

# LOK SABHA

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## SYNOPSIS OF DEBATES\* (Proceedings other than Questions & Answers)

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Tuesday, July 23, 2019 / Shravana 1, 1941 (Saka)

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### THE CODE ON WAGES, 2019

**THE MINISTER OF STATE OF THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI SANTOSH KUMAR GANGWAR)** moved that leave be granted to introduce a Bill to amend and consolidate the laws relating to wages and bonus and matters connected therewith or incidental thereto.

**SHRI N. K. PREMACHANDRAN** *opposing the motion for introduction of the Bill, said:* The convention of this House regarding the labour laws legislation is that tripartite consultation will be done and consensus will be taken. Unfortunately, we have not reached any consensus regarding the Code on Wages, 2019. With this objection, I oppose the introduction of the Bill.

**PROF. SOUGATA RAY:** I oppose the introduction of the Code on Wages 2019. The Government is referring to the Second National Commission on Labour which gave its report in June, 2002. Now after 17 years, the Government is

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\* Hon. Members may kindly let us know immediately the choice of language (Hindi or English) for obtaining Synopsis of Lok Sabha Debates.

bringing it out from the cold storage. Not a single trade union has asked for a Code on Wages. Let it be sent to the Standing Committee again.

**SHRI SANTOSH KUMAR GANGWAR** *clarifying said:* The Second National Commission on labour in the year 2002 had made a recommendation that the 44 laws on labour should be clubbed into four or five codes as per requirement. This recommendation of the Commission had been accepted by all the trade unions at that time. But, unfortunately, the Government, which took charge in the year 2003-04, kept this recommendation in cold storage for 10 years. After this Government came into power, it held consultation with 13 trade unions, all the State Governments and employers and now this Government has brought this Bill. It has also been referred to the Standing Committee and the Government has accepted most of its recommendations. I urge upon the House to pass this Bill.

*The Bill was introduced.*

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**THE OCCUPATIONAL SAFETY, HEALTH AND WORKING  
CONDITIONS CODE, 2019**

**THE MINISTER OF STATE OF THE MINISTRY OF LABOUR AND  
EMPLOYMENT (SHRI SANTOSH KUMAR GANGWAR)** moved that leave  
be granted to introduce a Bill to consolidate and amend the laws regulating the

occupational safety, health and working conditions of the persons employed in an establishment and the matters connected therewith or incidental thereto.

**PROF. SOUGATA RAY:** This Bill affects the basic working conditions of the workers. The Minister has brought the Bill from a Report which was given in 2002 without going into another National Commission on Labour. I feel that this will not serve the cause of labour. I, therefore, oppose the introduction of this Bill.

**SHRI SANTOSH KUMAR GANGWAR** clarifying said: The Government has introduced this Bill after having detailed discussion with all the trade unions, employers and the State Governments. I urge upon the House to let this Bill be introduced.

*The Bill was introduced.*

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### **SUBMISSION BY MEMBERS**

*Re:       Reported statement by US President regarding third  
party mediation on Kashmir issue.*

**THE MINISTER OF EXTERNAL AFFAIRS (DR. SUBRAHMANYAM JAISHANKAR)** *responding to the issue raised by several Hon. Members, said:*  
Yesterday, the President of the United States of America said that he was ready

to mediate on the Kashmir issue if requested by India and Pakistan. I assure the House categorically that no such request has been made by the Prime Minister to the US President. I also reiterate that it has been India's consistent position that all outstanding issues with Pakistan will be discussed only bilaterally. I further underline that any engagement with Pakistan would require an end to cross-border terrorism. Let me conclude by emphasising that the Shimla Agreement and the Lahore Declaration provide the only basis to resolve all issues between India and Pakistan.

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**\*MATTERS UNDER RULE 377**

1. **SHRI SANJAY SETH** laid a statement regarding need to take effective measures to control growth of population in the country.
2. **SHRI RAVI KISHAN** laid a statement regarding need to further strengthen law against female foeticide.
3. **SHRI UPENDRA SINGH RAWAT** laid a statement regarding need to provide stoppage of various trains at Haidergarh Railway Station in Uttar Pradesh.

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\* Laid on the Table as directed by the Speaker/Chair.

4. **SHRI R.K. SINGH PATEL** laid a statement regarding need to ensure irrigation facility from Ban Sagar Canal project to Banda and Chitrakoot districts, Uttar Pradesh.
5. **SHRI G M SIDDESHWAR** laid a statement regarding need to complete National Highway Projects in Davanagere Parliamentary Constituency of Karnataka.
6. **SHRIMATI DIYA KUMARI** laid a statement regarding need to develop places associated with Maharana Pratap in Rajasthan as 'Pratap Circuit'.
7. **SHRI SUDARSHAN BHAGAT** laid a statement regarding need to construct railway line from Ranchi to Korba via Lohardaga, Gumla and Jashpur.
8. **SHRI BHAGIRATH CHAUDHARY** laid a statement regarding smart city project of Ajmer city, Rajasthan.
9. **DR. HEENA VIJAYKUMAR GAVIT** laid a statement regarding installation of BSNL towers in Nandurbar Parliamentary Constituency of Maharashtra.
10. **SHRI GANESH SINGH** laid a statement regarding need to conduct survey of important archaeological sites in Madhya Pradesh.

