would go to the Standing Committee and in February 2017, this Bill went before the Standing Committee with its provisions. I especially express my deep gratitude and thanks to the Chairman of this committee, Mukul

Rai ji and all his colleagues. We have accepted almost all the recommendations he gave. He agreed on most of the clauses of the committee and gave valuable suggestions and we have brought amendments in 16 clauses. We will also bring changes in the rules to act on the committee's recommendations on 13 clauses. Only on 3 clauses, the committee agrees and says that e-governance should come in the states. The committee has said that leave it to the states. Madam Speaker, if we leave it to the states, then until we computerize and make the entire system transparent from the driving license, it will have to be made mandatory, otherwise people will not be able to get facilities other than that. That's why we said that instead of leaving it to the states, we will help whenever we feel like it. We have accepted his point and have also decided to do it.

He also gave a suggestion regarding vehicles that every new vehicle had to be taken to the RTO office in a truck and then it was registered. Even before the registration on the back of the vehicle, it was not easy to do so. We have decided that now registration for new vehicles will be done by the dealer and there will be an electronic communication by the RTO regarding registration of new vehicles and approval, so that people do not face any inconvenience. If it causes any problem to the common man then there will be no point.

We have also talked about this. This Bill has been made keeping in mind the principles of cooperative federalism and maximum governance and minimum Government.

Madam, sometimes I feel very sad that the name of the country where license is easily obtained in the whole world is Hindustan, this is not a good thing. Here a person takes a license in four states, surrenders it at one place, drives it at another place, so now there will be electronic registration of a person using electronic system, now neither fake licenses will be made, nor any kind of information regarding it. There will be scope.

Madam, a survey has shown that 30 percent of the accidents taking place are bogus licenses. Since we want to save people's lives, fake licenses will be stopped and the maximum governance will be e-governance, this will bring transparency. I want to tell you that you can get the learning license by applying at home on the computer, you do not need to come to the RTO office. But when you get the final license, whether it is a leader, an actor, a journalist, a minister, now he has to go to the office and the computer will test him completely and the green signal of the computer will pass it, then that information will be sent to the RTO. She will go to the office and if she is not given a driving license within three days, then the RTO will be charged. But

action will be taken why not given. It has such a transparent system. Currently, we have started 28 training centres and in the coming time, we will start driving training institutes, especially in tribal and backward areas, by giving a grant of Rs. 1 crore to one centre. Since there is a shortage of 22 lakh drivers in the country, this will provide work to the unemployed and this system will also help in that.

Madam, by the way, I too had an accident, my foot was broken at four places. When I was the leader of opposition in Maharashtra, I had an accident under the protection of the police. My entire family was there. Since then, I am very sensitive about it. Our former secretary's son is gone and such incidents happen every day. We are trying to reduce it. We have identified 786 black spots in this and we are spending Rs 11 thousand crore to improve them. The state Government has been told in the CRF to do ten percent on this and I have told all the state Governments and corporations etc. that now an awareness has come in the country. I would also appeal to the hon. Members that they should also request in the Constituency for the improvement of the accidental spots and black spots.

Apart from this, I have suggested that there will be a committee in every district under the chairmanship of the Member of Parliament and the responsibility of this committee will be on the District

Magistrate there. It will collect data of accidents there and this committee will report to the Corporation, Municipal Corporation, State Government and Government of India about improving such spots and if needed, if necessary they will also give suggestions to improve it, so that we can definitely improve it in the coming time. At least 1.5 lakh deaths are taking place every year due to this reason in the country, so I think when the Parliament completes five years, we will be able to save fifty percent of the people's lives, this is our goal behind this. . . . (*Interruptions*)

HON. SPEAKER: There are more youngsters among them.

SHRI NITIN GADKARI: Yes, there are more youth and those who have broken arms and legs, due to which, their lives are ruined, are different. This is very painful for a sensitive person. In the things contained in this Bill, we have given more powers to the states and have made e-governance mandatory. Simplification has been done. Road safety has been promoted. Intelligent traffic system has been implemented, now there will be no need of police, cameras have been installed, even if a minister does a violation, the ticket will be sent to the house within 24 hours, so there is no scope for any irregularities. Road safety has been promoted in the Bill. There are many things in this Bill, which I will tell you in detail. The transportation system has

been improved. Pollution is a big concern for us, in the coming time, there will be electric vehicles, electric buses, and vehicles running on ethanol, bio-diesel and bio-CNG. Today, I had a cabinet meeting with the Chief Secretary and our people have now found Lithium Ion cells and on the basis of that, how to convert the two lakh buses of our state and how to halve the ticket rates for the poor, the Government is working on this.

Apart from this, rural transport is also included in it. This also includes providing prompt assistance to accident victims. The use of IT in this is 100 percent. If a policeman catches you, we have prepared 18 crore vehicle apps. The policeman will say where is your certificate, where are the papers of the car, then you immediately take out your mobile, we have stored all your documents in a locker, you go to it and press the button and show him that these are my papers, in this way you will be able to show your papers to the police on mobile, They don't have to take you along.

In this, the provisions of third party insurance have been simplified. We have increased the compensation in litigation from Rs. 50,000 to Rs. 5 lakh and have also tried to reduce litigation. There is topic of promoting public transport and we are constituting the National Road Safety Board. We have asked all the state Governments

to teach lessons about road safety in their regional languages in classes 5th, 6th and 7th and create awareness about it.

13. 00 hours

We have many celebrities, ministers, MLAs, journalists, actors, sportspersons, we have told everyone that after the formation of the Road Safety Board, we are going to do a big campaign. We have also told the automobile companies, they are also doing something so under the leadership of our MP, we will do something on this in his district also. I would request them to work for its awareness in your country. If every MP takes a pledge that there will not be a single accident in his district, then I think it will be a big thing in the history of the country. Many other things are good in it.

I would like to tell the hon. Members that we have accepted the draft prepared by 18 ministers from ten political parties. Whatever the Members of all the parties have said in the Standing Committee, we have accepted it 100%. Based on that, now this Bill has come. I would like to say that till now we have had four sessions, but this Bill has been in circulation somewhere or the other. It has been delayed. I would request the Members that it would be great if it is approved today itself, so that I can take it to the Rajya Sabha. . . . (*Interruptions*)

[English]

SHRI TATHAGATA SATPATHY (DHENKANAL): Madam, four hours were allotted for discussion on this Bill in the BAC and Private Member's Business is also there.

[Translation]

HON. SPEAKER: Tathagata ji, do not express any doubt right now. Not taking any decisions.

. . . (*Interruptions*)

SHRI NITIN GADKARI: I am ready, whatever time you discuss, it will be done. I will accept whatever decision you make. I have only one small request that by implementing this, we can save the lives of thousands of people. If this is implemented as soon as possible and action is taken on it, then perhaps, we will be able to save the lives of some people in the future. It is in this spirit that I have said this. Still, you can discuss as much as you want, give as many suggestions as you want, and we will accept whatever information is appropriate from you and work on it. I appeal to you to discuss this Bill, give suggestions and approve it unanimously, I request you to start the discussion on this Bill.

HON. SPEAKER: Motion was moved:

"That the Bill further to amend the Motor Vehicles Act, 1988, be taken into consideration. "

All we can do is discuss it today without lunch break.

Shri K. C. Venugopal ji.

[English]

SHRI K. C. VENUGOPAL (ALAPPUZHA): Madam Speaker, I thank you very much for giving me an opportunity to initiate discussion on this very significant Bill which is going to be a major breakthrough for road safety and will reduce traffic offences. I wholeheartedly support this Bill.

I, with an open mind, sincerely also acknowledge the efforts taken by the hon. Minister in bringing this Bill. Before bringing this Bill, lot of exercise has been done by the Hon. Minister also. A Group of Ministers, consisting of 18 Ministers, had been constituted. The hon. Minister rightly pointed it out. They had a consultation with 18 Ministers. Once the hon. Minister invited the Members of the Standing Committee and the Group of Ministers together. We had a brief discussion on the Bill.

After that, the Bill came to the House during the last Session. The wisdom of the Lok Sabha was to send it to the Standing Committee. I got the privilege to work as a Member of the Standing Committee. We, the Standing Committee, had a detailed discussion. We called the Transport Secretaries of all the States and all stakeholders, including trade unions. The Standing Committee under the chairmanship of Shri Mukul Roy has done a tremendous work for strengthening the

legislation. I am very happy to hear that the hon. Minister acknowledges it.

Madam, the Motor Vehicles Act, 1988 is the principal Act for regulating all the activities relating to motor vehicles in the country. It has been amended four times, after the enactment of the law, in the years 1994, 2000, 2001 and 2015 to adopt technological upgradations emerging in road transport, passenger and freight movement and motor vehicle management.

The hon. Minister has given us the exact present scenario relating to road accidents. As per the statistics, length of our roads has increased from about four lakh kilometres in 1950s to about 55 lakh kilometres in 2015. Majority of this growth has been in rural roads and roads constructed by the Public Works Department (PWD) of the State Governments. The rural roads account for 61 percent; the PWD roads account for 20 percent of the total road length; the National Highways constitute only two percent; and the State Highways account for three percent of the total road length. Since 2000, while the road network in the country has grown by 39 percent, the number of registered vehicles has grown by about 158 percent. We know that while growth in road network will be limited, a constant increase in the number of vehicles on roads may lead to congestion and road

accidents. Actually, the National Highways and State Highways combined have about five percent of the total road network, but they witness about 52 percent of the accidents. More accidents on the Highways are because of the higher vehicular speeds and higher volume of traffic on these routes.

13. 06 hours

(Dr. Ratna De (Nag) *in the Chair*)

In 2015, there were about five lakh road accidents in India -- the Hon. Minister mentioned about them - which killed about 1.5 lakh people and injured about five lakh people. The World Health Organisation has noted that road accidents are a major public health problem as crashes kill more than 1.25 million people and injure about 50 million people in a year. The number of road accidents per lakh population has been increasing since 1970s with an 84 percent increase from 1980 to 1990. If we take the case of individual States, Goa has the maximum number followed by my own State, Kerala and Tamil Nadu.

There is a 120 kilometre National Highway in my Constituency of Alappuzha. The hon. Minister, Shri Gadkari, had come there to

inaugurate a bypass that was constructed there. In 2016 alone 2,099 road accidents were reported in which 356 people were killed in just one year and 2,333 people were seriously injured in these accidents. Out of these 2,099 road accidents, 1,085 accidents took place on the National Highways.

How are these accidents taking place? Majority of the accidents are caused due to the driver's fault, which includes over-speeding, driving under the influence of alcohol -- drunken driving, and hit-and-run cases. Further, in some cases, the alignment of roads is also a villain for road accidents as also poor maintenance of these roads. Various Expert Committees have noted the responsibility for road safety is diffused across various bodies and there is no effective coordination mechanism between these bodies along with the careless driving, poor quality of roads, lack of maintenance, etc. also raise the ratio of road accidents in the country. It is highly essential to bring the designers, contractors and all kinds of roads under the provision of the Bill to ensure responsibility and quality. I think that is merely lacking in this Bill.

It is true that there is a need for amending the existing provision to suit the present requirement. There was a need for bringing a change in the principal Act of 1988. The Bill has given emphasis on

road safety, computerization and enhanced penalty for traffic offences. The Bill addresses various issues related to road accidents, third-party insurance and road safety measures.

When an accident takes place, there is something known as the 'golden hour' to save the life of the person who gets injured in an accident. I had my own experiences in this regard many times. In the last UPA regime I was a Union Minister of State and when I was traveling from the Northern part of Kerala to a Southern area, at around 6.30, while passing through an area of Vadakara, I saw a person lying on the side of the road. My gunman brought that into my notice and stopped the car. We took him to the nearest medical college but the doctor told that he had passed away because he had been lying on the road for two hours without any consideration and care. Why is this happening? It is because of the provisions that the people who come forward and take the injured person to the hospital become culprit.

HON. SPEAKER: There is a necessity of ambulance facility.

SHRI K. C. VENUGOPAL: That is also there. Therefore, this is the need of the hour actually.

I will have to point out some key features of the Bill. I am elaborating them. I want to talk about licensing. The hon. Minister

said that the Bill proposes to create several categories for the validity of licences. If a person applies for licence, below thirty years, licence will be valid till he turns forty; between thirty and fifty years, licence will be valid for a period of ten years; between fifty and fifty-five years, licence will be valid only till sixty years; above the age of fifty-five years, his licence will be valid for a period of five years. This is a very essential thing for avoiding frauds in setting the driving licence.

The Bill allows the Union Government to order for the recall of motor vehicles. If a defective vehicle is causing damage to the environment, to the driver and to other road users, most importantly, the manufacturer will have to reimburse the buyers the full cost of the vehicle or replace the defective vehicle with another vehicle with similar or better specifications. This is one of the most attractive questions in this Bill.

I would like to talk about 'Exploitation of good Samaritan'. I have told that the Bill defines 'a good Samaritan' as a person who gives emergency medical or non-medical assistance to a victim at the scene of an accident and such a person will not be liable for any civil or criminal action for any injury or death of the victim. This is highly appreciable to encourage the public to rescue the victims of road accidents. That is a very, very welcoming step.

Now, I come to the electronic services. The Bill provides for the computerized services. The hon. Minister pointed out that this would help the unnecessary delay in providing services.

I am really suggesting the same view about the penalties as the hon. Minister suggested. The Bill increases the penalty for several offences under the Act. For example, the maximum penalty for driving under the influence of alcohol is from Rs. 2,000 to Rs. 10,000. If a motor vehicle manufacturer fails to comply the manufacture and maintenance standard of a motor vehicle, the penalty may be up to Rs. 100 crore or imprisonment up to one year or both. This would help reduce the number of traffic.

Along with these key features, I would now like to express some serious concerns also. The Hon. Minister has already talked about it. Within a short span of two months, our Committee has completed our exercises and has given the report to the Lok Sabha and the Rajya Sabha. The Committee have given forty recommendations out of which, thirty of this crucial amendment suggested by the Standing Committee are absent but the hon. Minister said that some of them are in the rules. If they are in the rules, it is fine. Otherwise, I would like to point out some of the key features.

The Committee recommended that the prescribed competency test should be uniform throughout India. The State Governments should not be allowed to further dilute the prescribed competency test criteria. The Government has ignored this provision. Again, the Committee recommended along with the Union Government that the State Governments may also be authorized to issue licence and regulate driving schools. The modalities are to be prescribed by the Union Government to update the National Register which would be worked out by the Union Government in consultation with the States. This suggestion has been neglected.

In many clauses, there is a tendency to give significant upper hand for the Union Government. I do appreciate that the Union Government has a key role but in a federal system, we have to support the State Governments also. We have to take the views of the States Governments also. Therefore, I am telling this to you.

“The Committee recommends that there should be proper training by the Government for those drivers who are involved in driving heavy vehicles.”

The Government neglected this suggestion. It is highly essential, especially the quality of driving of heavy vehicles in the country.

“The Committee recommends that strict guidelines may be prescribed for the functioning of the vehicle dealers and that the registration of vehicle by dealers may be made optional to the States depending on the State’s specific requirements.”

This is necessary to avoid dealings in illegal vehicles and cheating.

Madam Chairperson, clause 18 is regarding the requirement of production of motor vehicle before the registering authority at the time of registration. The hon. Minister has a view and he has already mentioned that view. The Committee has another view. The Committee recommended that the proposal in clause 18 shall be made optional for the States. But the Government ignored this recommendation. This option may be given to the States because a lot of frauds are happening even in online system also, now-a-days. We cannot say that the online system is *pucca* or complete, or the online system is very good. There is scope for fraud in online facility also. Therefore, the State Governments should also be taken into confidence. That is what the Standing Committee’s suggestion is and I am supporting that view.

Clause 22 is regarding automated testing facility for grant of certificate of fitness to motor vehicles by 1st October, 2018. The

Committee recommended that the implementation of this provision should be deferred till such time when all the States are ready with adequate number of testing stations. In the Bill, the Government partly accepted the recommendation by extending the time period up to 2019. That is good. This has already been accepted by the Government. Then the Committee recommended that the Government should consider the concern of the States to protect their identity while formulating new scheme of numbers for vehicles. The Government ignored this recommendation. It is necessary to consider the concerns of the State Governments. I am again putting this view.

Clause 32 empowers the Union Government to modify permits and make schemes for inter-State transport of goods and passengers, the Committee suggested that the views of State Governments may be solicited before making any type of improvements in this direction. The Government ignored this suggestion also.

Regarding parking facilities for motor vehicles, the Committee recommended that the National Highways Authority of India and the State Governments may create parking for the public vehicles along the highways and State roads at regular intervals. The Bill is silent on this. What is the problem now-a-days? Every vehicle is being parked on the road itself. There is no sufficient parking space along the roads.

In a way, parking of vehicles on the roads is also causing accidents. It is causing congestion and accidents are happening due to congestion.

Clause 43 is regarding “Good Samaritans”. In this regard, the Committee recommended that doctors and nurses who are treating the accident victims should be included in the definition of “Good Samaritans”. Now-a-days, incidents of assaulting doctors and nurses are happening. In Maharashtra and in your State also, Madam, some incidents have happened. Therefore, the doctors and nurses who are treating the accident victims should also be protected under the “Good Samaritan” provision.

Regarding clause 44, the Committee recommended that the contractors and concessionaires should be held accountable for faulty design, construction and maintenance of road. The Government has ignored this suggestion. I cannot agree with the hon. Minister. It is because of poor quality of construction, poor design and corruption in construction, accidents are happening. Whenever road accidents happen due to these reasons, the responsibility for the same should be fixed. This is what my suggestion is.

Regarding clause 65, the Committee has stated that the Government should come out with appropriate rules and regulations in regard to technical things like signals, signages, stop signs, divider,

etc. The Committee also recommended that the Government should define what constitutes lane driving, red light jumping, violation of signals, standardization of signages, implementation of UN Convention on Road Signs and Signals, etc. This also has been neglected.

Now, I come to drunken driving punishment. The majority of accidents have happened due to drunken driving. A lot of incidents are taking place. The Supreme Court itself is involved in the case. I am not going into the merits of that case. The reason for giving that judgement is drunken driving should be stopped. It should not be treated as a mere negligence. In this Bill, it is treated as a mere negligence. It should come under 'culpable homicide' and the provisions of the Indian Penal Code. That is my opinion. The Government neglected this very important recommendation. I would like to inform the hon. Minister that drunken driving is a major cause of accidents and also for taking away the lives of the people. Therefore, there should be a strong penal provision. This is my suggestion. I am not going into the details. We have great regards for the hon. Minister. I would like to state that in the Shri Narendra Modi Ministry, a few Ministers are performing well. One among them is Shri Nitin Gadkari.

SHRI MALLIKARJUN KHARGE (GULBARGA): He is performing well. He has extended roads, highways, etc. but see the support. No Members are there; there is no quorum. This is the mentality of our people. What is to be done? [English] Why should we discuss? ... (*Interruptions*) We are appreciating him. He is appreciating him. You are appreciating. ... (*Interruptions*)

SHRI K. C. VENUGOPAL: Even though knowing about the role of hon. Minister, Shri Nitin Gadkari in Goa, I cannot admit and approve that role which he has taken in Goa. That is entirely anti-democratic. ... (*Interruptions*) He took a villain role in Goa for his party.

[Translation]

SHRI NITIN GADKARI: Your hero slept the whole night, so why are you blaming me for that and why are you making me a villain? . . . (*Interruptions*) If your hero had not slept the whole night, your film would have worked. Your hero fell asleep. [English] ... (*Interruptions*)

[English]

SHRI K. C. VENUGOPAL: I am not admitting. This is a type of horse trading. We don't believe that. In this Ministry, he is doing a commendable job. In this Bill also, he was very much restless. When

the Bill was sent to the Standing Committee, he was worried that he may be delayed. It was his sincere apprehension. We in the Standing Committee worked hard and submitted a Report to Parliament. By passing this significant legislation, Lok Sabha would be creating a history. It is going to be one of the significant Bills. The result of this Bill would be that maximum human lives would be saved. Thank you very much, Madam.

[Translation]

SHRI UDAY PRATAP SINGH (HOSHANGABAD): Madam, I thank you for giving me this opportunity. The Hon. Minister Shri Nitin Gadkari has introduced a significant Bill in this House today, aimed at eliminating road accident fatalities in India for the next 100 years. The passing of this Bill by the House will stand as a historic testament to the amendment made to the Motor Vehicles Act on this day, with the objective of preventing road deaths. I extend my sincere gratitude to the Hon. Minister for presenting the Motor Vehicles (Amendment) Bill, 2016 with thorough preparation, and I rise to express my full support for this important legislation.

Under the leadership of the Hon. Prime Minister Shri Narendra Modi and the able guidance of the Hon. Minister Shri Nitin Gadkari, the NDA Government has consistently demonstrated commitment to

development and innovation. Wherever Shri Gadkari has served, the ministries under his charge have witnessed remarkable progress. I extend my heartfelt congratulations to him. On August 3, 2016, the Cabinet, under the leadership of the Hon. Prime Minister, approved the Motor Vehicles (Amendment) Bill, and on August 9, 2016, Shri Gadkari presented the Bill before this House for its consideration. As the Hon. Minister rightly pointed out at the time of its introduction, every day of delay in enacting this legislation results in avoidable loss of life due to road accidents. Therefore, it is imperative that we pass this Bill at the earliest and send it to the Hon. President through the Rajya Sabha to help reduce such incidents, both directly and indirectly.

While speaking on this Bill, I wish to express my heartfelt gratitude to the Hon. Minister Shri Nitin Gadkari. The concept of the *Pradhan Mantri Gram Sadak Yojana*, which has played a transformative role in rural connectivity, was originally implemented during the tenure of our former Prime Minister, the Hon. Shri Atal Bihari Vajpayee, and was inspired by the 'Chief Minister Sadak Yojana' initiated in Maharashtra. If this visionary scheme had not been introduced, many of our villages would still be dependent on dusty and unpaved roads. We are grateful to the then Prime Minister,

Hon. Shri Vajpayee, and to Shri Gadkari, who brought this concept into national implementation. Since assuming charge as the Hon. Minister of Road Transport and Highways, Shri Gadkari has introduced several innovative initiatives in the sector. As he himself mentioned, the Motor Vehicles Act of 1988 no longer reflects the realities of today. Over the past three decades, the condition of roads has significantly improved, and with better roads, vehicle speeds have increased. Consequently, the number of accidents has also risen. There was a pressing need for an amendment to this law nearly 20 years ago. However, it requires visionary leadership to bring about such substantial reforms. We commend the Hon. Minister for taking bold steps to introduce changes that will directly and indirectly impact the common citizen, drivers, conductors, healthcare systems, vehicle manufacturers, and passengers. This amendment will serve as a crucial step toward ensuring road safety and systematic improvement. This Government has repealed over 1,200 obsolete laws and remains committed to continuously reforming outdated systems through necessary legislative amendments.

