

में बहस पूरी नहीं होगी। आपने स्वयं ही कहा है कि आघ घंटा आप देंगे। तब भी इसको आज खत्म नहीं किया जा सकता है। इस वास्ते नियम का पालन होने दीजिये।

MR. DEPUTY-SPEAKER: Shri Fernandes has quoted from Mr. Shakhder's book in support of his contention. I have gone through the rule again and, so far as the rules are concerned, we would like to adhere to them and to the established procedure. But, as Professor Ranga has already stated and the Minister has explained, it is in response to the wishes of the hon. Members of the opposition that Government have accepted some amendments. That has to be borne in mind. Now, if he is not willing to go on with the item today, we will proceed to the next item.

SARI GEORGE FERNANDES: Tomorrow.

MR. DEPUTY-SPEAKER: All right. We will go to the other item.

श्री मोलहू प्रसाब (बांसगांव): उपाध्यक्ष महोदय, मेरा भी एक व्यवस्था का प्रश्न है। मैं आपके सचिव को लिखते-लिखते थक गया हूँ। मेरे सब प्रश्नों के उत्तर अंग्रेजी में आते हैं। पचासों प्रश्न मेरे पड़े होंगे। सब प्रश्नों के उत्तर मुझे अंग्रेजी में दे रहे हैं। आप तो जानते ही हैं कि मेरे मां बाप में से कोई अंग्रेजी नहीं जानता था और न ही हमारे अंग्रेजी के संस्कार हैं। मैं लिखते-लिखते थक गया हूँ लेकिन...

MR. DEPUTY-SPEAKER: Better address the Speaker. If there is any genuine difficulty, it will be looked into and removed. But this is not the time to rise it.

17 16 hrs.

MOTION RE FINAL REPORT OF ROAD TRANSPORT TAXATION ENQUIRY COMMITTEE

MR. DEPUTY-SPEAKER: The House will take up further consideration of the

Report of the Road Transport Taxation Enquiry Committee. 1 hour and 35 minutes only are left for this. So, hon. Members will be very brief. Shri Shri Chand Goyal.

SHRI SHRI CHAND GOYAL (Chandigarh): 4 hours have been allotted for this.

MR. DEPUTY-SPEAKER: You may take 10 minutes.

SHRI SHRI CHAND GOYAL: Sir, the Keskar Committee submitted its reports in three instalments—the first in September, 1966, another one in June, 1967 and the final report in November, 1967.

श्री शशि ब्रूषण (खारगोन): हिन्दी में बोलिये, ताकि हम भी समझ लें।

श्री श्रीचन्द्र गोयल: मैं आपकी आज्ञा से घूँकि कुछ मैम्बर साहिबान चाहते हैं कि हिन्दी में बोलूँ, हिन्दी में बोलता हूँ। केसकर साहब की अध्यक्षता में सड़क परिवहन के सिलसिले में जो कमेटी मुकर्रर हुई थी उसने तीन रिपोर्टें पेश कीं...

श्री रणधीर सिंह (रोहतक): उपाध्यक्ष महोदय, हाउस में कोरम नहीं है। जब किसानों का मसला जेरे गौर था तब इन्होंने बार-बार कोरम का सवाल उठा कर किसानों की तोहीन की थी; अब जबकि रोड्स के बारे में चर्चा हो रही है, मैं भी कोरम का सवाल उठाना चाहता हूँ;

MR. DEPUTY-SPEAKER: The bell is being rung.

Now there is quorum. The hon. Member may continue his speech.

SHKI SHRI CHAND GOYAL: Sir, I was submitting that the Report of the Road Transport Taxation Enquiry Committee which has been given in three instalments by the Keskar Committee has unanimously recommended, and it has come to an obvious conclusion, that the road transport industry has ceased to be a profitable in-

[Shri Shri Chand Goel]

dustry, the burden of taxation has reached a saturation point and it has gone, to such an extent, that it has started serving as a disincentive to the industry.

The series of reports, starting from the year 1950, have been pouring in from time to time. But the Government has not tried to implement the recommendations of these various Committees. I would like to ask the hon. Minister as to what is the good in appointing these Committee from time to time and spending lakhs of rupees on them. There are so many members of the Committee and the Committee has been touring throughout the country. A lot of money has been spent on these Committees. Unless the Government has a mind to implement at least 20 per cent of what has been recommended, I do not think the appointment of these Committees will serve any useful purpose.

Sir, you will agree with me that the road transport industry is suffering from handicaps and impediments. As you know, the most of the people who come either from the middle-class or the lower-class, and who own a truck or two each, are not rich enough to purchase their own vehicle and, I must say, a vehicle which in 1936 used to cost Rs. 2700 now costs, a Mercedes truck, Rs. 45,000 and a Leyland truck costs about Rs. 60,000.

That is the variation in the prices of these vehicles. If we take into consideration the increase in the price of petrol, if we take into consideration the rising prices of tyres and tubes and other spare parts, we will come to the obvious conclusion that the poor transporter has to depend either on a rich financier or on some corporate body. Then, his difficulty increases when he wants to take a trip, say, from Delhi to Calcutta; according to the report, he has to come across 70 to 80 check-posts and the amounts of octroi duties or illegal gratification that he has to pay at various check-posts, according to this report, come to Rs. 77. If for one trip from Delhi to Calcutta he has to pay that much, if he is subjected to the laws of various States, if he is subjected to the taxation of various States, then he has feeling that he is not passing in one country but is passing through so many countries. A friend of mine who had been to Germany and who

was a Congress Minister in Himachal Pradesh, was telling me yesterday that, when he toured Germany, he found that from one end to another one could easily pass as if it was one country and that there was absolutely no difficulty there. But see the difficulty to which a poor transporter is being subjected here; this is a genuine difficulty. This has, in fact, been recommended in the various reports, our Transport Minister, Prof. V.K.R.V. Rao, when he spoke in the Convention of Road Transport, himself had asked all the States that they should not subject this transport to further taxation till the report was finally submitted and the Government framed some decided and definite policy on that. But what has happened? Has any of these States paid any heed to the recommendations or to the speech of the hon. Minister? What has happened? After the submission of the final report, the Andhra Pradesh Government has increased these taxes on the vehicles, and so has Punjab. They have increased from 25 per cent to 35 per cent. And I understand that even the Delhi Administration is thinking of imposing further taxes on this. So, what has happened to these recommendations or to the wishes of the hon. Transport Minister? I feel that, when the Ministers make certain recommendations and statements, they are not very sincere about them; otherwise, these Central Cabinet Ministers ought to have made a beginning with the Central Government rather than admonishing or advising the State Governments to desist from putting further taxation; they should have started with their own Government. The Transport Minister himself has come to the conclusion that these taxes have reached the saturation point and this has started serving as a disincentive; he himself has recommended that the industry needs substantial relief; he has also recommended that the burden of taxation must be lightened.

MR. DEPUTY-SPEAKER: The hon. Member may please resume his seat and he may speak on the next occasion. We have another subject now on the Agenda.