11. **DR. SUKANTA MAJUMDAR** laid a statement regarding excavation of Bangarh archaeological ruins in Balurghat parliamentary constituency, West Bengal.
12. **SHRI MAHENDRA SINGH SOLANKY** laid a statement regarding need for service roads along National Highway No. 3 (Dewas-Agra) and National Highway No. 86 (Dewas-Kanpur).
13. **SHRI PANKAJ CHAUDHARY** laid a statement regarding need to construct RUB/Underpass at level crossing No. 18C in Maharajganj parliamentary constituency, Uttar Pradesh.
14. **DR. RAM SHANKAR KATHERIA** laid a statement regarding need to set up a Passport Seva Kendra in Etawah, Uttar Pradesh.
15. **SHRI ARUN KUMAR SAGAR** laid a statement regarding need to expedite the modernization of Shahjahanpur Railway Station, Uttar Pradesh.
16. **DR. SHASHI THAROOR** laid a statement regarding water problem in Thiruvananthapuram.
17. **SHRI DEEPAK BAIJ** laid a statement regarding need to construct a direct rail line between Bastar and Raipur in Chhattisgarh.

18. **SHRI VE. VAITHILINGAM** laid a statement regarding cadre structuring in Jawaharlal Institute of Postgraduate Medical Education and Research, Puducherry.
19. **SHRI D RAVIKUMAR** laid a statement regarding need to carry out fresh excavations in archaeological site of Arikamedu in Puducherry.
20. **SHRI S. JAGATHRAKSHAKAN** laid a statement regarding completion of Tindivanam-Nagari railway line.
21. **SHRI PRASUN BANERJEE** laid a statement regarding East-West Metro Rail project in Howrah parliamentary constituency, West Bengal.
22. **SHRIMATI CHINTA ANURADHA** laid a statement regarding oil exploration in Krishna-Godavari Basin.
23. **SHRI RAJAN BABURAO VICHARE** laid a statement regarding need to introduce Metro Rail Service in Thane parliamentary constituency, Maharashtra.
24. **SHRI KAUSHLENDRA KUMAR** laid a statement regarding need to provide financial assistance to flood-ravaged Bihar.
25. **SHRI JAYADEV GALLA** laid a statement regarding setting up of Kendriya Vidyalayas in Amaravati and Mangalagiri, Andhra Pradesh.
26. **ADV. A. M. ARIFF** laid a statement regarding high airfare charged by airlines from Kerala to Gulf countries.

27. **SHRI HANUMAN BENIWAL** laid a statement regarding need to provide employment to local people in industries on priority basis in the country particularly in Rajasthan.
28. **SHRI CHANDRA PRAKASH CHOUDHARY** laid a statement regarding need to include Parasnath Hills in Giridih district of Jharkhand in the list of tourist places and declare Annual Shravani Mela at Baba Baidyanath Dham, Deoghar, as 'National Fair'.

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**THE MOTOR VEHICLES (AMENDMENT) BILL, 2019- *Contd.***

**SHRIMATI KANIMOZHI:** The Government has not carried out even one of the amendments suggested by the Select Committee. The penalty to be imposed for non-compliance of the safety standards is insignificant. The State Government's rights are being taken away. The Tamil Nadu Government had nationalized all the buses in 1969 so that there is a last mile connectivity. But, if the Central Government now interferes and brings in private players, this will completely ruin the State Government's policy. If the Bill is passed, the State Governments will not be able to enter into an Inter-State agreement with the neighbouring States. I would like to know as to how many blackspots have been rectified. The Minister has shifted the whole authority and power to the dealers.



The Minister has said that if you know how to drive, it is enough; you don't need educational qualifications to become a driver. I think that you need basic literacy and education to be able to operate these vehicles and to read the signs and to communicate with the people.

**PROF. SOUGATA RAY:** I support the various steps that the hon. Minister has taken to reduce the number of accidents. But I have one objection. The Bill proposes a Rs. 10,000 fine for not providing way to emergency vehicles. This is not proper. The other good feature of the Bill is that it spares those good Samaritans who help people at the time of accidents. But the main thing is if you have a Central legislation without taking the States on board, you shall never be able to implement the laws. I support the creation of Motor Vehicle Insurance Fund and National Road Safety Council. The Bill proposes to remove requirement of production of a motor vehicle before the registering authority at the time of registration. This is not good. The Central Government almost opened the gates for private sector for operating passenger transport services. Transport has to be subsidised and it is provided mostly by the State Governments. In all, I have objection to only five clauses in the Bill. We want a country in which communication will be privilege of the poor I support all the safety provisions in the Bill.