I want to say through you that our Government signed the India-Brazil Declaration. It was decided that by the year 2020, we will work

to reduce road accidents. Under the leadership of the Hon. Minister, this is the first effort to implement the announcement that we will reduce road accidents by 50 percent before the year 2020, because the accidents are not decreasing. Every year, there are 5 lakh road accidents in India. One lakh 50 thousand people die in 5 lakh road accidents. Just imagine, the roads of India are known as the roads of death all over the world. I pray to God. Hon. Gadkari Saheb, after a lot of thinking and with unanimous consent, has brought a strict law to control the vehicles and drivers on the roads of this country, for this I express my gratitude to him and want to thank him.

You imagine, the Hon. Minister himself has accepted this publicly, said in press conferences. He himself held so many conferences on road safety, made so many documentaries and presented them to the people. Even after this, the 1 lakh 37 thousand deaths that occurred in the year 2014 are not decreasing despite continuous efforts. There were one lakh 46 thousand deaths in 2015, God knows what the situation will be in 2016-17. Therefore, our country needed this big amendment, big change on which our Government has worked.

Hon. Member Shri Venu Gopal ji presented his views in great detail and expressed his support for this Bill. I believe this is a Bill

that does not require excessive refinement or deliberation, as its necessity is self-evident. Many amendments and Bills are passed in this House through consensus, but among them, the Motor Vehicles (Amendment) Bill stands out as one of the most significant.

Currently, the Motor Vehicles Act operates with 223 sections. Of these, 68 sections require amendment, and approximately 25 to 30 percent of the rules must be revised. Only then can the movement of vehicles and the safety of passengers across the country be ensured, and accidents effectively reduced. One of the major developments is the removal of an outdated chapter from the 1988 Act. The tenth chapter has been separated, and the eleventh chapter has been updated with several new and important provisions. These include reforms related to the issuance of driving licences and permits, submission of application forms, change of address, payment processes, and procedures for depositing fines in case of violations. A comprehensive computerized system has been introduced to manage these processes. Significantly, instead of leaving this framework entirely to the discretion of state governments, the Government of India has taken the initiative to maintain oversight and ensure uniformity in implementation.

The Hon. Minister Shri Nitin Gadkari has taken a bold and commendable step by proposing that the roads of India be considered and managed as a single, unified network under the purview of the Central Government. I extend my sincere gratitude to him for this visionary approach. The Hon. Minister has also stated that a National Transportation Policy is being formulated. For this purpose, he invited participation from all states. However, as several state governments have since changed, one may infer that there are underlying reasons behind these political shifts. A committee was constituted for drafting the new policy, under the leadership of various Chief Ministers and the Transport Minister of Rajasthan. The committee held meetings, and it is surprising to note that key states did not participate. Uttar Pradesh, which records one of the highest numbers of road accidents in the country, did not attend any of the meetings. This issue was even raised in the Rajya Sabha by Smt. Rita Batra Banerjee, referring to three meetings, including one held on 21st November 2016, in which the State Transport Minister of Uttar Pradesh failed to attend. It was later stated that their request was not considered.

Similarly, major States such as West Bengal, home to a large metropolis like Kolkata, and Tamil Nadu, another state with high

accident rates, also did not send their Transport Ministers. In such a scenario, if participation in crucial policymaking is lacking, how can we expect effective implementation when responsibilities are left entirely to the states? If roads are to be treated as a national subject, then coordination and accountability must also be ensured at the national level. It is essential that the states ensure their participation in such discussions, as they are best positioned to present the ground realities prevailing within their jurisdictions. The causes and circumstances of road accidents vary significantly from state to state. For example, the situation in Punjab is different from that in West Bengal. In Madhya Pradesh, a vehicle can travel safely at a speed of 100 kilometres per hour due to favourable road and traffic conditions. However, such speeds are not viable in Uttar Pradesh, where the highways face immense population pressure and congestion. Therefore, road safety regulations and driving conditions must be formulated with state-specific considerations in mind. Each state must assess its unique challenges and actively contribute to shaping policies that ensure safe and efficient transportation.

The provisions made in this Bill, earlier there were small things, in some places a fine of Rs. 200 was imposed, in some places, a fine of Rs. 500 was imposed. That penalty was not that effective. In a hit

and run case, he caused an accident and the fine was only Rs. 25,000. Now, it will cost two lakh rupees, it will be a burden on the pocket, then people will worry that we should not run away after causing an accident.

I agree with Venugopal ji. A provision of Rs. 10,000 has been made for drunk driving. In fact, 60 to 65 percent of all accidents that occur in this country are due to drunk driving. I would like to urge the Hon. Minister that a fine of Rs. 10,000 is fine, there is a need to make the law more stringent so that it would be more appropriate for a person to sit at home instead of sitting on the driving seat after drinking alcohol.

Hon. Madam Chairperson, a major change has been made in this Bill in the case of juvenile crimes, there is a provision to prosecute under the Juvenile Justice Act. Children start driving and have an accident. It used to be a small matter, people used to commit crimes. In this country, people used the Motor Vehicle Act as a crime. But now, those things will be stopped. If the child runs away after an accident, that is, the child meets with an accident, then he will be prosecuted under the Juvenile Justice Act. Along with this, his parents and the owner of the car will also be prosecuted and will also go to jail. There is also a provision in this that the registration of the motor

vehicle will also be cancelled and the license of its owner will also be cancelled.

The most important thing is that the aware people in this country, whether they are politicians, journalists, employees/officials or educated people, if a stupid, less educated person makes a mistake and a sensible person makes a mistake, naturally if a sensible person is making a mistake knowingly, then he should also be more liable to punishment. I would like to express my gratitude to the Hon. Minister that if a common man breaks the rules, he will be charged less fine, but if educated people, especially Government employees or other responsible people break the rules, they will be charged double the fine. This is a very revolutionary rule and this decision can be kept here only with great courage, which the Hon. Minister has done.

Madam Chairperson, the way should be left free for emergency vehicles, ambulances etc. We just see that the sirens of the ambulance keep sounding, but no one moves the vehicle to the side. On this also, you have made a provision of Rs 10,000. I fully support this.

Madam Chairperson, I want to make a request through you that responsibility should also be fixed in this Bill. In India, police forms the main basis of law enforcement. Hon. Minister has said that we are starting the automatic system. We will install cameras etc. , there will

be a GPS system, which we will monitor centrally. The police themselves stand up and enforce the law. I want to tell you an incident. At one place, the helmet of a motorcyclist was being checked. When we were going somewhere, we saw a traffic jam on the road. When I asked what happened, I was told that the police was challaning the motorcyclist who was not wearing a helmet. When I left from there, I saw that the policemen had come on a bike. The bike was parked empty and I did not see any helmet on it. I got down from the car and said, Constable Sir, your helmet is not visible anywhere. The police who came to issue the challan did not have a helmet with himself. If we talk about purity and morality in politics today, then first of all, we will have to live up to moral values, only then, we will set an example for others. In this country the police themselves should wear helmets. I would like to request that there should be such a provision in it that where police are found without wearing helmet, they should be suspended with immediate effect.

Madam Chairperson, very comprehensive things have been included in this Bill. NHAI and National Highways come under the direct control of the Hon. Minister. You see, there are 1.5 lakh deaths and 5 lakh road accidents in India, out of which 40-45 percent road accidents occur on national highways. The share of our national

highways on roads is only two percent. Now, there are 45 percent of accidents on these two percent roads. Therefore, the biggest focus needs to be on how the work should be done on the National Highways, how should be the conduct of the drivers on the National Highways, what should be their working period and how should the drivers get the supporting system? As of today, the Government needs to work on how we will update the drivers in the policies, laws and road acts that we have.

I would like to express my heartfelt gratitude to the Hon. Minister for addressing a very important and long-standing issue in this country. It was often observed that when an accident occurred, bystanders or witnesses hesitated to help the victim. Many times, we ourselves have seen such situations. The common fear was that if one stopped to help, they would be entangled in police procedures, such as being called for a Panchnama, giving signatures, or being summoned for hearings in the future, especially if the incident took place in another district or state. This deterred many from extending immediate help. However, a commendable provision has now been introduced in this Bill for *Good Samaritans*, those who voluntarily help road accident victims. The Bill ensures that any person who assists in providing medical care, transporting the victim to a

hospital, or supporting the victim in any way shall not be subjected to any criminal or civil liability. I sincerely thank the Hon. Minister for including this provision. It is a progressive and humane step. With such protection in place, more people will come forward to help accident victims. Timely assistance can significantly reduce fatalities possibly by as much as 50 percent. In the past, victims were often left unattended due to fear of legal consequences. This bold and compassionate decision will surely save many lives, and I once again extend my gratitude to the Hon. Minister.

Another big change you have made is that you have brought a new concept in the form of “Golden Hour”, which has a provision for cashless help. Someone falls somewhere in an accident, his leg is broken, becomes unconscious and if he does not have money for treatment then what will people do. For that, you have talked about developing a system to provide cashless treatment immediately after the accident in India. The Government of India is going to work by making a scheme for this. For this, I express my heartfelt gratitude to you that a great work is being done. To save that victim who does not have money and chooses death because of money, our sensitive Government, under the leadership of Hon. Narendra Modi ji, will work to make arrangements for his treatment. This is happening for

the first time in this country. Madam Speaker, through you I express my gratitude to the Hon. Minister.

I express my gratitude to the Hon. Minister for the provision of recalling such vehicles due to which they cause damage to the environment, driver's comfort, damage caused by using them on the road, etc. Our roads will now be free from the bad vehicles that used to come on the roads. No one does the work of teasing industrialists. It is a hive of bees, on which no one tries to touch, because they work to influence the system. Hon. Minister has provided in the Bill that if there is any compromise or deficiency in compliance of the standards of construction or maintenance by the motor vehicle manufacturer, then the manufacturer can be punished with a fine of Rs 100 crore or imprisonment for one year. This is a big thing. If multi-national companies manufacturing vehicles in India or manufacturing vehicles in other countries of the world commit any mistake, then it has been said that they will also be punished in this system. I think this is a very courageous act and a step taken in the interest of the people.

Madam Chairperson, making laws has its place, enforcing the laws is another task, but accidents do not happen, how can accidents be prevented, what can we do for this, what can the Government do? The Hon. Minister has expressed concern over this also. Under the

Pradhan Mantri Road Safety Scheme, a fund of Rs. 900 crore has been released by the Government. Apart from this, a huge provision of Rs. 11,000 crore has been made. A scheme has been made under which, as the Hon. Minister had just said, the accident prone areas in the country should be identified and Members should be sent there. Currently, our Government will identify more than 726 areas where accidents occur and repair them with an amount of approximately Rs 1,000crore. I want to express my gratitude to the Hon. Minister for this.

Madam Chairperson, I would like to make another request through you. We see in other countries of the world, whether it is a truck or a bus, the driver should also get a friendly condition. There is an air conditioned bus, but there is no AC installed where the driver sits. The money that comes from driving a truck goes to the owner, but the condition of the driver's seat and his cabin is not taken into account. I would like to urge that the comfort level in the driver's cabin in our trucks and buses should be good and he should get such conditions that he can drive the vehicle in rainy, cold or hot weather. If possible, it should also get a place somewhere in the Bill.

As far as driving training is concerned, our Government has created driving training institutions through the Skill Development

Ministry. Work is going on through NSDC, Hon. Rajeev Pratap Rudy ji is working to ensure that there is no shortage of drivers in this country, trained drivers are available, and lakhs of drivers are available. When the driver gets the training and when he goes to work with the commercial driving certification, I think perhaps he will be able to perform better.

One big interesting thing that has come through this Bill is Section 194(C) regarding overloading of two-wheelers. Overloading of trucks, overloading of buses and overloading of four-wheelers is understandable, but it is a very important thing and I think, sometime it must have come to the notice of the Hon. Minister, so this subject is connected with it. Section 194(C) of the Bill relates to two-wheelers. It is a matter of serious concern that two-wheelers are often used in ways that exceed their intended capacity. It is rarely seen that only two persons ride a two-wheeler. In many cases, three or more individuals are seen riding together, and sometimes entire families travel on a single two-wheeler. From the fuel tank in the front to the rear seat, as many people as can possibly fit are accommodated. In cities like Delhi, it is also commonly observed that individuals use two-wheelers to transport excessive amounts of goods for local deliveries. This has resulted in widespread overloading of two-

wheelers. The introduction of a legal provision to address and regulate this issue is appropriate and highly commendable. The step is. . .

(Interruptions)

HON. CHAIRPERSON: This happens particularly during School hours.

SHRI UDAY PRATAP SINGH: Hon. Madam Chairperson, for this also I would like to thank and congratulate our Hon. Minister.

Sir, I have some suggestions regarding railway crossings and national highways. Overbridges are being prepared, but at present the railway crossings on the National Highway should be made two lane at least for 500 metres. If there is barricading in the middle then all the vehicles get stuck on one side. Banning them will help and vehicles will easily park on their respective sides.

Secondly, in every country in the world, there are underpasses over national highways or flyovers where people cross the road. What we have here is that people go on the road, first see us and then join the road or cross. If a person is not watching or becomes careless, there is always a possibility of an accident. Therefore, I request that wherever the local roads are crossing the National Highway, either underbridges or overbridges should be built, this will reduce the accidents significantly.

I request the Hon. Minister through you that the roads which are being connected on the National Highways, are currently connected by a direct road from the side, because many times the DPR is prepared. If the contractor makes a mistake while preparing then no one prepares a separate place to connect those roads. There are continuously accidents there. Our Government will do the work of connecting such places across the country by showing such roads where such roads are connected but where passes have not been made.

Thirdly, liquor vends were banned on national highways. This is a big decision and if there are no liquor shops on the highways, then 50 percent people will not buy liquor. But in many places, now we see that portable shops have come up. Shop has been set up in the auto rickshaw and they are standing there. If such a portable liquor shop is found anywhere on the road, we will work to bring it under the ambit of the law.

Apart from this, I also want to say that online system should be promoted. In India, there is a lot of corruption in transport, ITO etc. By bringing this, the brokers will be controlled. Therefore, the more we update the online system, the more we tighten it, I think the people working in this system will find it easier to get licenses and registrations done. Through you, I again express my gratitude to Hon.

Narendra Modi ji and Gadkari ji that a big Bill has come through this Parliament in this country to protect the life and property of the people, I support it. Thank you.

[English]

SHRIMATI ARPITA GHOSH (BALURGHAT): Madam, I thank you and my Party for giving me an opportunity to speak on such an important Bill.

[Translation]

Hon. Minister is present here, we are very grateful that after thirty years, a Bill is coming which was needed for a long time because the number of road accidents in our country is increasing day by day. Everyone would know that last year, I too had a major accident and I had to suffer the pain of it. Therefore, like the Hon. Minister, I also know what the real problem is. Somewhere there is a problem of road, somewhere there is a problem of speed, and somewhere there is a problem of information among the people. The Hon. Minister has seen all these things very well and keeping an eye on all these issues, he has brought all these points. I am a Member of the same standing committee where this Bill came and we sat and considered many things on it. Another friend of ours, Venugopal ji has also spoken a lot on this.

I would like to say one or two things on this. The first thing is that it is a very good thing that its compensation amount has been increased, which was earlier Rs 25 thousand, it has been increased to

Rs. 2 lakh. Where there was a compensation of Rs. 2 lakh, now instead of Rs. 2 lakh, compensation will be Rs. 10 lakh. I have not understood one thing that if the Hon. Court says that an amount above Rs. 10 lakh will be given. If you are given ten lakh rupees, twelve lakh rupees or fifteen lakh rupees, then where will the rest of the money come from? If the Hon. Minister clears this in his speech, it will be better as to where the more money will come from. Right now, I do not want to talk about the clauses, because everyone has expressed their views on the clauses. I want to express my views on some points.

We are going to make a lot of provisions for those for whom licenses are about to come. Online facility has been provided to obtain learning license. If he gets an online learning license and starts working after one month, then who will be responsible if he meets with an accident within that month? This is a small problem I see with the online licensing process.

What are you thinking about those who have a license and are driving? There is a provision in this Bill that they will be given training, special training will be given, what you are doing for those who have license to drive heavy motor vehicles, because when we travel, we have often seen that most of the People do not recognize the lanes. What should be done if they do not have information about

which side a lorry, truck or vehicle should go or how one vehicle should give way to another vehicle or some people deliberately do not give way?

Just now, our colleagues were saying that police is very important. It is true that you have made a provision for installing CCTV, but it has been told that all these arrangements will be made by the State Government, will the Union Government provide facilities to the State Government for this, from where will the provision of funds for this be made, how will it be done, How much time will it take, because currently the state has said that testing centres everywhere will be automated from October 2018. Currently, there are very few automated testing centres in the states, there is one automated testing centre in UP, so this work will be completed by October, 2018. This is a very difficult task, we feel that the Hon. Minister should think again as to how it will be done within the time limit, because it is impossible.

Now the Hon. Minister was telling that people can show their papers by searching on their mobile, but for this, it is necessary to be online. Minister Sir, do you know what the condition of BSNL and MTNL here is? . . . (*Interruptions*) They are working but when it will be finished is not their concern, then if people will not be online

properly, because there is no WiFi signal even in the Central Hall, there is no WiFi signal in the house of Hon. Member. That's why I am saying that if the online system is not proper then it is a problem. If there is a matter of showing such papers then the police will come there to see it, it is very important to think about how this work will be done, otherwise this work will be very difficult.

One thing to be said about drunken driving is that the facilities for testing drunken driving are less, it is difficult, it is necessary to provide facilities for this at all places. This requires a specific time frame. What has the Hon. Minister thought about its time frame?

Everyone has said about defective roads. There are many problems in National Highway and State Highway also. How will the accidents that occur due to defective roads be handled? If this Bill is passed and all these provisions are made, then how will the problem of defective roads be solved?

I want to say one thing that the state Governments have been taken very little into confidence for this Bill. Just now, one of our colleagues was telling that the Transport Minister of West Bengal has not come. Transport Secretaries were called in the Standing Committee and everyone presented their views. I say that keeping the federal structure in mind, it is very important to take the states into

confidence. States should be taken into confidence for the National Transportation Policy. If lanes can be separated on national highways, it would be the best thing. There is a need to increase the number of drivers. A single driver drives 14 to 16 hours. If these things are not made mandatory, then there may be problems in future. We should think about the comfort of drivers. You can see that many times drivers sleep after parking their vehicles on the National Highway. Due to this, sometimes there are heavy traffic jams.

Madam, driving a motorcycle or car at speed has become a habit among children these days. This also requires thinking. If vehicle manufacturing companies are told that if vehicles cannot run at a speed of more than 180, then what is the point in making vehicles at a speed of 180 per hour. It would be better if the speed is controlled at the time of manufacturing. The problem of overloading needs special attention.

Madam, we fully support the Bill brought by the Hon. Minister and such provisions are rarely seen in the Bill. We know that the Hon. Minister has very good thinking, if he takes our suggestions into consideration, we hope that very good steps can be taken in this direction.

SHRI TATHAGATA SATPATHY (DHENKANAL): Madam, thank you very much for giving me this opportunity.

Everybody should realize that the Government is a joint effort. Obviously, no one man can take single-handed credit for all the good done and neither for all the bad things done. Here we are discussing the Motor Vehicles (Amendment) Bill, 2016, which the Hon. Minister of Surface Transport, Mr. Nitin Gadkari, has brought in this House. The public perception as well as my personal perception is that this a Minister who is a very hard working person. He is intent on making his presence felt. We want to acknowledge and thank such people who are not bound by just political rhetoric blaming this person or that person but is actually hell-bent on proving that good work can be done no matter how bad the Government is.

14. 00 hours

I would also go forward and say that I personally would have been so happy to see him riding in the jeep in Chenani-Nashri tunnel which he is primarily responsible for having completed it in record time. He is the man who should get credit for that. So, credit due must be given and although I am in the Opposition and I believe that this Government is doing very many wrong things, yet when there is a spark of goodness showing somewhere, we are very happy to

acknowledge the goodness. Even in the darkest of night, a single star looks very bright. There are these talks all over that suppose a new State called Vidarbha comes into existence, the Yeomen's Service being done to the residents of Nagpur city, those who have been there recently and I have many friends there who are full of praise for this Minister. I would like to draw your attention that they are not supporters or admirers of this political party that is ruling this country, but they personally think that this Minister is doing an excellent work.

I would like to draw the attention of the hon. Minister to the fact that whatever he is doing, like let Mumbai be there, Mumbai has developed enough and let Nagpur come up as an alternative. Similarly, the way he has love and affection for the city of Nagpur, I would like to draw his attention that on the Eastern side of the country Bhubneswar is also a city which is growing well and which has a great promise for the future and he should look at Bhubneswar with equal amount of love and affection so that it also develops as a model city.

Sir, coming to the provisions of the Bill I would like to submit that supposedly ten Ministers from those many States had participation in the consultation about this Bill. I am not sure if these ten Ministers ever actually sat in the cockpit of a truck and driven a truck; or a heavy vehicle, or a car. If they have driven they might have

gone from their homes to their party offices, or maximum to a party in the evening and come back, otherwise their drivers would have been the ones who would be mostly driving their cars. But I am a person who is addicted to driving. I drive a lot and I drive for long hours. I drive for five to six hours at a stretch and I know the kind of tension, the kind of bad conditions that the average Indian driver faces on the streets of India. Our drivers get the least amount of rest. Sometimes our cab drivers are made to work throughout the day. Then suddenly a marriage party books the cab and then they drive at night and then again there is another booking the next day. They drive the next day and meet with an accident killing all passengers. If there are over-excited youths in that vehicle and they are drinking, they also tell the driver to drink with them and they get the driver drunk and all of them have a miserably happy ending!

We are also happy about the fact that apart from giving opinions, the Supreme Court must be congratulated for having taken a very strict step in the matter of banning alcohol shops all along the highways. This is something which was very necessary since long and we are glad that the Supreme Court has finally, somewhere there is a spark and somewhere they have shown, gave a judgement. They have done that and so we congratulate the Supreme Court for this great

decision and I hope that all State Governments will take the initiative to ensure that the implementation of this court directive is adhered to and is done properly.

I would like to come down to a few basic things that I have seen as creating troubles for drivers on the road. For example, our trucks are always over-laden, whatever is the capacity. If they are allowed to carry 12 tonnes of material, you would invariably see that they carry more because we want to save money, we want to carry more things and the owners want to make more money. They will load the trucks up to 15 or even 20 metric tonnes. Sometimes, it is twice or more than half the permitted weight. So, the truck should be designed in such a way that when it breaks, it should stop within a certain distance. With this excessive load, when the driver breaks the truck and stamps on the brake pedal, the truck moves forward and accidents occur.

The Hon. Minister can also consider this point. They have slogans like Make in India. There should be some method through Make in India, by which we can figure out a system of a weigh bridge which is on the roads which should not be controlled by any RTO or anybody. It should give an automatic camera feed which takes the number of the vehicle and the weight. If the weight exceeds the

permitted quantity, then it should send an automatic challan to the owner. This method could be thought of.

Road signage in every State varies in shape, size, colours, even in terms of fonts and the letters we are using. On the one hand, we are bringing down the level of education for drivers which is fine. I also do not support because many illiterate people are very good drivers but while doing that, to give the drivers an idea of what exactly the road ahead is like, it is necessary that there should be uniformity.

I would request the Hon. Minister to think about the font shape, size and colours of road signages and see that they are equalised across the country.

We, as a nation, insist more on helmets. This is something I cannot understand. Earlier speakers also mentioned about helmets. What is the need of deploying police force, so much man power, to ensure that people wear helmets? It is their life; they are at risk. You can at best put Bill boards and publicise the fact that they should wear helmets. But if they do not want to wear helmets and they want to die, allow them to die. We are an over-populated country. There is no harm in that. Instead, ensure that people who drive crazy on the roads, who drive contra traffic, who drive drunken should be nabbed. Those vehicles should be immediately impounded. They should not be given

back those vehicles. Those vehicles should be impounded and auctioned off. Once this sort of a dictatorial thing, since everything is becoming dictatorial, takes place then, I am sure, millions of people will thank this Minister for taking such a strong and stern action.

I would like to repeat that the vehicles of anybody who drives contra traffic, anybody who goes against traffic and anybody who does drunken driving should be impounded and that person's licence should be withdrawn and never to be sanctioned again.

[Translation]

I have brought up another suggestion in this House earlier also. I have a concept like one country-one number. Why are we having all these State numbers? Since you want to unify everything and make the whole of India into North India, why cannot you have one number-one country or one country-one number? Any State where the owner resides should be authorised to register the vehicle. You cannot register the vehicle in West Bengal and live in Maharashtra. If the owner is proving that his or her residence is in Maharashtra, then the registration should be done in Maharashtra. By this, the States will not lose out on revenue but the numbering system should be uniform across the country. Eventually, if the person moves to another State

after some time, then there should be no need of re-registration of vehicle again paying a huge amount of money.

So, with the GST coming in, I thought that I should make this suggestion to the Hon. Minister so that vehicles can flow freely across the country. Our highways are something that have not been designed properly. We are coming up with four and six lane high ways which are quite big. The hon. Minister and you Madam must have gone to Central Asia. You must have seen how China is building its highways. There is always a service lane. If there is a village on the left or the right, the village vehicles cannot come at 90 degrees and merge with the traffic. They have to come along side, run parallel for about one or one and a half kms. , and then they merge slowly with the main traffic. So, that way, lay-bys and merging of traffic is very essential to avert accidents. Unless that is looked after, I do not think that we will make much headway. ... (*Interruptions*)

HON. CHAIRPERSON: Shri Satpathy, please try to conclude.

SHRI TATHAGATA SATPATHY: You are very nice. Thank you so much.

I have the strong belief that people from eastern India are definitely very cultured. Just like the Maharashtrians, Telugus and Tamils we are all very cultured and we are of a different caliber.

SHRI ARVIND SAWANT (MUMBAI SOUTH): Do not make such sarcastic comments against any community. ... (*Interruptions*)

SHRI TATHAGATA SATPATHY: I am praising you. The Hon. Minister is a Maharashtrian. I am saying they are all very cultured just like Oriyas and Bengalis. We are a very cultured race. As you know, the world is going through a revolution in transportation.

HON. CHAIRPERSON: Shri Satpathy, please conclude.

... (*Interruptions*)

HON. CHAIRPERSON: Nothing will go on record.

... (*Interruptions*) *

SHRI TATHAGATA SATPATHY: I will conclude now.

All of us would have heard of Elon Musk. He is launching his ambitious Hyperloop project where new methods of transportation are coming up. We have to think how this country will prepare itself for this modern revolution in transportation. While Uber and Ola are welcome developments where cab aggregators are providing a very good service. People are getting cheaper and safer modes of transport.

* Not recorded.

I would like to draw your attention to the fact that while these cab drivers are well-behaved, many a times they are not fully trained. So, training these drivers should be made mandatory for cab aggregators also.

I would like to wind up by making just one more point. Granting licences and registration has been totally made online. I would like to state that while registration should be done through the dealer, there should be an option for the owner to do the registration if he or she likes, on their own also. Similarly, while granting licences, on-line services are good. We do not like touts. But there are a set of people who sit outside every RTO who facilitate people in getting licences. They also have a certain social responsibility. So, when you are removing them, you have to also think that people who do not have access to the internet, how they do this work. So, that facility should also be left open in case there is a need. Then, we can take care of that also.

Finally I would like to thank the Hon. Minister and thank you for giving me this opportunity. We support this Bill. Thank you.

[Translation]

SHRI ARVIND SAWANT (MUMBAI SOUTH): Hon. Madam Chairperson, thank you very much. At the outset, I welcome the Motor Vehicle Amendment Bill that Hon. Minister Shri Nitin Gadkari has brought in this House today.

This Bill has been made in such detail that while I was going into details, I was wondering which is the issue that has not covered in the Bill. Nowadays, Nadda ji also does the same, it is a good thing. While welcoming it, I would like to say a few things. I welcome the Bill, what have you not done in it? When I started thinking fundamentally, I thought about what we have. I have national highways, state highways, I have roads in small town districts. Where did I get the cars from? I have a motorcycle, horse cart, bullock cart, those carts also ply on the road. I have trucks, lorries, cars, all these vehicles are coming. What provisions are you making, who is running them? Driver is a common name for every person. All vehicles are driven by drivers. When I think about these things and look at the Bill, I found a solution to one thing that the first thing in it is that if I want to become a driver, what I have to do, what should be my education. Hon. Minister has said that there is no need for education for this, despite being uneducated, there are good drivers. Here a doubt came

to my mind that it is necessary to have some education, because if he will not be able to read where he is going left, right, which city he has come to, whether it is in English or Hindi. In some states, it is written in the language of that state. Keeping all these things in mind, what training should be given that it will be easier if he has at least studied this much and is aware of the language of the state in which he wants to drive. Especially if you go to the southern states and see that if our Bengali man wants to drive in Tamil Nadu, he will not know Tamil at all, it will be written there in Tamil, Telugu or Malayalam, he will not understand. Even we don't understand that, what will he understand? I also want to draw your attention towards all these things that what has to be done in this, you just think.

Apart from this, you talked about registration, I welcome it wholeheartedly. Today, everything is being simplified by making it online. You talked about the agent, they did not refuse, and they included it in it. You can also register through the dealer. But he lost his job. How easy it will be when we can get our license sitting at home. Today, there is a need for drivers in the country and we have educated children and some who have left school, they cannot study further, they can come in the line of driving. But they don't know what to do. So, I think there is a need to convey to them that employment

is available here. If you ask someone if you want to become a state transport driver, he will say no. If you ask him if he wants to be the driver of someone's car, he will say, yes, I will drive. You will have to keep these things in mind also.

Madam, the way the Hon. Minister has presented this Bill, what has he not done in it? I was wondering how much to say. Everything from road safety is covered in it. In our country, 1.5 lakh people die every year due to accidents. After the declaration made after the Brazilian Agreement, we will bring this number down to fifty percent. That means instead of 1.5 lakh, we will try to bring up to 75 thousand people. What needs to be done for that? If we look at what causes the most accidents, it is motor cycles. Whether the helmet is tight or not, they overtake from the left side. Go to any city, go to any highway, you will find people overtaking from the left side. Today, there are maximum accidents in Mumbai and Pune. Why accidents happen there, we saw that there are heavy vehicles there, there are three lanes on the road, there is a six-lane road, three lanes are going from one side, but they try to overtake each other. There is a loaded vehicle, they are stuck in all three lanes, the vehicles or cars coming behind do not have the space to move ahead. I think some restrictions will have

to be imposed on this. Use two lanes, keep one lane free, so that small vehicles can go.

I want to tell the Hon. Minister that when we go to a foreign country, there is SOS at every kilometre.

[English]

HON. CHAIRPERSON: No; there should be slow lane, medium lane and fast lane.

SHRI ARVIND SAWANT: Yes; but it is not there. We say that every vehicle should drive at a speed of 80 km. per hour, but nobody follows that rule. As he said very rightly in the beginning, [Translation] we do not respect the law. When you give the license, it requires education that the vehicle has to be driven in such a way that others should not suffer because of us. There is SOS in foreign countries. Wherever you go, you don't need to dial any number. Just pick up the phone, it will go to the monitoring centre there. A call is coming from somewhere, a person is calling from this place on this highway, what happened. There has been an accident, the vehicle is stuck, whatever happens, there is a need to do SOS.

I think, we need to build trauma centres. There are no trauma centres as of now. After an accident, the hospital is far away and one

has to drive a long distance to reach it. By then, the injured man is almost death. You should think about Trauma Centre, this will be my special request. So, SOS, trauma centres; and rest houses for the drivers are required. There are hotels, food facilities, eateries, but where will the driver sleep? Now he has told, it is true, when Ganpati festival is held in our place, vehicles keep moving day and night. What happened to the accident that happened in Mahad, that road has not been built yet, Gadkari Sahib, that road and bridge have not been built yet

SHRI NITIN GADKARI: It is inauguration in June.

SHRI ARVIND SAWANT: Well, I thank you for that. Whatever is the situation now, why is the facility not available? It is raining, there is no SOS centre, no one will tell anyone, it is dark. Some arrangements need to be made for anyone who wants to help him. There has been talk of coastal road, there is talk of traffic. The most important thing in this is that on one hand, we are doing Make in India, promoting industries, on the other hand, the limit of vehicles on the road has increased. In Mumbai city, traffic jam means that people are walking for three hours for 10-12 kilometres, so many vehicles are on the road. I welcome what you have said about scrapping of old vehicles. There is a need to keep a strict eye on him. Such old vehicles

are still running on the road. Now, why is this traffic jam happening, because the number of vehicles is increasing? There is no space to widen the road. What to do, a city like Mumbai is an island city, there is no road left anywhere. If we control what we will do, then the work will not be possible without the elevated road or the Buar road. Both these things will have to be seen. Hon. Minister is an expert in this, if he thought that if an elevated road was built there, suppose it was built from Bandra to Dahisar, then the entire traffic would have gone. Those who are going to land in the middle can go from the bottom, this is the condition there today. Our roads are so bad, what can we do? In our city of Mumbai, the garbage van leaves in the morning. Employees are going to work, children are going to schools, someone is sitting in a car, someone is sitting on a motorcycle, someone is sitting in a bus, all are leaving foul smell and garbage, and then there is no need to turn around for it. An attempt is made, similarly the vehicle goes under another vehicle.

You have said one better thing. I will welcome it so much that you have formed a district-wise committee, have made Members as presidents, and have prepared a one-way monitoring committee that too will help you.

Now, I want to talk about drink and drive. Let me give you my example from Europe. When I went to Europe, there were many MLAs in the bus. The car stopped at the signal, stopped once, stopped twice, I saw that there was no one on the way. Then after stopping for the third time, I went to the driver. I said asked the driver: “What is this? Nobody is there on the road. Push it, now.” He said to me: “Mr. please go and sit; do not interfere.” He scolded me and told me to go and sit there. After landing, I asked him, and he told me that if I break the signal even at night, my photo will come in the camera, my bus and all the information will come. Then he took some alcohol or started drinking beer. I asked whether you drink during the day. “I don’t drink,” he said. I asked why, then fear of the law that he mentioned was so big. We are imposing fine. She was even bigger, she said that if I was caught, my photo and my license etc. would be confiscated, and my photo would be circulated all over Europe and they would say that in future he would not get a job as a driver anywhere. There are so many restrictions on him there. He has so much knowledge of responsibility that he said that you know that there are forty passengers sitting in the bus, you give a big sense to the pilot that he drives the airplane. I also drive a bus. I take away forty lives safely. The sense of responsibility that he has, our bus

driver does not have even today. That feeling needs to be given to him and he gets it through you. I think whatever National Register has been created in this Bill, wow! What a wonderful thing. That anyone registered all over India, did it from anywhere, go to any state, register anywhere, you got registration.

I welcome one thing of Tathagat ji that what he talked about about universal number like Aadhar Card, if something like this happens then it is a good thing, that thing can also happen in future. I welcome all the provisions you have made in this Bill. Our Mumbai coastal road has stopped a bit, please pay attention to it, I request you only for this. Stopped for many small licenses, if you pay attention to that then, we will get relief from the traffic of Mumbai. Coming to the issue of heavily loaded vehicles, you will also have to look at the vehicles which are heavily loaded. What is the capacity of the vehicle, two tonnes, four tonnes, ten tonnes of goods are being carried in it, there are overloaded vehicles, they always fall there at the turn, they fall and the entire traffic gets jammed. A ban should be imposed on that also.

In the end, I would just like to say that I welcome all the highlights in this Bill. I welcome this Bill. The way Gadkari Sahib is working, he is one of the finest ministers. I said it earlier also.

HON. CHAIRPERSON: Everyone says so. You are not alone in saying this.

Shankar Prasad Dutta ji, you speak.

SHRI ARVIND SAWANT: This work is being done during your tenure. What he said was that we should also cooperate in passing this historical Bill. [English] I congratulate you and support the Bill.

[English]

SHRI SANKAR PRASAD DATTA (TRIPURA WEST): Thank you Madam for giving me this chance to speak on the Motor Vehicle (Amendment) Bill.

First of all, I would like to place some numbers before this august House. It has been shown in the Government record that there were 5,01,423 accidents that took place in our country in the year 2015-16. Out of these accidents, 1,46,133 fatalities were there and 5,00,279 persons were injured. A person, who is having little humanity, should want that these types of incidents should not occur in any place of our country or in any place of the world. I am really frustrated to see the way this Bill is introduced here. There are so many loopholes in this Bill. First of all, I would like to say that if the hon. Minister sincerely takes initiatives to eradicate the loopholes, he will succeed in doing so.

First of all, I would like to mention the word 'aggregators' which has been incorporated for the first time in this Bill. It was not there in the earlier Act. Why are the aggregators incorporated in this Bill? They are incorporated to make a connection or to connect the passenger with the driver. This time we are hearing about Uber and Ola. For the last few years, Uber and Ola are giving good passenger

services. But this time we are observing that drivers of Uber and Ola are facing problems. They are taking the license. They buy car and give it to a multinational company like Uber and Ola. Now, passengers are getting their services very easily. But, now, in so many places, the charges of Uber and Ola have been increased two to three times than earlier but drivers are not getting money from the management of Uber and Ola. . So, in this case, I think, for the sake of the corporates, this very word ‘aggregators’ has been incorporated in the Bill. I think, this type of word should not be there in the Bill.

As far as liberalising the permit system is concerned, this Bill says that we want to liberalise the permit system. By hearing this, one should support this Bill. But, if we go deep into this Bill, we will see that this will lead to loss to the State transport corporations and the Central transport corporation also. I think, to minimise the accidents, if we take the statistics or the number of incidents in all the States, we can easily see that in the case of State transport corporation buses and cars, accidents are less, fatality is also less and the State transport corporation buses are protecting the environment. They are also averting the traffic jams in all the States. So, in this case, I have an objection. Regarding liberalising the permit system, our request to the

hon. Minister is that we should not see it in such a way that the functioning of the State transport corporations will be hampered.

As far as registration is concerned, it is proposed to do away with the registration system as was there earlier. In this Bill, it has been shown that the authorities or private companies dealers will do the registration. So the dealers of motor vehicles will do the registration. I think, it will be a great loss to the Union Government and to the State Governments also. Not only this, it will create problem for the security of our country. If we think sincerely and go deep, we will see that it will create problem for the security of our country. The job security of employees and workers of the Transport Department will be hampered by this. So, my proposal is that this should not be incorporated in the Bill.

I would like to say that in the earlier Motor Vehicles Act, Motor Accidents Claim Tribunal (MACT) had the capacity to give award to the victims who have died and which used to go to the family Members of the deceased person or the injured person. Earlier there was no limitation but this time a cap of rupees five lakh for the injured person and a cap of rupees ten lakh for the death of a person or for a grievous hurt person.

My proposal is this. In the case of injured person, the word should not be less than rupees ten lakh and in the case of death of a person, the word should not be less than rupees twenty lakh, which may be incorporated in the Bill. This way, it can be minimized. In the case of penalty of drivers, abnormal penalties are there in the Bill. Enhancement of money is there inside the Bill.

If we sincerely like to save the life of our countrymen, we have to segregate the roads. So many hon. Members talked about this. I urge upon the Hon. Minister that segregation of the roads and inclusion of some topics in the curriculum of our education should be there. Parliamentary Standing Committee of road safety into the curriculum of the school students. Without including there, the safety of the people in general and workers of this sector cannot be preserved.

With these words, I conclude.

SHRI VARAPRASAD RAO VELAGAPALLI (TIRUPATI):

Thank you very much Madam.

I also thank my leader Mr. Jagan Mohan Reddy for giving me this wonderful opportunity.

Madam, I must congratulate the hon. Minister who is very dynamic and practical. Although it has been delayed, yet this piece of legislation is very much needed for this country. It is the need of the hour. Some of the things are really revolutionary like bringing in the automatic inspection which will reduce corruption and liberalization of the licenses of both the persons who is driving the vehicle and license of that person in whose name registration of the vehicle is done. It is a welcome step.

With regard to the linking of aadhar, perhaps linking of aadhar with the registration of vehicles could be convenient but the linking of the driving license to aadhar, with a lot of illiteracy all over although you have increased the education limits for the license, I think it needs to be looked into without causing much inconvenience to the people particularly, to the less educated people. Of course, it definitely removes the bogus licenses but it has to be very carefully implemented so that inconvenience to the public could be totally avoided.

The drunken drive definitely needs a lot of attention, particularly, driven by rich people and by the children of rich people. We have seen in a lot of newspapers that they are really exploiting. So, what could be done? Their driving licenses could be cancelled and if it is done for the second time, I think license should be suspended 'once for all' and vehicle registration also should be suspended because unless very strict and severe punishment is given to the drunken driving people, I do not think it will come down. Similarly, juvenile driving is increasing, of late. People are not caring for the punishments and all that. That also needs special attention where registration of the vehicle should be impounded along with the driving license of the father or whoever has given the vehicle or the owner of the vehicle.

In these days, over-speeding, dangerous driving and rash driving is there. I am sure that with a great exposure that hon. Minister has in other countries, he brought this Bill. There will be a remote sensing of controlling of these rash driving and dangerous driving. Perhaps if that remote sensing and remote control is considered, I am sure that it will reduce because people are not caring for punishments. As a result, a lot of precious lives are being lost in the process.

Presently, road accidents are reported after every five years. But it is too long a period to make the people aware of them. Perhaps that could be made annually.

As the earlier speaker said that the trauma centres and hospitals at various places particularly to take care of the victims is definitely the need of the hour. The reason is that by taking the patient and victim at the right time, I think it will save at least fifty percent of their lives. That is what we see when we travel on the highways. The rest houses for the drivers along with rest rooms are definitely required like in other countries so that proper rest for the drivers and proper rest rooms for all will definitely reduce the percentage or incidents of accidents.

Madam, in hit and run cases, topmost care should be taken and driving licence should be cancelled immediately. But if it happens for second or third time, it should be cancelled for life time and vehicle should be impounded. Otherwise, such people will try to escape the laws.

In respect of signages, I must say that they should be made more prominent and uniform throughout the country with a reasonable size using a single colour. In respect of tourism, as our country is attracting a lot of tourists, signage plays a predominant role. There should be uniformity in this respect. They must be at least in three particular

languages – English, Hindi and the local language. The size of these signages is very important because sometimes it is very difficult to read them.

Madam, in the process the Bill is extremely good. But many States have expressed their concern that their powers have been taken away as far as issuing of driving licence and registration of vehicles is concerned. I am sure that proper attention would be given to this issue by the Government.

The incentive given to the person who helps an injured in a road accident is much less. It is better if cash incentive could be given so that the nearby people could take the victim to the nearest hospital at their own cost. That will definitely reduce the number of deaths in road accidents.

The ceiling limit of Rs. 10 lakh on death and Rs. 5 lakh in case of grievous injury is extremely inappropriate because insurance companies take immediate advantage of it, if you put it that way. I think it would be better if it is done keeping in view the age as well as the income of the victim because if he is a young man, who might have a long life, Rs. 10 lakh has no relevance to his family.

Similarly, I would request the Government to reconsider the penalty clause because as per the existing provisions it is very small.

So, the penalty should be high. For driving without licence, penalty of Rs. 2000 is of no meaning. It should be at least increased to Rs. 10,000 so that there should be some fear.

Then, at last, the period of suspension for driving without licence should be increased from three months to at least six months or one year. Thank you, Madam.

SHRIMATI KIRRON KHER (CHANDIGARH): Thank you, Madam, I rise in support of the Bill that has all the right elements required for the much needed transformation in the transport sector – standardization of motor vehicles, focus on road safety, robust rules to curb road accidents and many other reforms. In this regard, I congratulate the hon. Minister, Shri Nitin Gadkari ji, for taking the long pending initiatives needed to revamp the transport system in India.

Here, Madam, I would also like to comment on some of the comments made by Shri Satpathy, who has now disappeared from Lok Sabha. He stated that vehicles should be impounded. Does not he know that such provisions already exist? In case of drunken driving the vehicles are impounded. It is happening all the time in my constituency, Chandigarh that you lose your licence for three months. So, it is already enforced.

I would also like to comment on the other things that Members are using through the Motor Vehicles Act to target the Government or the hon. Minister, who has an unimpeachable record of excellent work in this Department right from the time when he was the PWD Minister in the Maharashtra Government when the NDA Government was in power there.

Then, there are comments like ‘helmets should be down away with because we have too large a population, so people should die on the roads’. I think this is an obnoxious statement and it should be expunged from the record.

Madam, incidents of road accidents feature in the news every single day. The number of fatalities due to road accidents is close to one million in just the last decade and this number is more than the individual population of several countries across the world. Amending the laws that deal with road safety is an absolute necessity to save the lives of millions of people, who commute every day, and that is exactly what this Bill is seeking to achieve.

According to the 201st Report of the Law Commission, doctors point out that at least 50 percent of fatalities can be averted if the victims are admitted to the hospital within the first one hour, which is medically termed as the golden hour, because that is the time when maximum bleeding happens and if they get timely help, they can be saved. Unfortunately, reports state that 80 percent of the road accident victims do not receive any emergency medical care within the critical golden hour. A survey conducted by Save Life Foundation reveals the worrying fact that 74 percent of the bystanders are unlikely to assist a victim of a road accident due to fear of legal complications.

Good Samaritans are kind hearted people, who help accident victims without any selfishness. [English] Good Samaritan law is in force in many parts of the world. These people deserve to be protected by a supportive legal framework. In this regard, I had introduced a Good Samaritan Protection from Civil and Criminal Liabilities and Miscellaneous Provisions Bill as a Private Members' Bill on the 12th of December, 2014. The two gentlemen, the hon. Ministers, whom I had petitioned for this – the Health Minister, Shri Naddaji and the Surface Transport Minister, Shri Gadkariji – are today happily present in the House. I am delighted to state that for the first time, provisions for protecting the good samaritans from civil and criminal liabilities have been included in the Government Bill. So, I thank them. I earnestly thank the Government for providing a protective legal environment for good samaritans, of course, which I have been fighting for many years.

According to the Bill, the procedure for questioning or examination of the good samaritans and disclosure of personal information will be provided by the rules which are yet to be laid down by the Union Government. To that extent, I feel that the guidelines given by the Supreme Court's Committee headed by Justice V. S. Aggarwal touch upon highly important aspects. The

guidelines focus on the importance of rewarding good samaritans who move an injured person to the nearest hospital and state that they should be allowed to leave immediately and not harassed.

I am of the strong opinion that this will go a long way in encouraging other citizens to help victims of road accidents without any inhibition. As I have stated in my Private Members's Bill, participation of good samaritans in the investigation process should be made voluntary. Also, good samaritans should not be forced to provide private information such as name and contact details as well as the medico-legal case form provided by the hospitals.

Moreover, if a good samaritan has consented to provide necessary information, it is of utmost importance to make the investigation process hassle-free. I think, this is an extremely significant point. Under no circumstance should a good Samaritan be harassed or coerced to provide information. I am positive that the Government will take these points into consideration while framing the rules.

I also request the Government to ensure that all the educational institutions impart training in first aid and emergency response to students so that they are encouraged to come forward and help accident victims. What happens in such a situation is that people see

the accident and run away thinking, no, I don't want to get into this mess, who will get into trouble, because they do not want harassment by police or by hospital authorities.

Apart from this, I feel that the provision of introducing a scheme for cashless treatment of road accident victims during the golden hour is highly commendable. I thank the Government for that. This is an extremely important step towards saving thousands of lives which are lost due to the inability to pay for medical care immediately after the accident.

The creation of the Motor Vehicles Accident Fund to provide compulsory insurance coverage to all road-users in the country will go a long way in establishing a protective environment to deal with risks related to road accidents. Road safety needs to be dealt with in a holistic manner. Right from the life of the vehicle to the road infrastructure, there are a number of factors which influence the safety of commuters. I appreciate the fact that this Bill has dealt with all such factors in an exemplary manner.

I congratulate the Government and the Hon. Minister who, through this Bill, have ensured that India will go a long way into coming out of the list of countries that account for a large number of road accidents.

Madam, I thank you for giving me the time to speak.

SHRI KOTHA PRABHAKAR REDDY (MEDAK): Thank you, Madam. In India, there is one death occurring every four minutes due to a road accident. This leads to not only loss of lives, but also property. It destroys families and depletes our human capital, which needs to be changed. In this regard, I, on behalf of TRS Party, would like to congratulate the hon. Minister for bringing forth this important legislation. But there are a few issues and suggestions, which I would like raise here.

Safety of passengers, safety of drivers, and general road safety of pedestrians and other drivers is of utmost importance. The track record of Indian roads and drivers are the worst in the world as we have 300 to 3,000 percent more accidents and fatalities than some other countries. Drivers training and counselling goes a long way in achieving safety. There should be at least six-months training course with Diploma Certificates being provided at the end of the course for the drivers who drive commercial vehicles.

Every once in a while we have seen sting operations where driving license was given to blind people and people without hands

and legs. The licensing authorities should also be penalized and held accountable for the same.

All the taxi drivers, for the sake of safety, have to be issued identification, which should contain details of the track record of past accidents and any past criminal record so that the employer and the passengers are aware of the track record of the driver. There should also be an annual physical and mental health check-up for the taxi drivers. This would go a long way in promoting road safety and passenger safety. Further, there should be mapping of all the black spots in the country, and steps should be taken one by one to remove these black spots. This will go a long way in reducing the number of road accidents.

As regards third-party liability, till now, the third-party liability under the existing Act was unlimited. Now, in this Bill, there is a cap on maximum liability for third-party insurance in case of a motor accident at Rs. 10 lakh in case of death and at Rs. 5 lakhs in case of grievous injury. What is unclear with this is that in case the court awards a higher compensation than the maximum liability amount, then who will pay the remaining amount? Will it be the accused or the insurance company or the Government?

The Motor Vehicles Accident Fund can be used for emergency treatment for a person injured in an accident or give compensation in case of death. There is a similar fund already existing called the Solatium Fund. The questions arising here are these. Why a new fund is required? How will it be different from the existing one? For example, there is no clarity on whether accident victims can seek compensation for a particular hit-and-run case from either or both the funds.

As regards taxi aggregators, when the first internet digital and cloud aggregators came to India, it seemed to be a big boon for the taxi drivers as some of them were earning anywhere between Rs. 60,000 and Rs. 70,000 per month. But later, the same taxi drivers felt that they were being exploited by the aggregators who had access to technology and a lot of funding. The Government should enable, empower and support the Taxi Drivers Associations to setup similar technologies and software so that they cannot be exploited.

I would like to talk about 'Telangana related/woman safety'. Madam IT industry has given huge job opportunities for young women. Many of them work in different cities. They live in apartments. They work on computer and work in taxis also. Madam, we have seen a rise in the number of cases of attacks and molestation

against young women. Such cases have been rising. We need to put an end to this. Madam, in the State of Telangana and in the city of Hyderabad, which has now become the most liveable city according to Mercer Quality of living standard, our Government under the leadership of KCR has set up 'She teams' and these crimes have almost disappeared in the city of Hyderabad.

KUMARI SUSHMITA DEV (SILCHAR): Thank you, Madam. The time is very short, so without repeating anything, I would like to say that the real impact of this Bill will only unfold in the coming months or the years because most of the powers and most of the rules that are yet to be made have been delegated. Therefore, for instance, the National Transport Policy which the hon. Minister is talking about will play a very important role in the future about what impact as a nation we will actually have on the issue of road accidents which many of my colleagues have been talking about. I request the Hon. Minister that when he makes the National Transport Policy, the process of consultation should be widespread and all the hon. Members of Parliament, pressure groups and NGOs should be invited to contribute in that policy.

Madam, if we look at the international literature on road safety which seems to be the primary object of this Bill, there are five basic principles - engineering, enforcement, education, encouragement and emergency care. I urge the hon. Minister that if we were to take these five principles of the International Road Federation, as has been placed in the domain, most of the things have been covered. Initially in the introductory speech of the hon. Minister, he said that he is going to introduce it in the education system. But I also ask the hon.

Minister, where road safety and road accidents have taken so many lives, why do we not find a way to encourage the State Governments, like where they have controlled road accidents, they should be rewarded, maybe, by way of additional allocation in national highways?

If we talk about emergency care, this Bill has done well in introducing cashless treatment in the golden hour. Gadkari ji, on many occasions, has boastfully said how he has spent thousands of crores on national highways, I request him to introduce air ambulances with the allocation of every highway to lift victims of accidents from the national highway which I think will truly go a long way in saving lives.

There are many contradictions in the Bill which I hope the hon. Minister will clarify. One of them that my colleagues have asked is where a court gives a compensatory award that is beyond the capping in the Act, who is going to pay for it? As we know that premium can be a huge burden on the consumer, it should be taken into consideration.

Apart from that, I would like to say that in 215 (d), I am happy to see that the National Road Safety Board has been introduced, as per the recommendation of the Standing Committee. But where it says

that such other functions that are yet to be decided by the Government, I would request the hon. Minister to include setting of standards and conducting audits with regard to road safety because unless there are audits of road safety, I feel, this may be an exercise in futility. Also, I fail to understand, and I hope the hon. Minister will explain, under Section 198 (a), the liability clause for the maintenance of safety standards, where you are giving a contractor or an agency a work worth thousands of hundreds of crores, why is the liability only one lakh or is it going to be one lakh per violation?

15. 00 hours

That is a question which I feel the hon. Minister should answer. Apart from that, there is one small standard that can be set. During the UPA time, two world-class projects had been introduced under the NATRiP, one of which is in my constituency. I am sad to say that I have been asking the Heavy Industries Minister to appoint a full-time Director for the last two years, but he has not done that though this Act is talking about automated testing facilities, which is a part of the NATRiP project.

Lastly, whether it is the Law Commission's Report of 2007, or whether it is Sundar Committee Report, repeatedly it has been said that there must be a national policy for pedestrians and non-motorized

vehicles. There is a need for a uniform policy which may require an amendment in the three Lists of the Constitution because there is some overlapping.

[Translation]

I will tell Gadkari ji that Sir, when I get LLM degree, I was happy but also sad because on the same day when I got my LLM. Result came, I went to UK. I also appeared for the driving license exam. I passed LLM but failed in the driving license exam. Therefore, I would request that through this board that you will create, a standard book on the rules of driving, a book should be published, after reading which we can sit in that exam and pass that exam. With this hope I extend my support to the Bill and I hope that we achieve the purpose behind it.

[Translation]

SHRIMATI MEENAKASHI LEKHI (NEW DELHI): Hon. Madam Chairperson, first of all, we need to know why there was a need to bring this Bill at this time? The need to bring this Bill at this time arose because India has also signed Brasilia and has promised that by the year 2022, the number of deaths or increase in road accidents will be taken to fifty percent.

The subject is that the law made in 1988 is being implemented today in the year 2017. There has been a change in the circumstances, there has been a change in the road conditions of the country, there has been a change in the population of the country and that change should be seen in conjunction with the policy of the country. There was a difference between the condition, the situation and what was actually happening on the ground. Keeping all these reasons in mind, changes have been brought in this law. First of all, I want to thank the Hon. Minister for bringing this National Security Bill.

Everyone will wonder why I used the word national security in the law? He said that if we look at the figures between 2000 and 2015, whatever figures are there, they say that every year there are around five lakh accidents in this country and around one and a half lakh fatal accidents in which people die.

If those figures are added since independence till today, then the number of deaths in road accidents is much more than the number of deaths in terrorist incidents in the fight for India's security. That's why I called it a matter of national security in which young people - the youth of 21-22-24-30-35 years, that is, the youth group, die the most in these road accidents. Whenever there is talk of advertisement of automobile industry, at some places there is talk of speed, at some places it is shown in some way or the other that if there is a car then it should be like this, it should be driven at this speed. How to overtake, how to apply brakes, but the training that should be done towards road safety has not been done in this country.

On one hand, there was no thought regarding road safety. Secondly, when an accident occurs, what provisions should be made to control that criminal incident so that accidents do not occur. This Parliament did not even consider those crimes. There was definitely a report of the Standing Committee, but no action was taken on it. After accidents, victims struggle at various places, courts and courts. Somewhere between the many rules and regulations and cases, all those cases get buried and it takes years for them to get their insurance. Just think, those who have small children and their father has met with an accident, no one is going to think about the child's education or the

widow's upbringing, there is no such situation in the society that would think about that matter. The law has been changed keeping everyone in mind.

I am reminded of a case. That was an incident in Delhi. When the terrorist was investigated, the terrorists who had come from Pakistan had got their driving license made in Meerut. It was very easy to get a driving license but as Sushmita ji has said, getting a driving license in Europe is more difficult than getting an LLM degree.

I also remember that in the year 1990, when I had gone out for studies, there was a Scottish female friend there. She had failed in the test thrice, due to which she was crying in bad condition, because if you fail in the test thrice then you are not allowed to apply for driving license next time. It was necessary to have such a provision in this country so that terrorists and such people cannot obtain Government documents by using the loop holes in the licensing provisions. The plan made in this Bill, from transparency to simplification, will prove to be a huge task for the security of this country for a very long time.

Similarly, there is another topic related to security. Many jeeps with Sumo and four-wheel drivers from Delhi were stolen from here and sold in the North-East and were also registered after being sold. The provision for National Registry has been made in this. . . .

(Interruptions) Cars have been sold in the North-East. I am not blaming the North-East, but it has been proven that there is an easy route to Jongaj and all of them. Delhi Police has exposed many such gangs.

By creating a vehicle and Sarathi platform, in which a national registry of drivers is established through the registry and also the registry of vehicles is also established so that the vehicle of one state is not registered illegally in another state, this is also a matter related to national security.

Drunken driving and many such criminal drivers who kill someone, may be a case of 'hit and run', but they start driving in some other state under some other name, that is, then increase the insecurity on the road. To reduce the increasing insecurity, the work of linking it with Aadhaar card is done in the name of increasing transparency through simplification that too is going to prove to be a big task for national security.

I believe that whatever was happening till now, there was a lack of indifference and concern somewhere and in its favour I want to say that I am from such a state and such a city which is famous for the production of BMW and Lamborghini. There has been a lot of notoriety regarding the case, where underage children have been

driving vehicles and due to which many people have died. The provisions that have been brought in this law regarding juveniles are also a very happy occasion, to create an environment of security for everyone that their parents have been made responsible. In this, the penalty has been increased and regarding the penalties, I especially want to tell you that earlier in the general provision, the penalty was Rs. 100, but now it has become Rs. 500.

If you have violated the Motor Vehicle Act, you pay a fine of Rs. 100 and go away. Now, this amount has been increased to five hundred rupees. If you don't listen to the officer, there is a fine of Rs. 2,000. It has been increased from Rs. 2,000, Rs 5,000, Rs. 10,000, Rs 25,000 to Rs. 1 lakh. The punishment and penalties have been increased, which reflects the Government's intention that it strongly wants to pass laws in the interest of the country and bring an environment of safety on the roads. There are two sides to any wrongdoing, a civil wrong and a criminal wrong. Both civil wrongs and criminal wrongs have been tightened, so that the rules can be strictly followed somewhere. For example, there is a saying that 'Ghosts of kicks do not convince with words', no matter how many advertisements you show, how much you explain with love, but until there is a provision of punishment for three, four or five years, the

parents will not agree. We are not of the opinion that we should not give the keys of the car to our children. Provision related to this matter has been made in this Bill. [English] Deterrence is one way of seeking compliance. I am happy that this Bill has worked on these aspects.

There are two Supreme Court Judgments and there is an NGT Judgment. I have a small reference to make about those judgments. One Judgment is *Rajasekaran versus the Union of India*. [Translation] In which fatal accidents increased and there was no sign of improvement, but some guidelines were established. I feel that unless the basic attitude of drivers changes, we will not be able to do anything, so we need to work towards changing the basic attitude. There are two more judgments related to this. [English] Regarding automobile where Base-III models have been banned and Base IV standards have been upheld. I genuinely feel that as per the constitutional scheme, the Government has its own job to do; we, as Members of Parliament, have our own job assigned to do as the body which passes law; Courts have their own job to do, that is, implementing the law; the Executive has its own job to do in implementation and passing orders regarding that; and Media has its own job to do. [Translation] The Constitution of India and the Government system define very well who has what job. If anything is

ordered in someone else's work without proper information, it is seen as interference.

[English]

HON. CHAIRPERSON: Shrimati Meenakashiji, please complete.

SHRIMATI MEENAKASHI LEKHI: I am completing.

Say, a particular Court passes an order that farmers' loans will be waived off without taking into account whether the budgetary allocations of the State are adequate or not. Similarly, let us take alcohol. I am not somebody who drinks or who favours alcoholism any way. But definitely, I have an opinion on this particular aspect. While drunken driving is no excuse and the law has to take its recourse, but passengers can be drunk. So, removing five-star hotels, removing everybody is going to affect economy and it is also going to affect the livelihood of many people. It is somehow a little imbalance. Similarly, every law pertaining to banning is prospective and not retrospective. There are certain automobiles which have already been processed, which have already been manufactured. Now, the ones which have been manufactured, banning them, somehow I feel, is injustice because it is an economy worth Rs. 15,000 to Rs. 16,000 crore. From where does a poor country like us get that? So, I appreciate the Good Samaritan law about the work which has been

done for the *Divyang*. [Translation] I definitely want to say one thing that the change that has been brought in the law for the disabled is a particularly commendable step, because sometimes, they also may need to drive. Till date no one has thought anything about their needs in this matter.

One thing I would like to say is that the law has been changed for the disabled, it is especially commendable, because they may need to drive at some point or no one has thought about their needs till date. [English] Specially-abled and the disabled people have been recognised under this Act and special provisions regarding adapted vehicles have been made and I appreciate that. I want to thank the Hon. Minister for really dealing with the national security hazard in this detailed a manner. Thank you.

SHRI DHARAM VIRA GANDHI (PATIALA): Thank you, Madam Chairperso, for giving me opportunity to speak on this Bill.

[Translation]

First of all, I want to congratulate the Hon. Minister that with great effort, keeping in mind all the aspects, he has brought this Bill which has been pending for a long time in accordance with the problems of transport. Many of my friends have commented on the merits and demerits of this Bill. I just want to bring two things to the attention of the Hon. Minister through you.

There is a protocol of the International Red Cross, which is followed all over the world, that is that whenever there is a road jam or a toll plaza comes somewhere, the ambulance first comes out from there, followed by the fire brigade vehicle, followed by the vehicles of the police force and armed forces agencies. After that, the cars of politicians and bureaucrats come out. But I have to say with sadness that despite having eight lanes on NH-1, no lane is left for ambulance, fire brigade or other essential services. All lanes are occupied. Therefore, the protocol of the International Red Cross should be strictly implemented so that no one dies due to delay on the roads.

The speed required by vehicles on the traffic lanes on NH-1 or other highways is violated. Trucks run on high speed lanes and many

times accidents occur while trying to overtake other vehicles. Therefore, a time limit of two months should be kept to convince the truck drivers, after that if they violate it, then strict action should be taken against them and they should be punished so that no one breaks this rule in the coming days.

If there is an accident on national highways or state highways, there is a traffic jam for hours, in which ambulances, fire brigade vehicles and people going for important work like giving interviews etc. get stuck in it. Therefore, there should be helicopter services on those highways, which can lift those vehicles and move them off the road and allow traffic to resume. This service should be necessary on National Highways and State Highways, so that there is no hindrance in traffic and essential services can be run without any hindrance.

Being a doctor, I know that during an epilepsy attack, the condition of the patient becomes bad. Therefore, while making the license, the history of the concerned person, medical records, etc. should be thoroughly checked, because such a person is carrying a moving death item on the road. Special attention should be paid to patients suffering from epilepsy and heart conditions, so that accidents can be reduced.

Whenever any organization wants to hold a demonstration or protest, it should be taken in writing that a special lane should be left during the protest or demonstration, so that ambulances, fire brigade vehicles etc. can pass. I also support the issue of air ambulance in this Bill. I congratulate the Hon. Minister for bringing this Bill as per the time and according to the people of India.

[Translation]

SHRI OM BIRLA (KOTA): Madam, today we are debating an important Bill. The Motor Vehicle Act, 1988 has been an important topic since independence in this country. Before its arrival, there were five lakh accidents in the country every year. Every day 400 people were killed in these accidents. Young people used to get injured and die in these accidents.

Madam, after 1988, this Bill has come on such an important subject in this Government under the leadership of Hon. Nitin Gadkari. Through this Bill, we will be able to stop road accidents within the country and make new laws for road safety. A department of corruption was formed within the states in the country. The condition of every road through which, we passed in India was the same. No former Government has tried to enact a comprehensive Bill aimed at preventing these road accidents. The transport departments of the states had become dens of corruption within every Government. Those became the center of Government extortion. I would like to thank Hon. Nitin Gadkari ji that he has tried to bring a comprehensive Bill to stop this corruption.

15. 21 hours (Shri Pralhad Joshi *in the Chair*)

Sir, there was a need to make a comprehensive law to prevent road accidents. A legal framework should be created through which, we will be successful in preventing road accidents in the country. This will definitely be possible through this Bill. Many amendments have been made in this Bill. This Bill has been discussed with the Hon. Ministers of 18 states and has been made keeping in mind the maximum recommendations of the Standing Committee and the larger interest of the country.

Sir, I can definitely say that in the coming time we will be able to reduce corruption in the country. We will definitely be able to reduce the pain faced by the families of the youth who get injured and die in road accidents in the country. To reduce corruption in the country, it is necessary to implement on-line system. Hon. Minister has implemented on-line system regarding the licensing system within it. A driver, after having an accident in one state, used to go to another state and get his new driving license, but now due to the formation of the national policy, if any person has a serious road accident, his license will not be issued from any state.

Sir, those who do not know how to drive used to get their license on the basis of recommendation, but after the introduction of this Bill, unless even the biggest person of India passes the driving test, his

driving license will not be made. The licensing process will be improved through this Bill, through which we will be able to make comprehensive arrangements to prevent accidents.

Sir, we used to see that there was a broker nature in the transport departments in India. Transport departments could not run without brokers. The Hon. Minister has started online registration in that also. In this Bill, the dealer has been given the power to register. Our biggest concern was about the identified black spots of the highest number of accidents within the country. Most of the road accidents happen on these black spots. We knew which places in which states were marked as black spots, but we failed to prevent those road accidents. After the enactment of this Bill, states have also been asked to make laws for road safety at their own level regarding these black spots.

Hon. Chairperson, Sir, I can say that work will definitely be done on this black spot in the coming time. Wherever there are accidents on the road, work will be done to mark them. Extensive arrangements will be made through this Bill to ensure that there are no more accidents in future. . . . (*Interruptions*) Hon. Chairperson, please give me two more minutes.

HON. CHAIRPERSON: You will not get two minutes, you should finish your speech in one minute.

SHRI OM BIRLA: I'll just take two more minutes. Sir, not only this, we were also worried that if a person died in an accident, he would get Rs 25,000-50,000. Through this insurance policy, we have increased the amount of compensation from Rs 50,000 to Rs 5,00,000-10,00,000, because if someone dies in his house, many people do not even have food in their house, but we have A law was made to ensure that the person gets compensation so that his family can survive. I would like to urge the Hon. Minister that there is a need to increase the amount of compensation further, because so that a poor family can be supported, we can make the family stable by giving compensation to some dependent in that family and by giving them a job. To achieve this, extensive work is required.

Hon. Chairperson, Sir, I can say that through this Bill we will be able to reduce the daily road accidents in this country and our youth who used to die in road accidents every day, after 27 years this Government will Under the leadership of Shri Nitin Gadkari, we will work to save those youth from death through this Bill, thank you.

[English]

DR. RATNA DE (NAG) (HOOGHLY): Thank you, Sir.

In India, according to the National Crime Records Bureau Report of 2015, more than one lakh persons were killed and more than four lakh were injured in road traffic crashes in 2014. A Government report indicated a loss to the economy of three percent of GDP in 199-2000 due to road mishaps, compared to 1.5 percent in other middle income countries. It was reported that the total number of road accidents in 2015 was more than five lakh which is 2.5 percent more than the number of accidents in 2014. National Highways accounted for 29 percent road deaths in 2015 as compared to 29.9 percent in 2014. State Highways registered 28 percent deaths last year and 54.1 percent of all persons killed in road accidents were in the 15 to 34 years' age group during the year 2015.

Road transport plays a vital role in the economy of the country and this sector constitutes 4.5 percent of the GDP of the country. To address the issues faced by the transport sector, the Motor Vehicles (Amendment) Bill, 2016 was introduced in the Lok Sabha on August 9, 2016 by the Hon. Minister of Road Transport and Highways Shri Nitin Gadkari. This new law intends to halve the number of deaths and injury due to road accidents by 2020.

The Bill has many good provisions but due to paucity of time I would just mention a few of them. These include cashless treatment for road accident victims, inclusion of Good Samaritan guidelines, aggregator licences, empowering Union Government to recall vehicles, electronic monitoring, national registry for licences and registrations, need for development of National Transportation Policy, compensation and insurance, and higher penalties for road traffic violations.

There are some points which I want to raise. The Bill lacks clarity with regard to limited liability for third party insurance under section 147 of the Act and clause 49 of the Bill. It caps the maximum liability for third party insurance in the case of a motor accident at Rs. 10,00,000 in the case of death and at Rs. 5,00,000 in the case of grievous injury. This implies that the insurance company is liable to pay only up to these specified amounts. However, the Bill does not cap the compensation amount to be decided by the courts. If courts award compensation amounts higher than the maximum liability prescribed under the Bill, it is unclear who will pay the remaining amount. The need for new Fund is unclear.

HON. CHAIRPERSON: Madam, just a minute.

I would like to draw the attention of the Members to the fact that we still have the names of about seven more Members who want to speak on this Bill. If the House agrees, we may take up the Private Members' Business after all these Members have spoken. I hope the House agrees to it.

SEVERAL HON. MEMBERS: Yes.

HON. CHAIRPERSON: Dr. Ratna De, you may continue.

DR. RATNA DE (NAG): The need for new Fund is unclear for there is already an existing fund for hit and run cases. With the Solatium Fund already existing the purpose of the new Motor Vehicles Accident Fund with regard to the hit and run cases is unclear. For example, there is no clarity on whether accident victims can seek compensation for a particular hit and run case from either or both the funds. Further, if the proposed Motor Vehicles Accident fund is funded through a cess or a tax, motor vehicle owners may have to pay taxes in addition to paying the compulsory third party insurance premiums.

The Bill does not provide any clarity on Central guidelines for aggregator companies. As per the Bill, State Government would be issuing licenses to aggregators in conformity with the guidelines

issued by the Union Government. But, the Bill does not specify what these guidelines will cover.

There is lack of clarity on who should bear the cost of implementing and ensuring electronic monitoring and enforcement of road safety. Ensuring electronic monitoring across roads in a State could incur a significant amount of infrastructure investment, such as CCTV cameras, speed detectors, training programmes, etc. , on part of the States. The Bill does not specify whether such costs will be borne through a Central scheme or through the additional grants to the States from the Centre.

According to the Statement of Objects and Reasons, the Bill seeks to address issues related to road safety. While the Bill addresses several of these issues, various experts have highlighted other concerns with regard to road safety like absence of agency responsible for road safety and poor road design and engineering.

Sir, I have high regards for the hon. Minister. I wholeheartedly support the Bill. Thank you.

SHRI ADHIR RANJAN CHOWDHURY (BAHARAMPUR):

Sir, the legislative document under the nomenclature Motor Vehicles (Amendment) Bill, 2016 has been piloted by our hon. Minister who is always regarded as a competent Minister in the Council of Ministers of this Government.

This is an omnibus legislation. He has already elaborated the nitty gritty of this legislation so, I do not have many issues to be raised here. However, I would like to draw the attention of the hon. Minister to a few issues.

The road length in India has increased from about 4 lakh km. in the year 1950 to 55 lakh km. in 2015. Majority of these roads have been rural roads and the roads constructed by PWD. Since 2000, while the road network in the country has grown by 39 percent, the number of registered vehicles has grown by about 158 percent. While the growth in the road network will be limited, a constant increase in the number of vehicles on roads is likely to lead to congestion and road fatalities. We have to outline the fundamental issues pertinent to road fatality on which we are concentrating in this legislation. Further, as a signatory of the Brasilia Declaration, the Government has taken this initiative with an aim to reduce the number of road accidents and

fatalities by 50 percent by 2020. That is why, 68 sections have been amended out of 223 sections of the principal legislation.

[Translation]

Gadkari ji, you told that you are making 'National Transportation Policy'. I just want to present before you the fundamental issue. How can you say that you will make a 'National Transportation Policy'? You go to Army, Infantry, Navy, Air Force, you are thinking of Chief of Defense Staff for them, but is this transportation policy of yours only for roads? There is no rail with it, there is no air with it, so why don't you decide the transportation policy by combining all these. You should also become like CDS, otherwise this is a segregated, isolated issue. It does not seem right to call it 'National Transportation Policy'. It can be named 'Road Safety Policy' or 'National Road Policy'. I want to draw your attention towards this. The second thing is that you are saying that you have brought this legislation to reduce the fatalities on the road. But how will you balance the density of Wickless Road with its density? How do you balance this? How many trauma centres have you built? You should mention that if we can take an accident victim to the right place during the golden hour, then he can be saved. If yes, then how many trauma centres are there? Build a trauma centre at least every 50 kilometres and an air ambulance must be kept there. If you

want to move forward in this direction, then this is a very important thing.

[English]

Sir, there is a confusion amongst the respective State Governments who used to frame the policy especially in regard to the Regional Cab Regulations. Here you have stated that it is a progressive and aggregator-friendly legislation. Yes, I do agree with it. But, some of the States are expressing concern over whether their respective States' legislation will be trampled upon by the Central legislation so far as aggregator issue is concerned. This needs to be clarified whether this legislation will overwhelm the States' sponsored legislation in so far as aggregator issue is concerned.

Secondly, a number of Members have already raised the issue that so far as the third-party insurance is concerned, the premium goes towards settling of claims against the owner of the vehicle in case of damage to a third party's vehicle or life caused by him in an accident. There is a cap on the maximum liability of the insurer on damage to a third-party's vehicle or property at Rs. 7.5 lakh in third party insurance policies, but there is no limit now on how much one can claim from the insurer for loss of life.

HON. CHAIRPERSON: Adhir Ranjan Ji please conclude.

SHRI ADHIR RANJAN CHOWDHURY: This is smacking that you are going to offer favourable position to the insurance companies.

Sir, last but not the least, the road design should be taken care of. It is because the contractors, without focusing on proper maintenance and road construction, are always getting scot-free even after committing various offences. Mandatory driving training should be introduced.

[Translation]

Sir, I know that the purpose for which Gadkari ji has brought this Bill is right, your intention is right. Therefore, I want to say that – may there be rays of the sun, may there be moonlight, may the stars be high and may the wish of our Gadkari ji be fulfilled.

[English]

SHRI RAHUL KASWAN (CHURU): Sir, the Motor Vehicle (Amendment) Bill, 2016, is one of the major legislations which can transform the entire transport sector of our country.

First of all, I would like to congratulate our hon. Minister, Shri Nitin Gadkari Ji, for bringing out a bold and strong legislation. Many of the epoch-making changes are envisaged in this Bill. Some very important issues which were long pending have been addressed in this Bill. Some of the issues are increase in road accidents, delay in the issue of driving licences, disregard of the traffic rules and regulations and strengthening rural transport.

Sir, today if we travel on the road what we see, [Translation] whenever we walk on the road, we think that overloaded vehicles, traffic problem, parking problem, speed in some places is more and some less, no lane driving, due to that flying. Pollution, dust, such an environment was created in this country that not only was it difficult to travel on the highways, due to them accidents took place every day. Five lakh accidents happen every year in this country. Within such a country, when there are 32 vehicles per thousand population in India and if we compare with other countries of the world, then there are 249 vehicles per thousand population in Brazil, 293 in Russia, 205 in

China and only 32 in India. At such a time, I feel that we have to understand the importance of the Bill that has been brought today. I would like to thank the Hon. Minister very much that keeping all these things in mind, an important Bill has been tabled in this Parliament after 28 years. Once the Hon. Minister had said one thing, [English] he termed the Motor Vehicle (Amendment) Bill, 2016, passed by the Cabinet as the biggest reform in road safety and transport sector. I do believe that this is the biggest transformation of the road sector which the Hon. Minister has done.

A lot of issues have been touched upon by the Hon. Members and I would not go into those details. One of the issues which has to be given a lot of importance is training for driving. This is the most important thing. In foreign countries, when one thinks of applying for a driving license, he thinks that [Translation] even by mistake, the license should not be cancelled. It is exactly the opposite in India, out of 100 people apply, 101 get the license. Keeping this in mind, making the learning driving license online by linking it to Aadhaar is a very strong step. At the same time, I believe that driving training institutes, which are being run by the Ministry of Rural Transport, should be set up on priority basis in every district. Unless we have trained drivers,

there will always be chances of increasing accidents on the road. CSR funding should be used.

There are about 40-45 companies in this country, which manufacture vehicles. These companies should take one or two districts each and build world class driving training institutes under CSR funding. I think, they should have a simulator based driving test. I have some humble requests, Automated Fitness Testing Machine will be implemented across the country from October 1, 2019. I request the Hon. Minister that if a vehicle from Rajasthan is parked in Chennai, it should get it tested in Chennai itself, if such a facility is available with it, then I think the transport sector will truly benefit. A manual of insurance sector and traffic rules should be made mandatory with every vehicle so that the driver increases his knowledge. This will be of great benefit.

You had said one thing that RTO free highways in India, this was a statement given in the Parliament, which you have made part and parcel of along with RTOs and other Government officers for issuing challan etc. This is a very historic step, for which I want to thank you very much. I would like to make one more small point that all the safety measures being taken when the national highway is being constructed should not be made a part of the project report so that

speed cameras should be installed there so that over speeding is controlled in any way. I would also like to say that such a committee should be constituted within the district under the chairmanship of Members where we can stop the black spots, catch them and work on them so that accidents are reduced. I again conclude my speech by supporting this Bill.

SHRI KAUSHALENDRA KUMAR (NALANDA): Sir, thank you very much for allowing me to participate in the discussion on the Motor Vehicles Amendment Bill, 2016. There are a total of 223 sections in the Motor Vehicles Act 1988, through this Bill it is proposed to amend 68 of them. Also, 23 new articles are being included. On behalf of my party, I thank the Hon. Minister that you have brought this Bill with a lot of hard work. For this, I especially want to thank you.

Hon. Chairperson, Sir, I come from Bihar. I also congratulate you for the improvement you have brought in the process of granting driving license, you have done it through computer by linking it with Aadhar card and every person will have to go for the license, this is a good thing. But, sometimes the link also fails, that also needs to be kept in mind.

Speaker Sir, every minute a serious road accident occurs in the country and about 16 people die in an hour. According to the data, there are 1,214 road accidents every day. About 25 percent of them are two-wheelers. Every day, about 400 people die in accidents, including 20 children. In 2014, 1,39,671 persons lost their lives in road accidents. In the year 2015 it increased by about 5 percent and in the year 2016 the data is showing that it has increased by about 20 percent.

Today, most road accidents in the country occur in Tamil Nadu, Uttar Pradesh, Delhi, Rajasthan, Karnataka, Maharashtra, Andhra Pradesh, Haryana, Punjab. After that comes Bihar's number. But, I must say one thing that ever since Hon. Chief Minister Nitish Kumar has banned liquor in Bihar, there has been a continuous decline in accidents there, it has declined by about 70 percent. I would request the Hon. Minister to pay special attention to the ruling given by the Supreme Court that no liquor shop will be opened within 500 meters of the highway, so that no driver goes there and drinks liquor. And because of that he faces difficulty in driving.

Sir, the Hon. Minister had earlier also said that there will be a trauma centre every 100 kilometres, but till date no progress has been made in this. If the roads are properly repaired, then the accidents in road traffic will be reduced by half. By the way, the Government has signed the 'Brazil Declaration' and has promised to reduce road accidents by 50 percent by the year 2020. Therefore, I would also suggest that instead of charging more fines, there is a need to improve good roads and rules. There is also a need to provide proper training to the drivers. Many people have proposals regarding language. Whatever international permit is issued, the languages of the drivers should also be considered to check whether they have knowledge of

the language or not. Strengthen public transportation. Wherever there is a crossing, there should be more vigilance.

Now, I want to tell you that if you have to turn to the right side of the road, then the turn comes only after driving about five kilometres. Hence, your vehicle will drive ten kilometres more. How much more fuel will the country consume due to this? If this is corrected, how much revenue will be saved in the country? It is estimated that under these circumstances around Rs. 37,000 Crore can be saved.

Sir, the Government has increased the amount of compensation in road accidents, it is a good step. You are making provision to give way to the ambulance. But, this will not be possible through fine alone. You have also taken the initiative to make people aware about this. It is a good thing that there is a need to create public awareness about this through Members and public representatives, so that accidents are reduced. But, to save the people who meet with accidents, my suggestion and many hon. Members also suggest that there should be a provision for an ambulance-like helicopter. He should have a number so that as soon as the accident happens, the news is sent to that number and he gets down on the road and then the person is taken and treated. I end my talk by saying this.

Thank you ver much.

KUNWAR PUSHPENDRA SINGH CHANDEL (HAMIRPUR):

Thank you Hon. Chairperson, Sir, I stand in support of the Motor Vehicles (Amendment) Bill.

Sir, first of all I congratulate Nitin Gadkari ji that by bringing this Bill, like Narendra Modi ji's Government has done in the last three years, every day the House functions, good work and good Bills are coming in it. Today, that another Bill has been added to the list and the vision of 'Acche Din', which is being felt by the citizens of the entire country, is coming true day by day. How many vehicles have increased in the last 28 years, how much population has increased, how much conditions have changed and how many accidents have increased, but even then the previous Governments have not tried to bring this Bill till date, whatever may be the reason.

On this occasion, I would like to say that only that person can understand the importance of this Bill, who knows how many families are ruined due to road accidents. In our country, around 400 people die every day in road accidents. How many parents lose their sons, how many husbands, how many fathers and how many siblings lose their lives in road accidents. How many families are destroyed in road

accidents like this? I appreciate the way our Government and the Hon. Minister have tried to understand this pain and have brought this Bill.

Many speakers before me have presented their views in detail on this Bill. I will conclude by giving suggestions on only two or three points. All the amendments in the Motor Vehicle Act have been accepted by the Hon. Minister. The Hon. Minister accepted all the reports of 18 states, 10 political parties and the Standing Committee. I also have some suggestions in this regard; whatever road accidents occur and people require treatment after the accident, some provision should be made for them, so that they can be given the facility of free treatment for immediate treatment, so that they can become healthy.

A cess should be imposed on people who buy motor vehicles or some cess should be imposed on the insurance they get, so that such funding can be generated from them to pay the hospital Bills. Poor people should not die in road accidents due to lack of money and medical treatment.

I want to request the Hon. Minister through you, we are very conscious about security. Whatever our Government has to do for this, it is managing it. Nowadays, the prices of vehicles, be it car or truck, are increasing, but the number of vehicles is not decreasing. The capacity of those who want to buy vehicles has also increased. No

matter how much the price of vehicles increases, people still buy them. For safety, just like there is a provision of seat belts inside the vehicles, nowadays airbags have also started installed in them. The Hon. Minister is also very concerned about this. I believe that whatever vehicles are sold in India in the future, there should be a provision under the Act that pedestrians and cyclists should be on the bumper of every vehicle, if they meet with an accident due to the negligence of the driver. In case of injury, there should be provision of airbags for the drivers in the vehicle so that they can get comfort. No one should become disabled due to minor mistakes of drivers.

Whatever points have been taken in this Bill, the Hon. Minister has tried to include them in this Bill with full seriousness. [English]

HON. CHAIRPERSON: Please conclude your speech now.

KUNWAR PUSHPENDRA SINGH CHANDEL: I will conclude by reminding you of one thing. This Bill is very well made and the way it will be implemented is as per the system.

There is an incident long ago, we had an incident in Kaluchak, this is a very old incident. Right now our senior people are present here. All kinds of rules were made, but after that landslides are happening at some places, something else is happening at some places and after that the traffic has been stopped. It has also been seen many

times that the traffic is not stopped where it is supposed to be stopped by the officials and the police department. The driver and passengers of the vehicle did not know what the situation would be like, whether there were landslides or there was a flood situation, the vehicles were allowed to there after taking money.

Hon. Chairperson, Sir, you must remember that fifty vehicles got buried in the landslide there and hundreds of people died. I urge the Hon. Minister to make a provision in the Bill to prevent such accidents. Thank you so much.

SHRIMATI JAYSHREEBEN PATEL (MEHSANA): Hon. Chairperson, Sir, today Hon. Road Transport Minister Shri Nitin Gadkari has brought the Motor Vehicles (Amendment) Bill, 2016, I stand in his support. The Act of 1988 is 30 years old. As we all know that roads, railways, rivers are the lifeline of this country. Today, with rapidly increasing motorization in India, we are facing an increasing burden of road traffic injuries and fatalities. The emotional and social impact of a family that loses its breadearner cannot be measured. There are more than 5 lakh road accidents across the country in a year. As everyone told that 1.5 lakh people die in road accidents every year. 40 percent of the accidents occur on 2 percent of the national highways and a horrifying picture of those accidents emerges. For this also, guidelines and result-oriented efforts have been made in this Bill. Hon. Gadkariji is a very visionary and dynamic Minister. Our Prime Minister and respected Gadkari ji had also expressed concern over the manner in which the Ministry had released a report titled India Road Accidents 2015, under which this Bill has been introduced in Parliament today.

In this Bill, in an attempt to reduce road accidents, the Hon. Minister had told at the time of introduction of the Bill that a committee would be constituted under the chairmanship of local

Members which would include the District Magistrate and other senior officers associated with the district along with the MLAs, the Pradhans , etc. Apart from this, a committee will also be constituted by the Government which will submit its report on road accidents within a month. This is a big thing in itself. I would also like to thank the Hon. Minister for this.

Under the Prime Minister Road Safety, the Government has released a fund of Rs 900 crore in this budget. Apart from this, a scheme of Rs 11 thousand crore has been made under which the process of improving 726 most accident prone places has been identified. From this it appears that the Hon. Minister has thought about it, has presented a complete picture by taking all the small things into consideration and the beautiful effort he has made to get to the root of the diseases is highly commendable.

The infrastructure sector has got the most benefit in the budget. The Government has given maximum priority to highways, waterways and multipurpose centres. Under this, an additional amount of Rs. 6000 crore has been provided to the highway areas as compared to last year. Many major changes have also been made in this Bill in road safety and driving license system. For example, if a person dies due to an unknown vehicle, he will be given a

compensation of Rs. 25 thousand, but in this new Bill, this amount will be increased to Rs. 2 lakh. This will provide support to the family Members of that deceased person. This is a right step.

15. 58 hours (Dr. Ratna De (Nag) *in the Chair*)

Strict provisions have also been made for helmets. To improve the driving license process, we should not stop at just talking about Digital India, rather arrangements have been made for driving tests with the help of computerization and cameras through Digital India. Driving licenses for commercial vehicles will be valid for 5 years instead of 3 years. Driving science data will be integrated at the national level, which will make it difficult to make fake licenses. This will reduce accidents on the road. This is a right step. About 30 percent of the driving licenses in the country are fake. Therefore, electronic registration of driving licenses will be done under e-governance. It will be made mandatory for regional transport offices to issue driving test licenses. A new policy has been implemented. . . . (Interruptions) I will conclude in a minute.

Like, there are 223 sections in the current Motor Vehicles Act. It was just told that amendments have also been made in 68 sections. We do not need fast speed, but we need right speed, because human

life is priceless, it does not come again and again. This Bill shows a sense of sensitivity and all the processes are commendable in which simplification of the system is the core element of this Bill. The creation of the National Road Safety Board and the traffic awareness campaign and the idea of putting the idea of Digital India in the mobile phone of the driver are going to be implemented. The biggest achievement will be the provision of training institutes in backward areas to cater to the needs of 22 lakh drivers. . . . (*Interruptions*)

I would like to give 1-2 suggestions. Corruption of contractors and engineers should be curbed. There should be accountability and answers from them. Emergency medical service centres should be established on express highways and national state roads, especially on Yatra Dham roads. Our 108 emergency service should also be established at a distance of 10 kilometres. Unwanted and unscientific humps should also be removed. . . . (*Interruptions*) Accident Claims Tribunal should be established for speedy disposal of road accidents. . . . (*Interruptions*)

Hence, this is a historic step towards road safety and saving lakhs of innocent lives. Thank you.

16. 00 hours

[English]

SHRI SIRAJUDDIN AJMAL (BARPETA): Madam Chairperson, I thank you for giving me a chance to speak on this very important Motor Vehicles (Amendment) Bill, 2016. Our Party AIUDF supports this Bill and I thank the hon. Minister Gadkari Sahib for being so generous in accepting the long-felt needs of highways in Assam. I congratulate him on this very bold step and the people of Assam would be very grateful to him for having taken this very bold step, especially for the construction of Dhubri-Phulbari bridge on which we expect the work to start at the earliest. The entire State of Assam would be indebted to him for having taken this bold step.

Madam, it has been seen for years that Assam reels under flood year after year especially areas like Dhubri, Barpeta, Majauli, Karimganj and many other places. The road conditions there are preposterous. One of the main reasons for accidents is bad roads. Now our roads are being made to match international standards and it is a welcome step. This would prevent a lot of accidents that is taking place now.

16.01 hours (Shri Hukmdeo Narayan Yadav *in the Chair*)

Sir, it has been a long-felt and much awaited demand of the entire Northeast, especially the State of Assam that our roads and highways are made in such a way to match international standards. The areas around my constituency like Dhubri, Goalpara, Barpeta, Karimganj, Majauli etc. reel under flood every year and so far nothing has been done to repair or reconstruct these roads. I request the hon. Minister to pay special attention to these areas and allocate funds for construction of bridges and roads in areas like Jonia, Chenga and Majauli besides other places.

I support this Bill because I believe that such bold steps and out of the way decisions have never been taken in the case of Assam. I hope that other places in the Northeast are also given importance for building of roads, whether they are highways or other roads.

With these words, I conclude. Thank you.

[Translation]

SHRI GOPAL SHETTY (MUMBAI NORTH): Hon. Chairperson, Sir, I rise to support the Motor Act 1988 Bill, 2016. I would like to congratulate the Hon. Minister, especially because I am from Mumbai, Maharashtra and the Hon. Minister was recognized after building 55 flyovers in Mumbai and that identity was accepted in the entire country. He made a place in the hearts of all the political party leaders of the country. As a party worker and a Member from Mumbai, I feel very proud, so I want to congratulate him.

The Hon. Minister has accepted all the issues discussed in the Standing Committee meeting. He has given detailed information about the Bill, so there is not much left to discuss about the Bill. I want to express my gratitude to the Hon. Minister that he brought a big Bill and his name was included in road infrastructure development. After becoming a Hon. Minister at the Centre, there was a lot of progress in Water Transport and Port Trust which also increased the revenue of the country, hence he deserves to be congratulated.

The Hon. Minister should give the traffic police the status of traffic clearing in the coming days because the job of the traffic police is to clear the traffic. It has been seen in all corners of the country, due

to the different circumstances of all the state Governments, they are given a quota and to fulfill that quota there are road traffic police, they reduce the traffic clearance and the vehicles which are seen, they stop it and create a traffic jam. I don't want to blame the traffic police, 50 percent is their vested interest, 50 percent is given to them as quota, which they have to fulfill. If a new vehicle comes on the road, it is parked on the side even there is not any mistake. They know that the traffic policeman is about to issue a challan of Rs. 500 or Rs. 1000. I think, we have to get out of this. There should be sympathy and a feeling of belongingness in the minds of the people of the country towards the traffic police, but that is gradually disappearing.

You are going to capture all kinds of things on CCTV through this act in the coming days. When direct challan goes to them and they make direct payment, then I think the traffic police on the road will not have much work left. Minister, please give a strict order in this regard that no one should be fined at least during peak hours. They should only work to clear traffic. Whatever checking they have to do, do it during non-peak hours. I agree that this system should also work, because the rules and regulations will not be followed.

Sir, this Bill has been brought keeping human safety in mind. The Hon. Minister has developed the road a lot. The country has made a

lot of progress. Along with this, they are going to spend thousands of crores of rupees by collecting data of accident spots across the country. This is a huge achievement, because we make rules, but no attention is paid to providing facilities to the people. The Hon. Minister has already made arrangements for this, so I would like to congratulate him.

Finally, I would like to draw your attention to one thing. The court has announced to stop registration of new vehicles of BS 3 standard, due to which lakhs of motorcycles and cars have been sold. Today they are not being registered. If the Hon. Minister discloses this in his reply, then those who have purchased the vehicle will get a great consolation.

Sir, today the interference of the court in Government work is increasing a lot. The Government should think seriously about this also. If he talks to them, I think the people of the country will get a huge benefit. I once again congratulate the Hon. Minister on behalf of all the people of Mumbai and Maharashtra.

SHRI NARANBHAI KACHHADIA (AMRELI): Hon. Chairperson, Sir, I am Hon. Minister Nitin Gadkari and Minister of State Mansukh L. I express my gratitude to Mandaviya ji that he has introduced the Motor Vehicle Amendment Bill, 2016 in the House.

It is directly related to the general public. Today, many innocent people lose their lives in accidents or some part of their body gets damaged, hence its prevention is necessary. I would like to say that in the year 2015, about 5 lakh accidents took place in India, in which about 1.5 lakh people died and 5 lakh people got serious injuries. The fact worth noting here is that the reason behind most of the accidents is the fault of the driver. About 78.4 percent of accidents are due to excessive speed or drunk driving. The Motor Vehicles Amendment Bill ensures how these accidents can be reduced. We have seen in the previous Bill that there used to be some irregularities in obtaining the driving license, but in the amended Bill, a provision has been made that the driver should be so educated that he can read and write the traffic related rules or He should be well aware of all the instructions. There is a provision in this Bill for obtaining learning license that errors were found in getting the license online, hence a provision was made to correct these errors.

Due to increase in population, in our country, the number of accidents is also increasing. My demand is that trauma centres should be built at various places, so that people who die after an accident due to lack of treatment can get immediate treatment. Apart from this, the maintenance work of those roads should be done only by the companies to which the contract for road construction is given. 108 number service should be run in the entire country on Gujarat pattern. Today, many lives are saved in road accidents in Gujarat. If anyone calls 108, a vehicle arrives within 15 minutes and the person is taken to the hospital.

It has also been found in many accidents that death occurs due to not wearing a helmet, hence I suggest that helmets should be made mandatory even in small towns. Work should be done towards making such places where accidents happen continuously. Alcohol is one of the main causes of accidents, hence I believe that the sale of alcohol should be banned on the highways and checks should be done at every place to ensure that no one is driving under the influence of alcohol.

Many accidents also occur due to overloading, hence there should be a provision for more punishment under this. We have seen that many accidents occur due to poor traffic management, hence such arrangements should be made for traffic management that people must

follow it. Turns and U-turns should be made at various places in such a way that neither traffic is affected nor there is a possibility of accident. The bumps made on the National Highway, whether it is four lane or six lane, should be removed.

In the end, I would like to say that due to the tireless efforts of the Parliament, the people of the country will definitely benefit from the new reforms in the rules related to the Motor Vehicle Bill and the lives of innocent people can be saved by reducing the death rate through accidents.

SHRI SUSHIL KUMAR SINGH (AURANGABAD): Hon. Chairperson, Sir, I stand up to speak in support of this Bill brought by Hon. Minister Shri Nitin Gadkari.

I do not have enough time to discuss the merits of this Bill, but I would like to make two suggestions. The first suggestion is that you have been concerned about security, the process of making the license has been made transparent and easy and it has also been made strict. There was an incident in Bihar that the license of LTTE terrorist Prabhakaran was issued from Bihar, hence you have taken strict action in this, it is very important. I welcome this. The problem of overloading only causes harm. Not only is there loss of revenue, it also leads to bad roads, increased pollution and accidents. Till now there is a provision in the law that if a vehicle is overloaded then its driver and owner are fined, but this is not reducing the problem of overloading. I would like to tell the Hon. Minister that the problem of overloading will be reduced only if the SHO of the area through which the overloaded vehicle passes, the RTO, DTO, Police Captain and District Magistrate of that district are also made responsible for this. Then this problem can be solved.

My second suggestion is that the Hon. Minister has made third party insurance compulsory, I welcome it. We come from a rural

background. Bihar is a backward state and there are more farmers there. When farmers buy a tractor, they insure it for the first time, the bank insures it because there is a loan on it, but after that it is not insured. Due to lack of awareness and money they are not able to get insurance. Similarly, young people who buy bikes also do not renew their insurance. I want to say that you should add the lump sum amount of insurance to the price of that vehicle itself. Just as there is a provision of onetime tax, in the same way, take the entire amount of insurance once, so that the vehicle is insured, so that in case of an accident, that farmer or youth does not have to pay compensation himself, the insurance company compensates him. That is my suggestion.

Thank you for giving me the opportunity to speak.

HON. CHAIRPERSON: Hon. Members, the list of Members who participated in the discussion on this Bill is over. On Monday the Hon. Minister will reply and this Bill will be passed.

16. 14 hours**MOTION RE: THIRTY-THIRD REPORT OF THE
COMMITTEE ON PRIVATE MEMBERS' BILLS AND
RESOLUTIONS**

[Translation]

SHRI RATTAN LAL KATARIA (AMBALA): Sir, I beg to move:

"That this House do agree with the 33th Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 6th April, 2017. "

[English]

HON. CHAIRPERSON: The question is:

“That this House do agree with the Thirty-third Report of the Committee on Private Members’ Bills and Resolutions presented to the House on the 6th April, 2017. ”

The motion was adopted.

16. 15 hours

PRIVATE MEMBERS' BILLS - Introduced

[Translation]

HON. CHAIRPERSON: Hon. Members, now the Bills will be introduced.

Item Nos. 19 and 20 – Shri Yogi Adityanath – are not present.

Item No. 21. Shri Adhalrao Patil Shivajirao.

16. 15 ½ hours**(i) Payment of Pension to Farmers in Drought Affected Areas
Bill, 2016***

[English]

SHRI ADHALRAO PATIL SHIVAJIRAO (SHIRUR): I beg to move for leave to introduce a Bill to provide for payment of pension and certain other facilities to farmers in drought affected areas.

[Translation]

HON. CHAIRPERSON: Question is that:

"That permission be given to introduce a Bill to provide for payment of pension and certain other facilities to farmers in drought affected areas."

The motion was adopted.

[English]

SHRI ADHALRAO PATIL SHIVAJIRAO: I introduce the Bill.

* Published in the Gazette of India, Extraordinary, Part II, Section 2 dated 07.04.2017

16.15 ¾ hours**(ii) Railways (Amendment) Bill, 2016*****(Amendment of sections 126 and 127)**

SHRI ADHALRAO PATIL SHIVAJIRAO (SHIRUR): I beg to move for leave to introduce a Bill further to amend the Railways Act, 1989.

[Translation]

HON. CHAIRPERSON: Question is that:

“Permission may be given to introduce a Bill further to amend the Railway Act, 1989. ”

The motion was adopted.

[English]

SHRI ADHALRAO PATIL SHIVAJIRAO: I introduce the Bill.

* Published in the Gazette of India, Extraordinary, Part II, Section 2 dated 07.04.2017

16.16 hours**(iii) Airlines Regulatory Authority Bill, 2017***

[English]

SHRI M. K. RAGHAVAN (KOZHIKODE): I beg to move for leave to introduce a Bill to provide for setting up of an Airlines Regulatory Authority to regulate the operation of airline companies and for matters connected therewith.

[Translation]

HON. CHAIRPERSON: Question is that:

"That leave be granted to introduce a Bill to provide for the establishment of an Airline Regulatory Authority to regulate the operation of airline companies and for matters connected therewith. "

The motion was adopted.

SHRI M. K. RAGHAVAN: I introduce the Bill.

HON. CHAIRPERSON: Item 23 and 24 - Dr. Bhola Singh – not present.

. . . (*Interruptions*)

[Translation]

HON. CHAIRPERSON: Item No. 25, 26 and 27- Shrimati Darshana Vikram Jardosh - not present.

. . . (*Interruptions*)

HON. CHAIRPERSON: Item No. 28 and 29- Dr. Manoj Rajoria- are not present.

. . . (*Interruptions*)

16. 16 ½ hours

(iv) Child Protection Bill, 2017*

[English]

SHRI VISHNU DAYAL RAM (PALAMU): I beg to move for leave to introduce a Bill to provide for the welfare of children and matters connected therewith.

* Published in the Gazette of India, Extraordinary, Part II, Section 2 dated 07.04.2017

[Translation]

HON. CHAIRPERSON: Question is that:

"That permission be given to introduce a Bill to provide for the welfare of children and matters connected therewith. "

The motion was adopted.

SHRI VISHNU DAYAL RAM: I introduce the Bill.

16. 17 hours**(v) Ban on Polythene Bags Bill, 2017***

[English]

SHRI VISHNU DAYAL RAM (PALAMU): I beg to move for leave to introduce a Bill to provide for ban on manufacture and use of polythene bags and for matters connected therewith or incidental thereto.

[Translation]

HON. CHAIRPERSON: Question is that:

"That permission be given to introduce a Bill to provide for ban on the manufacture and use of polythene bags and for matters connected therewith or incidental thereto. "

The motion was adopted.

SHRI VISHNU DAYAL RAM: I introduce the Bill.

* Published in the Gazette of India, Extraordinary, Part II, Section 2 dated 07.04.2017

16. 17 ½ hours**(vi) Bureau of Accountability Bill, 2017***

[English]

SHRI VISHNU DAYAL RAM (PALAMU): I beg to move for leave to introduce a Bill to provide for establishment of Bureau of Accountability to suggest measures for rooting out corruption; making the administration efficient and for matters connected therewith.

[Translation]

HON. CHAIRPERSON: Question is that:

"That permission be given to introduce a Bill providing for suggesting measures to eliminate corruption, establishing accountability bureau for making administration efficient and matters related thereto. "

The motion is adopted.

SHRI VISHNU DAYAL RAM: I introduce the Bill.

16. 18 hours**(vii) Mandatory Basic Facilities for Neglected Senior Citizens,
Widows and Orphans Bill, 2017***

[Translation]

SHRI A. T. NANA PATIL (JALGAON): Hon. Chairperson, Sir, I beg to move for leave to introduce a Bill to provide for essential basic amenities like housing, food, water, medicine and security to senior citizens, widows and orphans.

HON. CHAIRPERSON: Question is that:

"That permission be given to introduce a Bill to provide for essential basic amenities like housing, food, water, medicine and security to senior citizens, widows and orphans."

The motion was adopted.

SHRI A. T. NANA PATIL: Hon. Chairperson, Sir, I introduce the Bill. .

* Published in the Gazette of India, Extraordinary, Part II, Section 2 dated 07.04.2017

HON. CHAIRPERSON: Item No. 34- Shri Deependra Singh Hooda
– Not present.

16. 19 hours

(viii) Constitution (Amendment) Bill, 2017*

(Insertion of new article 16A)

[Translation]

SHRI BHAIRON PRASAD MISHRA (BANDA): Hon. Chairperson, Sir, I move that leave be granted to introduce a Bill further to amend the Constitution of India. .

HON. CHAIRPERSON: Question is that:

"That permission be given to introduce a Bill further to amend the Constitution of India."

The motion is adopted.

SHRI BHAIRON PRASAD MISHRA: Hon. Chairperson, Sir, I introduce the Bill.

* Published in the Gazette of India, Extraordinary, Part II, Section 2 dated 07.04.2017

HON. CHAIRPERSON: Shri Raghav Lakhanpal ji is not present.

Shri Ashwini Kumar Choubey Yes.

16. 20 hours

(ix) Health Insurance Scheme Bill, 2017*

[Translation]

SHRI ASHWINI KUMAR CHOUBEY (BUXAR): I beg to move that permission be granted to introduce a Bill to provide for the preparation of a comprehensive health insurance scheme in the country and matters connected therewith.

HON. CHAIRPERSON: The question is:

"That permission be given to introduce a Bill providing for the preparation of a comprehensive health insurance scheme in the country and matters connected therewith."

* Published in the Gazette of India, Extraordinary, Part II, Section 2 dated 07.04.2017

The motion was adopted.

SHRI ASHWINI KUMAR CHOUBEY: I introduce the Bill.

HON. SPEAKER: Firoz Varun Gandhi ji, is not present.

16. 22 hours

HON. SPEAKER: Item No. 40 - Shri Jitendra Chaudhary ji, you start your speech. [English]

**SIXTH SCHEDULE TO THE CONSTITUTION
(AMENDMENT) BILL, 2015 – Contd.**

[English]

SHRI JITENDRA CHAUDHURY (TRIPURA EAST): Sir, on 24th March, 2017, I have participated in this Private Members' Bill brought by my friend Mr. Pala on further to amend the Sixth Schedule to the Constitution of India in its application to constitution of District Councils and Regional Councils where the amendments were proposed for increasing the Members from 30 to 40 and also the traditional occupations of the tribals including occupations relating to mines and minerals, very particularly in Meghalaya within the Khasi District Council.

Broadly, I am in agreement with this proposed amendment. But Sir, the need for amendment of this provision of the Constitution does not end here because this Sixth Schedule has come into existence in 1952, that means from the very beginning or from the inception of the

Constitution under Article 244(2) and Article 275(1). Now, under this provision of the Sixth Schedule, ten District Councils are being governed. In Meghalaya, there are three District Councils. In Assam, there are three District Councils. In Mizoram, there are three District Councils and in Tripura, there is one District Council.

But Sir, the Sixth Schedule is aiming at the section of people who are tribals or adivasis. They are not residing only in these four States. In India, there are about 12 crore adivasi population and within the North Eastern States also, there are some other States where tribals are residing like in Manipur and also in Arunachal Pradesh. And within Assam also, there are a number of other adivasi communities or adivasi groups. So, today, after 65 or 67 years of enactment of this provision or this Act, we have to revisit or relook at the entire thing as to how far this provision has met or brought the changes to the lives of the adivasis or the tribals in these particular District Councils and in particular, the four States and also in other States. That is why, what I would like to submit here is that today this Sixth Schedule has some legislative and judicial powers and also very limited executive powers.

But, at the present scenario, with just these two provisions, with limited judicial and executive powers, no marginalised section of

population can survive. It does require further amendments and a revisit. So, how come the contours of the Sixth Schedule could be expanded to take care of social and economic development of this section of population?

Sir, as I mentioned earlier, through the passage of the 73rd and 74th Amendments of the Constitution in 1992, certain functions have been devolved in non-Scheduled areas, where Fifth Schedule and Sixth Schedule are not implemented. That means, people at the rural level have got a structure, where they could participate in the process of planning as well as in the process of implementation. That has created some kind of a sensation in the rural population of our country and a kind of sense of belonging with the country. We are creating our own villages, our own land, our own heritage and our own economy.

Sir, I would like to say that this sense is very much missing in the provisions of the Sixth Schedule. That is why, today it has to be seen, without copying the 73rd and 74th Amendments, as to how this kind of a structure can be devolved at the village level, at the district level and at the intermediate level considering the social and cultural aspects of tribal communities in hilly regions.

Simultaneously, for the participation of the common people through the process of election, not only in Parliament or State

Assembly but also at the village and intermediate level, an electoral body has to be constituted. Moreover, systems like fixation of accountability and audit, as has been done in other areas, should be implemented in the ADC areas also. That is why, it is very much essential today to revisit everything.

Sir, we have Tripura Tribal Areas Autonomous District Council in our State. Two-thirds of the entire Tripura State and 19 tribes come under this Council. After three decades of promulgation of the Sixth Schedule, new sub-divisions, new blocks and new districts have been created. But, Tripura being a very small State with around 10,449 sq. kilometre, we find that in the remaining one-third area, urban areas have been developed and municipal corporations, municipal councils and Nagar Panchyats with urban infrastructure and urban facilities have come up.

Similarly, in the ADC areas also, though not at par with the general areas, economic development is also coming up. So, they are also now aspiring to have urban bodies. That should also be thought of. Another lacuna or handicap is that three-tier panchayat system is not applicable to the States which are covered under VI Schedule. Any ADC or any other Council does not receive any fund directly as per the recommendation of the Finance Commission. It is a kind of

deprivation, whether it is Tripura, Meghalaya or Assam because the mandatory provision of the Finance Commission is that there must be an elected body. So, there is a provision to give them funds from the Planning Commission earlier and the NITI Aayog now. Shri Arjun Meghwal, Minister of State for Finance is here. During the last financial year, Rs. 1,000 crore had been allotted to these ten ADCs, but this year, the allocation has been slashed to Rs. 500 crore. The allocation should have been increased by 20, 25 or 30 percent, but it has been decreased by 50 percent. What kind of justice has been done? This is a very important thing. I would like to mention this aspect again.

[Translation]

HON. CHAIRPERSON: Hon. Members, the six hours allotted to this Bill have already been taken. Since nine Members are yet to participate in the discussion, the time of the House has to be extended for further discussion on this Bill. If the House agrees, then the time for discussion on the Bill should be extended by two hours.

HON. MEMBERS: There is in agreement.

HON. CHAIRPERSON: The House has agreed, hence the time is extended by two hours.

[English]

SHRI MALLIKARJUN KHARGE (GULBARGA): Sir, I am sorry. You will excuse me. This extension is not being given just to discuss this issue, but to avoid other issue, the Transgender Bill. That is why, they go on extending the time. This is an important thing.

[Translation]

THE HON. MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND FARMERS WELFARE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S. S. AHLUWALIA): Hon. Chairperson Sir, whether any other part of India understands the meaning of the Sixth Schedule or not, but answer- It is very important for East India, it is its heartbeat, its breath and its pulse. The tribals there get their rights through the Sixth Schedule. If this is being discussed in the country's largest panchayat, then as much time as required needs to be given to it.

[English]

SHRI JITENDRA CHAUDHURY: Sir, what I would like to tell is that this amendment to the VI Schedule is being discussed and debated for the last more than one decade. It happened even during the time of

the UPA Government. From the Ministry of Home Affairs, suggestions from the State Governments had been sought and almost all the States – Tripura, Assam, Meghalaya and Mizoram - where the provisions of VI Schedule are applicable have, time and again, sent their proposals and suggestions. It happened during the UPA Government's time also. Now when this NDA-II came into office, they also again asked for their suggestions and the States have submitted their suggestions.

When in the year 2014, I became, for the first time, a Member of this House, I raised a question before the hon. Home Minister and also got the reply. On 20th March, 2015 during the Budget Session, I had raised a question and got the reply that it was under the consideration of the Cabinet and the Cabinet would take a decision.

It was said that in the Budget Session of 2015-2016 itself this amendment will be brought; it will be passed; and it will be implemented. Now, we are in the year 2017 and there is no sign of the Home Ministry bringing this amendment. It is very much disappointing.

I think that 4-5 Ministers are present here. Definitely, [Translation] Ahluwalia ji just said that this is the heartbeat of the

North-East and the tribal, but for how long will this heartbeat continue to be suppressed?

THE HON. MINISTER OF STATE IN THE MINISTRY OF FINANCE AND THE HON. MINISTER OF STATE IN THE MINISTRY OF CORPORATE AFFAIRS (SHRI ARJUN RAM MEGHWAL): ... (*Interruptions*) We are not deferring. The Hon. Minister of this subject is sitting here.

[English]

SHRI JITENDRA CHAUDHURY: ... (*Interruption*) How long will it last? Sir, only three days are left. Of course, during the Session it may not be possible, but you please ensure that during the Monsoon Session it must be brought and passed. Definitely, we, from this side, also would wholeheartedly support it.

Sir, as I said, tribals are not only living in these four States. ... (*Interruptions*)

SHRI S. S. AHLUWALIA: You are again and again raising this issue that how long we will defer the other thing and keep lingering onto this subject. But you are aware as you come from Tripura that still enough churning is not done on the Sixth Schedule, which is basically meant for the development of tribals of that area. Our

founder fathers have framed the Constitution, but still new concept, new idea, new generation people are demanding for more because of scarcity of the natural resources and other things that are there. This, ultimately, is forcing people to demand more. So, proper churning is required, and I believe that you will do justice. ... (*Interruptions*)

SHRI JITENDRA CHAUDHURY: Sir, the main framework was conceived during the early 1950s. So, in the early 1950s there were so many things that were not there like half of the Ministries were not born at that time. Hence, it is the aspiration of the people automatically. Sir, you are right.

Now, I was mentioning that the tribal are not living only in these four States. There are tribal in Manipur, Arunachal Pradesh, Odisha - -in the mainland where there are more than 11 crore of them and I am coming to that issue also.

I would now like to particularly mention about Manipur. In Manipur, there are 16 Districts and out of these 16 Districts -- Dr. Meinya is present here -- I think that from including the newly constituted District, in nine or ten Districts tribal have the majority. In Manipur, there are 33 recognized Scheduled Tribe communities including sub-tribes, and 41.1 percent of the total population are tribal. The tribal are demanding the Sixth Schedule, the *raksha*

kavach, since early 1970s and in the year 1974 under Article 371 (c) one such Council has been constituted, but that does not suffice to address the need of the people. So, the demand for the Sixth Schedule since the early 1970s is day by day not only increasing among the *Adivasis* because development is not only for the *Adivasis*, but development is for the entire State and the entire country. But unfortunately, the State Government and the Union Government did not pay heed to it.

Now, instead of bringing that amendment in the Sixth Schedule, as was suggested to the Union Government, unfortunately, the previous Manipur Government brought three legislations which created a huge controversy and a huge turmoil there. Unfortunately, nine youth were killed. Still the bodies of the eight of those deceased are lying unburied in Churachandpur. Though it is a Private Member Bill, I suggest the Government that the Sixth Schedule be amended for Manipur also. Kuki, Zomi and Naga communities are demanding that. Neither, what will happen? The tribal people will say, “*Sadin Kuki Land, Sadin Nagaland, Sadin Zomi Land*”. The trend is not to allow these divisive forces, not to give them the indulgence and not to give them the opportunity. Now, the vast majority of those who abide by the Indian Constitution and Indian Law are demanding. The

Government should generously come forward to extend this Sixth Schedule in an amended form and also see as to how their socio-economic development could be taken care of.

In Arunachal Pradesh, all the communities are tribal communities. Arunachal Pradesh is such a big State which is about 83,743 square kms but the population is only 15,58,000 according to the 2011 census. All the population is of tribal communities but there are very small and marginal ethnic groups, we have to protect their culture and their tradition etc. the people who belong to Mon and Patkai have raised their demand that ADC may be constituted under the Sixth Schedule. I am sure, Mr. Ering will support me. The people who belong to Chakma Community are the people who migrated from the erstwhile East Pakistan (now Bangladesh). But after great difficulty, the Chakma Community, on the intervention of the hon. Supreme Court, got the citizenship and got the voting right now. Why the demands of Mon, Patkai and Chakma should not be thought of? In Assam, about three crore population is there. Every third citizen of Assam is an adivasi or a tribal. But, very unfortunately, [Translation] of the one crore tribal population, 40 lakh of them are recognized as tribal. . . (*Interruptions*) But the 50 lakh tea tribes, when the British came to India, when they went to the tea garden and have been there

ever since. [English] Santhal, Munda, Teli and Oraon, in West Bengal, Jharkhand, Chhattisgarh and Odisha, are adivasis, but they are not adivasis in Assam. They are, again, Adivasis in Tripura.

(x3/1645/sh-bks)

SHRI TATHAGATA SATPATHY (DHENKANAL): Are they not Adivasis in Assam?

SHRI JITENDRA CHAUDHURY: No. Their number is around 50 lakhs. Now, they are also raising this question. [Translation] In the population of fifty lakh tribal in Assam, why are Santhal, Odav, Teli, Munda, Bhil also not given recognition as tribals? [English] Simultaneously, I would like to submit that in Assam, there are Koch Rajbongshis, Tai Ahoms, Morans, Matakas, and Chutias. You must look at their features and how, anthropologically, they are considered as Scheduled Tribes. [Translation] Just as tribals are recognized, they too are like that. Koch-Rajbongshi, Tai-Ahoms, Morans, Mattoks and Chutias along with two-three tribes. . . (*Interruptions*) I am speaking about Assam. This should also come under criticism in the context of what I am raising.

Sir, along with this I want to say that tribal are not only in the North-East, but the population of tribal in the whole of India is 12 crores, which is not even in many countries of Europe. What a great

power this is, this patriotic power in India. Before the Sipoy mutiny, Santhal rebellion was the first one. [English] So, Adivasis are the first heroes of our country who took arms against the Britishers for our Independence and freedom. We salute them. How is their condition today? A number of Members from those places are here. [Translation] You have elected many people from the ruling party. I am not saying this to accuse you. Here, a rule has been made to protect the land and property of tribal, [English] the Panchayats (Extension to Scheduled Areas) Act, 1996 guarantees STs half of the seats in the elected Government and also the seats of Chairmen. [Translation] What is available in PESA, if there are more than half of the tribal, then they get reservation there and the seat of the Chairman gets reservation. I want to say that in reservation we are tribal and SCs. From Member of Parliament getting elected and becoming a Hon. Minister means nothing. Thing happens with them. Unless our own population, not only the population of tribal but also the weaker sections of the population of the country, they are not given a chance to progress prosperously, economically, such an environment is not provided, nothing will happen only with the PESA Act and the Fifth Schedule.

You see, today in the mainland, Naxalites, Maoists and tribal people never took up arms against the Government and the Constitution, but today these people are taking up arms and saying that they will go out of this country. It is very sad. We spend crores of rupees, hundreds of crores, thousands of crores of rupees to control Naxalism and Maoism, there is no shortage in it. To fight them, we buy bulletproof vehicles, build houses, bring weapons, but to build schools in tribal areas, to build roads, to provide drinking water, for their treatment, to uplift their livelihood, their. There is a shortage of money which is needed to develop the livelihood, that money is not available.

That day I had told that in Andhra Pradesh, Telangana, Chhattisgarh and Madhya Pradesh there is ITDA - Integrated Tribal Development Agency. When I asked who was the chairman of ITDA, I came to know that an IAS. The officer is the chairman. Every IAS officer is not bad. [English] All the IAS officers are not corrupt. They are also honest people. [Translation] But until there is no participation of the elected people, there is no sense of belonging, no matter how much money you invest here, nothing will be achieved, it will go waste. Sir, therefore I want to suggest that not only the Sixth Schedule, you have so much power that you should think about how to give

some more power to the PESA Act, the Fifth Schedule also. There work will have to be done in the planning process and implementation. The people there only need Member of Parliament and don't want to become a minister. It is necessary for them to have some strength at the Gram Panchayat level. Otherwise what will happen - there will be starvation, there will be migration from your area. This is happening today. That is why I want to say that the figure today – Madhya Pradesh – has the largest tribal population in India – 1,53,16,784. Maharashtra comes at second place - where there are one crore, five lakh. 95 lakh in Orissa. There are 92 lakhs in Rajasthan. 86 lakh in Jharkhand. There is more tribal population in each state than the population of the entire Northeast. But how have they evolved accordingly? If you look at any figure of the Human Development Index, then you will know. I am not blaming you. It has only been three years since you arrived. It is everyone's responsibility. How much backwardness is there today? We are spending crores of rupees on Naxalism, Maoism and terrorism, but are we not thinking about development and empowering them a little? [English] So, my humble submission to the ruling Party is that please have a round table discussion with Members of Parliament, social scientists, intellectuals from the tribal communities. This issue should be solved because

unless and until 12 crore tribal population of our country are taken on board of the development process, this country cannot go ahead. For the real 'Make in India' and for the development of this country, this aspect should be thought of.

I am coming to Jharkhand. On that day Shri Dubey was present. He talks of many things. Dubey *ji* told me that today he has to go somewhere. Of course, Shri Ahluwalia and all other colleagues are present here. I would like to submit that in Jharkhand in 1908, the Chottanagpur Tenancy Act was enacted during the British period. How come? The Santhal Rebellion, Munda Rebellion took place here. They shed their blood there. They sacrificed for the Independence of this country, not for their own.

[Translation]

The British Government forced them to bring Chhota Nagpur Tenancy Act. After that, Santhal Pargana Tenancy Act was enacted in 1949. [English] The Government has the programme for 'Make in India'; the Government has the programme for the overall development. There is a lot of scope and avenues but what have you targeted in Jharkhand? [Translation] Jharkhand is the state of India which has the highest mineral wealth. Jharkhand is able to give share to the whole of India. The entire population of Jharkhand is not tribal.

Jharkhand can provide mineral wealth to the whole of India by ensuring the development of all, tribal and non-tribal. Your first Government, Atal Bihari Vajpayee ji, formed Jharkhand state keeping the tribal at the forefront. But, the situation is very pathetic today. The CNT-SPT Amendment Bill 2016 which was brought on 23 November 2016, the entire tribal population of Jharkhand, the entire democratic population of Jharkhand is opposing it. The democratic people are opposing this. . . . (*Interruptions*)

SHRI RAVINDRA KUMAR RAY (KODARMA): Sir, they are speaking wrongly. . . . (*Interruptions*)

SHRI JITENDRA CHAUDHURY: You will speak later. . . . (*Interruptions*) Let me finish. . . . (*Interruptions*)

HON. CHAIRPERSON: You can speak when your turn comes.

. . . (*Interruptions*)

SHRI JITENDRA CHAUDHURY: Sir, two amendments were passed in just three minutes. . . . (*Interruptions*) How did this happen? . (*Interruptions*) You speak later, I will listen to you. . . . (*Interruptions*) How was this possible? . . . (*Interruptions*)

HON. CHAIRPERSON: You can present your point later.

. . . (*Interruptions*)

SHRI JITENDRA CHAUDHURY: We will listen to you, you speak. . . . *(Interruptions)* You listen to me. . . . *(Interruptions)* This Bill was passed in three minutes. . . . *(Interruptions)* How does it pass in three minutes? . . . *(Interruptions)*

HON. CHAIRPERSON: Let him speak. You will say your opinion. Don't stop them.

. . . *(Interruptions)*

SHRI JITENDRA CHAUDHURY: Okay, you have done such a good job, so you criticize. . . . *(Interruptions)* Bring it into public consultation. . . . *(Interruptions)*

HON. CHAIRPERSON: Let him speak. It does not happen this way. You will speak later.

. . . *(Interruptions)*

HON. CHAIRPERSON: You will speak later, now let him speak.

SHRI JITENDRA CHAUDHURY: You will speak, we will listen to you. . . . *(Interruptions)* If I am speaking wrong, please correct me. . . . *(Interruptions)* It is right that you brought it for their welfare. . . . *(Interruptions)* You should criticize. . . . *(Interruptions)* Please discuss. . . . *(Interruptions)* How have you passed two Bills in three minutes?. . . *(Interruptions)* You are working for the tribals, but there

will be no criticism there. In the conflict that is taking place, seven people have died so far. Hundreds of people were put into custody. We are not speaking against you, but you have to think, you have been elected from the tribal area. Please go into the depth as to what is happening. You are not talking about water for farming on tribal lands. It is possible that right now you will make acquisitions and do commercial activities there. How many tribal will be able to do commercial activities? They are not educated, they have no capacity, so I am requesting you, and you look at that.

HON. CHAIRPERSON: Now proceed.

SHRI JITENDRA CHAUDHURY: Sir, I listen to your speech, I like it very much. You speak for the farmers. A law on Recognition of forest rights was made during the UPA First era. What happened now, more than one crore tribal and traditional forest dwellers live in forests across India? As per the data available on the Government website till now, only 17 lakh people were given the same, 30 lakh applications were received and they were immediately rejected. Where will only 17 lakh and 83 lakh tribal and traditional forest dwellers go?

17. 00 hours

HON. CHAIRPERSON: How much more time will you take?

SHRI JITENDRA CHAUDHURY: Sir, 15 minutes.

HON. CHAIRPERSON: Okay, remember this.

SHRI JITENDRA CHAUDHURY: Sir, look at the situation after independence. Who damaged the ecological balance of India like trees, plants and greenery? Did the tribal people do it? Today, out of 600 districts in India, 175 districts have 45-50 percent tribal. Where there are tribal, there are trees, plants, forests, lions, everything is there. Where there are no tribal, there are nothing.

17. 01 hours (Shri Arjun Charan Sethi *in the Chair*)

But, what is the status given to the tribal? They are encroachers, law breakers, it is said. Very Senior Minister Gehlot Saheb is sitting here. Sir, please take a look at this. When the question of forest rights came up there, it was rejected saying that giving forest rights would end all this. Who destroyed the forest? The tribal people did not destroy the forest. Because of the tribal today there are trees, plants and greenery. Today, the tribal people have preserved it, be it Ganga or Narmada. Do tribal have no rights? Are there no rights for them? To implement the laws made by this House for them, UPA. In those times, they did the same and if you do the same, you will be left behind. You have to see it.

Sir, this does not belong to the Sixth Schedule, but it is linked to it, because the development of tribal is linked to it. The amount of Rs. 1000 crore which was received last year has been reduced by Rs. 500 crore this year because there is no money. How will the money come?

Hon. Ahluwalia Sir, I will tell you that this tribal sub-plan; by merging the plan and non-plan, you have made it exactly like the National Highway of Nitin Gadkari's Ministry. SUV in National Highway Trains will run, big trucks will run, but small vehicles will not run. Therefore, there should be some other route for small vehicles also. Why has this sub-plan been made? This sub-plan is made for tribals and scheduled castes, this is a targeted scheme for them. This scheme does not come from the general scheme. But, what has happened now? When the budget was made, there should have been 2.39 percent for the tribals and for SCs, there should have been 4.23 percent allocation for the scheme. But, how much have you guys given in it? Gave half of it. It should have been Rs. 99,000 crore for Scheduled Castes. I had told you that day also, you did not respond to it. You did not give them that, rather you gave them Rs. 51,000 crore. There should have been Rs. 51,000 crore for tribal affairs, but you have given Rs. 31,000 crore. You have diluted it so much that you have included some non-targeted schemes in the name of welfare.

[English]

Sir, please go into it in depth. The Tribal or SCs are facing the problem not only of money. These areas have to be taken care of on a special and important basis. That is why, today I would like to submit it.

[Translation]

THE HON. MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI THAAWAR CHAND GEHLOT):

Hon. Chairperson, Sir, Hon. Member has said that SC/ST. Talking about sub-plan, whatever criteria and rules have been made in this regard; All of them are from ten years ago. From that time till now the Government has been implementing it. The Planning Commission had formed a committee under the chairmanship of Shri Narendra Jadhav ji and that committee had taken this decision, had set the criteria that if the schemes for the welfare of SC/ST are not implemented in any Ministry, the ministries in which SC/ST He selected such ministries which implement schemes for the welfare of STs. There are 26 such ministries and how much percentage should be given to which Ministry? They have decided to give from 4 percent to 20 to 22 percent. I have information about these ministries. I will give you

information in different forms also. It makes an average of 16. 2 percent in SC.

This time I am very happy to give this information, ever since I became the Hon. Minister of Social Justice and Empowerment in the cabinet of Shri Narendra Modi, I have made continuous progress in it. In this, 12 percent, 13 percent and 13. 5 percent have been given and this time the budget allocation made in the Scheduled Caste Sub-plan is more than 20 percent. Their standard is 16. 2 percent, we have given more than 20. 2 percent. I assure you that this Government is dedicated to the Dalits, Scheduled Castes and the poor and wants to implement their welfare works at a fast pace and develop them. Similarly STs, In comparison to previous years, the percentage of money being received for the sub-plan has increased and this time also more money has been given.

[English]

SHRI JITENDRA CHAUDHURY: Hon. Minister, I am very much thankful to you. The Jadhav guidelines which you just referred to, The Jadhav guidelines recommended for SCs 4. 39 percent of the entire budget of Rs. 21 lakh crore this year. According to the allocation, it is just a half of that. But I am not debating here. [Translation] I would request you to call the SC/ST Members after the Parliament session is

over, you both call the Hon. Ministers of Tribal Affairs and SC/ST Welfare, ... (*Interruptions*) Thank you, not for food, just for tea. If you call, we will also bring our data. We will tell you about ourselves and also convince you. . . . (*Interruptions*) Sir, you call us after the session is over.

SHRI THAAWAR CHAND GEHLOT: There is a meeting of the association of the forum, ... (*Interruptions*) Only Members of Parliament are present in that meeting. This is a forum of SC/ST Members. He always has meetings. The meeting was held the day before yesterday in Room No. 63.

SHRI JITENDRA CHAUDHURY: Sir, I was also present in that meeting.

SHRI THAAWAR CHAND GEHLOT: You were also in that meeting. We will consider this issue in the meeting.

SHRI JITENDRA CHAUDHURY: Sir, you call us one day. We will talk with you across the table.

SHRI THAAWAR CHAND GEHLOT: You must come to the meeting, we will welcome you.

[English]

SHRI JITENDRA CHAUDHURY: The Hon. Minister has committed that he would call us.

HON. CHAIRPERSON: Now you are very glad to hear the Hon. Minister.

SHRI JITENDRA CHAUDHURY: Sir, I have just said so many things, but some solution should come, some suggestions should be given. My specific suggestion to the Government is that there is no scope under this Private Member's Bill. The Government should bring a comprehensive Bill.

I would like to give 10 suggestions to you. The Government should amend the Sixth Schedule without further delay. Shri Kiren Rijiju is already on the job. He has come here. I think, God has sent him here to listen to our voice. This should be done immediately without delay. You had assured me that it would come in 2015 but now it is 2017; two years have elapsed. In these two years, a lot of water flowed in Ganga-Yamuna, but nothing was done about the Sixth Schedule.

The second is the provision of adequate finance from NITI Aayog. You are saying in Puri etc. that since last year so much has

happened, so much has happened. [English] But how is it that for the ADCs it has been reduced to 50 percent? [Translation] We will not tell the shameful policy, it does not suit.

The Government should consider restoring not only the previous allocation but also a higher allocation.

The third is the provision of a three-tier local self-Government and urban body in the ADC areas. When it was constituted in 1952, the aspirations or requirements were not there but it is very much required now.

Next, I am coming to my request to Shri Rijiju to include all major tribal languages and also other languages including my mother tongue Kok-Borok. I would like to just say one sentence in Kok-Borok. *Ang ani amani kok Kok-Borok bai e nok koto ro salsa kok sanani nai-o.* It means, one day I would like to speak in my own mother tongue, Kok-Borok. That is why Kok-Borok and all other tribal languages should be included. Bring Maithili, Jaintia and Khasi with it.

The fifth is the demand to set up seven tribal universities. It is your concept. While you created Telangana and Andhra Pradesh as two separate States, you assured that one university will be set up in Andhra Pradesh but it has not yet been done. So, I would request for

one tribal university in the North-East, one in Jharkhand, one in Madhya Pradesh, one in Andhra Pradesh, one in Odisha and one in Rajasthan. There should be at least seven tribal universities. Our students have to study about the tribal culture and history for a better India.

The sixth is the need for revisiting the PESA Act and the Fifth Schedule for the mainland States. Then, there is a need for proper implementation and recognition of forest rights. Still more than 80 lakh families are in the forest areas fighting with the foresters, fighting with the elephants, and fighting with the tigers. So, they should be given their rights.

The eighth is that there should be no violation of the Samata Judgement of 1977 which has given certain powers to extract minerals in the Fifth Schedule Areas. It has been violated. This is with regard to Jharkhand and Chhattisgarh which are mainland States.

The ninth is the immediate withdrawal of that Bill brought in Jharkhand, the CNT and SPT Act and also the withdrawal of the three Manipur Bills brought by the Congress Government there. They have already drowned there. Now, the Sixth Schedule has to be brought in Manipur.

I think, this August the House will consider my submissions and also the Government will consider bringing a full-fledged Bill to take care of the tribals all over the country. Unless India's 12 crore tribal population is brought into the mainstream, India cannot progress.

This is my submission. Thank you to all.

[Translation]

DR. VIRENDRA KUMAR (TIKAMGARH): Hon. Chairperson, Sir, a proposal was brought by our colleague Vincent Pala ji that the Bill to amend the Constitution of India for the purpose of formation of District Councils and Regional Councils should be considered, in this regard he gave his views. Last time also he had expressed his views. The Sixth Schedule of the Constitution covers the tribal areas of Assam, Meghalaya, Tripura and Mizoram, in which special provisions have been made to streamline the administration. This system is different from the systems in other tribal areas of the country. The autonomous Zilla Parishads have been given more powers and autonomy, this is also the specialty of the schedule.

The Scheduled Castes and Scheduled Tribes in Assam, Meghalaya, Tripura and Mizoram include Chakma, Dimasa, Garo, Hajang, Hmar, Khansi, Jaintia, some Kuki, Siteng, Mikir, some Mizo, Pavi in Tripura, Bhil, Bhutia in Tripura. Chakma, Garo, Halam, Khasia, Kuki, Lepcha, Lusai, Mag, Mundakor, Noatia, Orang, Reang. The Boro in Meghalaya are Kacharij, Chakma, Dimasa, Kachari, Garo, Hajang, Hmar, Khasi, Koch, Kuki, Lakher, Maan, Mikir, Pali, Rawa-Siteng. Apart from this, there are Chakma, Dimasa, Garo,

Hajang, Hamar, Khasi, Jaitia, Koi Kuki, Mikir, Koi Mizo, Pavai in Mizoram.

Hon. Chairperson, Sir, which is the situation in the North, when the country was divided, at that time Assam was a complete state, later separate states were formed in the form of Seven Sisters, now Sikkim was also included in it. Respected Prime Minister Narendra Modi ji named it Ashtamurti, eight such states are considered to be of the North East. In this, councils were formed, there are autonomous district councils, they were given more autonomy and powers that is the specialty of this schedule. At present Karbi Anglong Autonomous District Council, Dimah Sab Autonomous District Council, Bodoland Territorial Area, Garo Autonomous District Council, Khasi Autonomous District Council, Jaintia Autonomous District Council, Tripura Autonomous District Council, Lais Autonomous District Council, Mara Autonomous District Council and Chakma Autonomous District There are prominent names like Zilla Parishad, which are working in the North Eastern region. The Sixth Schedule provides powers to the people of the North-Eastern region to exercise legislative and executive powers through these District Councils and Regional Councils.

Through this he has more control and authority in his area. They also have more powers than the state governor and state Governments. These councils receive direct grants from the Government of India, such as health, education, roads and also exercise regulatory powers over the states. Money goes there but is that money being properly utilized or not? Is it being used or not? It is also necessary to make arrangements for its monitoring by the district councils. As long as monitoring should be provided, the youth of the North-East should get the opportunity to move forward in education, employment and other fields that they are deprived of.

After the Hon. Prime Minister of our country, Narendra Modi became the Prime Minister, our Government first tried to reach the peace agreement, this is the biggest success of the Government. There are Bodoland, Karbi Anglong, Dimah Saab and different separatist forces, due to which the pace of development was hampered, the Government tried and that effort paid off. There the ANBC came forward and talked about shunning violence, after that the Hon. Minister of Home Affairs of the country, the Hon. Rajnath Singh ji, and the representatives of the Home Ministry sat together, the representatives of the State Government also sat and the ANBC reached an agreement. Today they have moved forward on the path of

development by joining the mainstream of the nation. This could be a good pacesetter.

When Hon. Atal Bihari Vajpayee ji became the Prime Minister of the country, he had created a separate Scheduled Tribe Ministry. After that the DoNER Ministry, i. e. Development of North-East Region was created. Today trains are reaching Tripura, Arunachal and Mizoram. These were started during the Government of Hon. Atal Bihari Vajpayee and respected Prime Minister Narendra Modi ji gave them dynamism.

Today, the plan to lay railway lines in all the states of North East is progressing rapidly. When the railway tracks are laid and trains run, industries will grow there and educational opportunities will be promoted. The youth who have to go to Delhi, Mumbai, and Bangalore etc. for education will no longer have to go there. This Government is determined to promote adequate opportunities for education. In this direction, our former Youth and Sports Minister of Assam, Sarbanand Sonowal ji had announced Sports University in North East and work in that direction is going to move forward with dynamism.

Just now our colleague was saying that development has been talked about for so many years, but development is nowhere to be

seen. I want to say that money kept going there, but development did not happen, so who is responsible for that? Those people are responsible for this, who had the reins of power in their hands. Sunil ji and Ravindra ji are sitting here. We are in the Government today. The states of North-East have to move forward with the rest of the country, that is, all the society has to move forward together. For 'Sabka Saath Sabka Vikas', it was started years ago to create a sense of social harmony. We will have many friends in this Lok Sabha, Ashwini Choubey ji is sitting here. In the year 1981-82, youth from all over the country came to the Judges Field in Assam saying whether it was Mumbai or Guwahati, Patna or Guwahati, Bhopal or Guwahati. The youth of the All India Students Party® had marched towards Guwahati with the slogan 'Apna Desh, Apni Mati'. At that time, there was a movement going on in Assam against foreign infiltration. The people of the entire state were agitated because their land and their rights were being snatched away due to foreign intrusion. They were being deprived of rights. At that time, the youth of the entire country said that the people and youth of North-East are no different from us. The entire country is with him in this moment of crisis. The youth of Akhil Bharatiya Vidyarthi Parishad from all over the country went to the judges field. Ravindra ji knows the Government that was in power

at that time. At that time, we all were arrested and later, released into the forests of Meghalaya. I would like to thank the Scheduled Tribe community Members of Meghalaya. At first, they did not understand who had come because there was a huge communication gap in language. When we somehow talked later and came to know that the youth from different parts of the country had come shoulder to shoulder with us to participate in this movement against the foreign intrusion that is taking place in this area, they plucked fruits from their fields and fed us. After that, we returned back to Guwahati. This fight was not only of Assam but of the entire country.

I want to mention an incident from Assam. There was a queen Gaidinliu of Nagaland in North East, who did a lot of work in the tribal area. . . . (*Interruptions*) We consider the entire North-East as one. . . . (*Interruptions*) You may believe differently, but we say that whether it is Mumbai, Guwahati, Patna or Guwahati, Kanyakumari or Guwahati, all are the same. They work to divide it into pieces, but we consider the entire country, i. e. from Kashmir to Kanyakumari and from Attock to Cuttack, as one. Rani Gaidinliu worked with this spirit. I have to say with great sadness that the then Governments did not give him as much respect as he should have.

SHRI JITENDRA CHAUDHURY: If you are saying this, then the first tricolor flag was hoisted in the North-East during the freedom struggle in India. We also consider the whole of India as one. Who were in Imphal? There were Kukis, there were Nagas, there were Miteyis. . . . (*Interruptions*) We were the first to hoist the tricolor flag there. . . . (*Interruptions*)

DR. VIRENDRA KUMAR: Very good, we respect your sentiment.

Rani Gaidinliu fought the British and then devoted her entire life for the development of the tribal. He is known as the model of development of the Scheduled Tribes of North-East. The work of connecting the tribes together was done by him. There are different sub-castes in the North-East, there are many sub-castes of Scheduled Tribes, and the work of stringing all of them together in the form of a rosary was done by him for a long time. The people of Vishwa Hindu Parishad widely respected him. The work of connecting the Scheduled Tribes with each other was done by him. Today, castes are getting divided into different pieces in the North-East. Today, there is a need to think in the direction of how to connect all those castes together and integrate them into the mainstream of the nation. There is a need to move them forward towards development and unity.

Today, I want to mention an incident. You people only talk about Nagaland or Mizoram or Assam or Tripura. A gynecologist doctor from Madhya Pradesh goes there. While working in a Government job, she takes all the money she has earned for ten years and goes to North-East and builds a hospital there with wood, bamboo, soil etc. She lives there in the dense forest, among the tribes, and serves the tribals and children. It is a place where there is a hospital on one hill and the roar of a lion is heard from the other hill. The missionaries who were there could not tolerate the fact that a doctor was coming there and working in such a spirit of service. They thought that she had come there to convert their religion. One day a large number of missionaries gathered and started setting fire to his hospital. At the same time, the women of their families come and sit in front of that hospital with their children that if this hospital has to be set on fire, if that lady doctor has to be killed, then we have to kill first, because today if our children are safe in our lap, they are healthy only because of this doctor. While working with the Akhil Bharatiya Vidyarthi Parishad, when that doctor went into the field of service, while doing her job, she took leave for three years, she went there and did this work in the area of Scheduled Tribes, in the area of tribal. I want to say that social harmony will increase only through such works. Why

don't we think in this direction? I know that our brothers from the Scheduled Tribes need employment and there is a need for development. I am not denying what Vincent Pala ji has said, but along with this, their development has been stalled for so many years, there is also a need to think about why despite giving so much money, so many facilities. Why has development not reached there despite giving? There is a need to think about where the hindrances to the dynamics of development have come from.

There, Akhil Bharatiya Vidyarthi Parishad had conducted an experiment in which the students of North-East were brought and accommodated in different houses of other states of the country, so that they could study in the states like Madhya Pradesh, Maharashtra, Gujarat, Rajasthan, Jharkhand etc. Go and live there, know the culture there, know the food there and mix-up with the people there. If students from North-East come here, then people from other states of the country can also know about the art and culture of our North-East. One such experiment was conducted - India is my country. Under the Bharat Maharo Desh scheme, students from North-East used to come here, knew the art and culture here, knew the food here and when they lived here in families, a feeling was created in them that we are an inseparable part, we are an inseparable part of India and we are not

separate. We have been doing this work for years. Today, we have come to power, not only because of this, but we have been doing this work for a very long time.

My colleagues from Odisha are not here now, I want to mention Odisha also. There is Kalinga Institute of Social Sciences in Odisha, which is run by Achyutanand Samant ji. He is working there to provide free food and education to about 25,000 Scheduled Tribe students. The money that comes from engineering colleges and medical colleges is used to provide education and values to the poor children of Scheduled Tribes. I salute such a great man for his work. Today, there is really a need for such a great personality who can work without any publicity and without any political greed and who has the passion that we have to do something for the society. To work for those who truly need to work. I respect Achyutanand Sawant ji who does this kind of work. This can also be a way of what we can do to connect the people of North-East with the rest of the states of the country.

Now, let us talk about Arunachal. NHPC conducted survey for hydro power in Arunachal. After conducting the survey, the Government there gave the work to a private agency. But the work is not being started by that agency. Now, it is being said that NHPC

people should start that work. But the cost of that project has increased so much that it is no longer profitable. Why was the work not given to them at the time when the survey was conducted? There is a need to think about such things.

In order to bring the people of our North-East and Scheduled Tribes who have been backward in the race of development for so many years, the number of 30 Autonomous District Councils should be increased from 30 to 40. Then you also talked about the efforts being made to bring the traditional occupation of tribals in mines and minerals under the District Council.

Now when we talk about development, we are with you in the path of development, but if we measure the paths then we should measure them in electricity. Take their standards off the streets. Today, why the same network of roads has not been laid in the North-East states even in 70 years, who is to blame for this? Why was the money not used? So much electricity can be generated in Arunachal, so much electricity can be generated in Sikkim, Tripura that there will be surplus for other states also. . . . (*Interruptions*) By sending electricity to other states, you can use that money for the development of your state. There is a need to think in this direction. The culture there, like I mentioned about different castes in different states.

Everyone has their own different language, clothing, construction work, food, the clothes they wear are made differently. The crest they wear on their heads is also used in different ways and that identifies them as to which caste they belong to and also to which sub-caste within the caste they represent.

The way Dilli Haat is organised. Just as handicrafts and art are displayed in other states, similarly to make the art and culture of our North-East states known to the rest of the states in the country, various state capitals – sometimes Ahmedabad, Mumbai, Jaipur – Special fairs should be organized in Chandigarh also so that they can know the country and can know the art and culture of our tribal brothers and sisters of North-East.

Now, children from North-East come here to study and many times it is published in newspapers that they were misbehaved. After reading all this our heart becomes sad, everyone's heart becomes sad. As much as the children here have a right on the educational institutions, the children of North-East also have the same right to come here, whether they are in Delhi, Bangalore, Mumbai, Jaipur, Kota, etc. They also have the same right to stay and study in educational institutions. But at the same time, why such efforts were not made in the North-East also, like Sarbananda Sonowal ji is starting

the opening of Sports University in the North-East. Therefore, there is a need to make such efforts so that students from other states of the country go to North-East to study education, rather than students from North-East having to come here. The day students from Mumbai, Cochin, Rajasthan and Madhya Pradesh go to North-East to study, the development of the class of people that we are talking about through the Sixth Schedule will be truly accomplished.

Minerals are abundant in North-East, there is immense potential for tourism there. The waterfall that originates in Meghalaya, which is known as Seven Sisters, is a very beautiful place, I think that the North-East of our country is no less than Switzerland, Kashmir is called Switzerland, the same North- East of our country is no less than Switzerland, there is immense natural beauty scattered there. After going there once, there is a desire to go again and again. There is a need to promote industries in the minerals sector. When industries are promoted there, the people there will get employment and there will be social, educational and economic development. New jobs will be created there through tourism. Such places should be identified and developed.

Earlier Cherrapunji was known to have maximum rainfall, but now it does not receive maximum rainfall, but there are many places

in North-East from tourism point of view, also through the Chairman of Standing Committees of our Lok Sabha and other committees. Wherever they go in North-East and after returning from there, they will not only know about the natural beauty of that place but will also make other people of the country aware about it.

The development of industries there is not happening because the coordination between the State District Council and the State has ended. For which the Sixth Schedule has come, today there is a need to monitor all those things for whom it has been given. It cannot be decided which work will be done by the Union Government, which work will be done by the State Government and which work will be done by the District Council. This requires a lot of coordination. There should be a time limit fixed for the work of the District Council that this work will be done within six months and that work should be completed within that fixed time limit. There is also a need to see what will be the role of the District Council, what will be the role of the State Council and what will be the role of the Centre.

It is not understandable how the system of nomination is determined by you, where there is a District Council of thirty people, one person is getting nominated and where there is a District Council of nineteen people, three people are getting nominated. There is a need

to think about this. There is no fixed criteria for who will nominate them and what kind of people will be nominated. There is a criteria for who will become a Member of Parliament, who will become an MLA and the Constitution has made provision for it, but there is no set criteria for who will be your Member. We know that the Sixth Schedule is made to reserve its culture and traditions, but it should have an advisory board which makes nominations.

When the Forest Rights case was withdrawn, it was withdrawn by the Congress Government, due to which the tribal faced a lot of problems. You are taking him to the mines. Mines and minerals are a different thing, there is a need to bring a separate Bill for that. They have authority over the forest, their great-grandfathers and many generations have been living there, and therefore, they must have authority over the forest. Now, there is power of inquiry, we all know that the problems of North-East are different from the rest of the country that is why such a provision has been made in the Constitution. At that time, considering the conditions there, regional councils and district councils were formed and they were given special powers, so that by working according to the conditions and geographical conditions, they would be successful in development by making rules. Those efforts have been quite successful so far. The

Union Government and the State Government have also supported it. There have been changes in the Constitution from time to time, rules have been changing and rules have also been made, but there is a need to make them more empowered, there is a need to give them more protection.

Certainly, the tribal areas have different rights, there is a need for the Union Government and the State Government to work together to strengthen their rights. Similar to the regional councils in the North-East, we have regional committees. Here, we have Gram Panchayat, District Panchayat, which do not exist there. In our country, there is a block chief who is elected by the Members, but there is no such system there. The Prime Minister has taken interest in the development there and has made a plan for the Sixth Schedule areas of North-East just as he has taken forward the development of other places in the country. If we strengthen the regional councils, the pace of development will become even faster. Like I have told about railways, I have also told about flying connectivity, which was started during the time of Hon. Atal Bihari Vajpayee ji. Now, our Prime Minister Shri Narendra Modi has speeded up flight connectivity in all the North-Eastern states. Our Government is determined to provide trains where there were no trains, where the people of the North-East had not even thought about.

Sir, our North-East is full of natural resources. There is also immense potential for tourism here and our Government has worked in this direction and made plans for tourism. Let us all, with strong determination, inspire people to invest the minerals of the North-East in the industry, so that migration from that area can be stopped and the youth can get employment. When revenue increases there, migration of people will stop and the area will also develop. If the Government sends a proposal for this, then development work should be done by seeking proposals from the District Council and Regional Council. As I had said in the beginning, the work done by Akhil Bharatiya Vidyarthi Parishad with the spirit of 'Bharat Mahro Desh' and 'Sabka Saath Sabka Vikas' for the whole society to move forward, the way Shri Achutanand Samant ji worked Gaya, if such efforts are taken forward, then I believe that we have Scheduled Caste tribal brothers of North-East, it will be very useful in preserving their culture and in the direction of their economic-social-educational development.

[English]

SHRI NINONG ERING (ARUNACHAL EAST):
(ARUNACHAL EAST): Hon. Chairman, Sir, I may kindly be allowed to speak from this seat.

HON. CHAIRPERSON: All right.

SHRI NINONG ERING: At the outset, I would really like to thank Shri Vincent Pala, hon. Member of Parliament from Meghalaya, who has brought this Private Member Bill. In relation to his certain demands, I would also like to add issues relating to the North-East and also to Arunachal Pradesh. Of course, in his Bill, he has demanded inclusion of traditional occupations of the tribal including occupations relating to mines and minerals.

In paragraph 4, he has said the following sub-paragraphs shall be inserted, namely: - “Notwithstanding anything in this Constitution, where a Regional Council or a District Council resolves that the customary practices and laws are to be protected, the Governor shall refer the matter to the Legislative Assembly of the State concerned and where the Legislative Assembly of the State concerned agrees to the resolve of a Regional Council or a District Council, the Governor shall issue a specific order in this behalf. ”

In relation to the rights of lands to the tribal of the Sixth Schedule States, he also wants to include a lot of tribal customary laws, and they should also have rights and claims over the mines and minerals which are to be excavated.

Of course, when we go back to history, right from the days of the founder of our Constitution, Dr. Ambedkarji, there have been some very important people. I would like to mention their names.

There was a North-East Frontier (Assam) Tribal and Excluded Areas Committee under the chairmanship of Gopinath Bardoloi, which was popularly known as Bardoloi Committee. There were a lot of objections, claims, and counter-claims by certain people, who did not want that the Sixth Schedule should be implemented. But there were people like Sardar Vallabhbhai Patel, who said: “No. The tribal rights should be protected and looked after. The discrimination that is taking place, has to be looked into. ”

So, a Drafting Committee headed by Dr. Ambedkar was formed and it was put in the Sixth Schedule. We must really give our respects and regards to Dr. Ambedkar, Gopinath Bardoloi, A. V. Thakkar, Jaipal Singh and Rev. J. J. M. Nicholas Roy, who spoke in favour of the Sixth Schedule during that time.

Now, after the adoption of the Sixth Schedule, four States are involved, especially in the North-East. In Assam, we have the Bodoland Territorial Council, Karbi Angland Autonomous Council and Deema Hasao District Council. In Meghalaya, we have the Garo Hills Autonomous District Council, Jaintia Hills District Council and Khasi Hills Autonomous District Council. In Tripura, we have the Tripura Tribal Areas Autonomous District Council and my very good friend, Shri Jitendra Chaudhury, who comes from Tripura has also spoken today. Similarly, in Mizoram, we have the Chakma Autonomous District Council, Lai Autonomous District Council and Mara Autonomous District Council.

For Arunachal Pradesh also, recommendations have been made for two autonomous councils. One is the Mon Autonomous District Council. At that time, it was known as the West Kameng but now, it is known as Tawang and West Kameng. In the Eastern part, we have the Patkai Autonomous Council, which consists of Longding, Tirap and Changlang.

Sir, I would like to bring it to the knowledge of the House about the case of these tribal areas. I am taking the advantage of what Shri Vincent Pala said. It is he, who has brought this Bill for amendment. These are ethnic groups. Arunachal has got more than 31 major tribes

and 100 plus sub-tribes. I am grateful to our previous speakers, who have really spoken well, especially for the North-East. They were very appreciative of the sentiments and emotions of the people of Arunachal Pradesh and the North-East. Though I would not agree with him on what he said about Akhil Bharatiya Parishad or the party as a whole.

The North-East has been a very sensitive area. Even on this present day, you would see that even China has got its claim on Arunachal Pradesh. Who is China to say what Arunachala has to do or not to do, or what the Union Government has to do or not to do? His Holiness, the Dalai Lama is a friend of us; he is a guest of us; and he has taken refuge in India. We still recognise him as the leader of the Tibetan Council. He had referred that yes, there were children who studied at Banasthali in Mumbai. In fact, we have a very close friend, Mr. P. V. Acharya, His Excellency, the Governor of Arunachal Pradesh and Nagaland. I know him since my childhood. During my late father's day when he was a worker here, he used to take children from Arunachal Pradesh and other parts of the North East and intermingle with them. That time, we did not have the Party-based thing. That time it was the Congress only. I am not speaking about the Congress or UPA or NDA. What I want to say here is that the people

really have to understand what the North East is. You have to study our culture and you have to understand the sentiments and feelings of the people of the North East. We should be excluded from the racial discrimination that is taking place. Recently, there have been incidents in Bengaluru, Mumbai and Delhi where the North Eastern Children are always been victimised and always the question of racial discrimination comes. I have seen that. When anything happens in Australia or in the United States, where one of our Indians are discriminated, how do we feel? Similarly, the people and the children of the North East feel that discrimination sometimes. For that we have to have stringent laws. That is why, I really appreciate Shri Vincent Pala who has brought this Bill forward.

Again, coming back to my State of Arunachal Pradesh, as I said, the Monpas and Sherdukpen are very small sub-tribes. Specially, when you go down to the Eastern Part where we have the issue of insurgency, in Tuensang we have the Konyaks in the Arunachal side we call them Wanchos.

Sir, I would like to mention before this House that I have raised this issue several times. I have taken it up in 'Zero Hour'; I have taken it up through 377; I have personally written letters to the hon. Tribal Affairs Minister that there are people in Arunachal Pradesh who do

not even have recognition. They do not have any name. They are known as ‘other naga tribes’. Who are these ‘other naga tribes’? tell them: “What should we call them?” Do you call yourselves ‘other naga tribes’? Do you say that you are just as ‘other naga tribes’ or do you say that you are Sema or Angami or Tangkhul? [Translation] You have a name. What about our people? We have Wanchos; we have Nocte: we have Thutsa; and we have Yobins. These are the issues which are very important and we have to take them up. My very good colleague and friend Shri Kiren Rijiju is here. He is just like my younger brother. He is also the hon. Home Minister of State. I have requested the Government of Arunachal Pradesh and also the Union Government that this issue should be resolved. They are very small ethnic tribes. If we do not give importance to them, they will vanish just like the Tribes of Andaman. That is why, I am saying that we really have to think about such issues of the North East.

When I come back to the Sixth Schedule for these two Constituencies of the District Council of Mon and Patkai, I would like to say that these tribes and sub-tribes are being neglected. There is no road communication. There is no education for them. There is no space for them in the administrative services and all. I would also like to tell this august House that these people have tried to compete with

others but because they are not getting the support from the Government, both from the State and the Centre, they could not succeed. They have been completely neglected. They have to come forward. Even for Arunachal Pradesh, I would say that why we cannot just divide Arunachal Pradesh also just like it has been done in Assam or Meghalaya. During the NEFA times, there were only five districts. We had Kameng, Subansiri, Siang, Lohit and Tirap. But, gradually, when a family grows, the family has to expand. So, now we have got 21 districts. In those districts, Tawang and West Kameng are demanding for the Mon Autonomous Council. The other part, that is the East Kameng, Subansiri, Lower and Upper, are in one block. The other block is the erstwhile Siang which comprises of Aalo, West Siang, Tuting Yingkiong and Upper Siang. Then, we have the Siang, East Siang. And then we come to Lohit where you have Dibang, Lower Dibang, Lohit, Namsai now and Anjaw. So, when we can make this into four blocks, we would also like to suggest one thing. Of course, the hon. Minister is here and he should not take it otherwise but we also feel that we are also being discriminated.

We have areas like Anjaw. You see, a place like Changlang, a place like Kibithu, a place like Anini, a place like Gelling, a place like Singa, which you have travelled yourself, it takes five days' march to

reach these places. From a motorable road, you have to walk five days to reach these places. Imagine, one of the most beautiful places, Vijay Nagar where the Second World War Army people or in 1962 those people who were there, they are now residing there. They have their houses there. They have been given land there. People of Arunachal Pradesh are very broad minded. They have given them home, shelter and the Army people are still staying there. So, all these things have to be taken into consideration. I think, why not even there be an Autonomous Council for Mon, for Patkai and also for the central region that is erstwhile Siang and Lohit which comprises of West Siang, East Siang, Upper Siang, Siang, Dibang, Lower Dibang, Anjaw, Lohit and Namsai? What happens is that everyone is satisfied. So, that is my demand in this House and also to the State Government that this issue also should be taken up and then only there will be no disparity.

The issue which Jitendra Chaudhury *sahib* raised is about the issue of Chakmas. We have no objection if Chakmas have been given the Indian citizenship. But, Sir, our hon. Union Minister of State for Home Affairs who is sitting here is very much aware that Arunachal Pradesh is still under the 1873 Bengal Frontier Regulation where even other people who are not the residents of Arunachal Pradesh will have

to take an Inner Line Permit. As he has said – of course, I would like to differ in that case – how can we accept Chakmas as the citizens of Arunachal? We will accept them as the citizens of India. They have taken refuge. We have got a lot of Tibetan refugee camps and they are all staying there. We do not have anything to say. If the Indian Government has accepted, then it is well and good. We were discussing about the Forest Dwellers Act which I will again discuss later on. But, to be very frank, we have got plenty of land; we have got 83,000 square kilometres. But that land is completely forest land which is not very hospitable. People just cannot live there or under hills. Even people cannot live in the beautiful hills of Anini or Tawang. So we cannot accept these issues that the Chakmas should be rehabilitated in these places where they are staying because these are very sensitive issues. People of Arunachal Pradesh are vehemently opposing and saying that all those refugees should be sent back to Bangladesh or to any other part of India. It is because, here they have been just given a temporary refuge.

Let it be the chakmas and let it be even the Tibetan settlement areas. We have got a lot of Tibetan settlements.

HON. CHAIRPERSON: Hon. Member, you can continue your speech next time.

The House stands adjourned to meet again on Monday, 10th April, 2017 at 11 a. m.

18. 00 hours

*The Lok Sabha then adjourned till Eleven of the Clock on Monday,
April 10, 2017/Chaitra 20, 1939(Saka).*

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