**SHRI LAVU SRIKRISHNA DEVARAYALU:** Although, hon. Minister has cleared most of the points that we had in our minds, yet there are still some issues. The Government is doing a good work to improve the road network and condition of roads in the country. However, the driving habits of the drivers have drastically gone down. That is the reason why we see so many accidents. The hon. Minister mentioned in his speech yesterday that people who drive do not have to be literate. At this point, I have a contrary view. Tamil Nadu has reduced the accident and accidental death rate drastically in the last few years. I suggest the Government to adopt those practices. There is a need to add the definition of road rage in this Bill. I request the hon. Minister to make it mandatory to conduct safety audit of all the roads in the States. The Bill proposes to issue driving licences through electronic means. Verification of credentials of the applicant is very difficult. So I request the hon. Minister to look into this aspect.

**SHRI PRATAPRAO JADHAV:** This Bill provides for a requirement of having fitness certificate after every two years for big and commercial vehicles. For drivers also a complete health checkup is desirable instead of only eye checkup. This Bill proposes that registration of vehicles will be done by the dealers online and the vehicle will not be required to be taken to the RTO office. This provision can be misused. Insurance companies point out petty objections in insurance claims after accidents. Such claims should be settled in a time bound

manner. Trauma Centers or hospitals should be there at every 50 kilometers along the National Highways. The construction work of Highways should be monitored properly by the engineers of the Authority. It would be better if the State Governments have some powers in the schemes to be formulated for carriage of inter-state passengers and goods and the National Multi-Modal scheme envisaged by the Central Government. If we issue permits to the private operators, they will operate only on the profitable routes. This will deprive the rural areas of the services.

**SHRI KAUSHLENDRA KUMAR:** In view of the increasing incidence of road accidents, it became mandatory to make the law more stringent. There are about 30 lakh bogus driving licences in the country. People violate the rules of the road which results in long traffic jams. Fine for different violations has been increased but I think that instead of increasing the amount of fine, it will be better to bring about awareness. The Government should take care that there is no violation of the rights of the State Governments and the State Governments should also be consulted.

**KUMARI CHANDRANI MURMU:** This Bill mandates the State Governments to ensure electronic monitoring and enforcement of road safety measures on the National Highways, the State Highways and urban roads as per guidelines framed by the Central Government. It is unclear as to who will bear the

cost of implementing such safety measures. The proposal to create a National Road Safety Board and Driving Training Institutes in every district is a welcome step. This is a good provision that the Central Government will set the design, construction and maintenance standards for roads. The penalty for non-compliance with safety standards will be a fine of up to Rs. One lakh. The question is whether this fine will be a sufficient deterrent? Minimum compensation for 'hit and run' cases should be increased further.

**KUNWAR DANISH ALI:** Very good amendments are proposed in this Bill. The manner in which driving licenses are being issued, that process needs to be corrected. There must be security provisions. The vision of hon. Minister is very big. There is planning to run double decker buses on smooth highways. I request the hon. Minister to extend this service up to the last border of the National Capital Region i.e. my Parliamentary Constituency Amroha. There should be a check on the buses running illegally. It causes huge loss of revenue. On behalf of my party I support this Bill.

**SHRI KOTHA PRABHAKAR REDDY:** Our TRS party support the Motor Vehicles (Amendment) Bill, 2019. Every year about 1.5 lakh people die and about 5 lakh people get injured in road accidents in the country. So cashless treatment may be provided to the accident victims. There are different taxes in different States. The Government should think over to modify the tax in smaller

and major States. Duty hours of drivers should be fixed in order to reduce road accidents. Duplicate spare parts are being used in many States and this causes damage to the vehicles. Non-availability of parking facility in many places is also a major problem.

**SHRIMATI SUPRIYA SADANAND SULE:** I am very hopeful and optimistic that this Bill is going to bring in a positive change. If it is not compulsory for the States, how will it become seamless if there is so much flexibility? Hon. Minister talked about electric buses but the problem of these electric buses is the cost which is very high. We do not have a comprehensive policy. NITI Aayog is saying something and Commerce Ministry is saying something. We need a absolute system which makes a seamless movement. If we are looking at safety and security, it has to be integrated. So, I would urge the hon. Minister to look into it. The services like rest areas, food, safety, security and toilets are very important. The hon. Minister's speech was like a dream come true. I hope, this dream will become a reality.

**SHRI AJAY MISRA TENI:** I rise to support Motor Vehicles (Amendment) Bill, 2019. Motor Vehicles Act was enacted 30 years before and so much changes have taken place during last 30 years. Therefore, there was a need to amend this Act. Road connectivity, people's safety, timely treatment, insurance, compensation, simplification of transport related procedures and other things have

been kept in mind in this Bill. Amendments have been made in this Bill in the matters related to passengers, freight, operation, driving license, insurance etc. So many new provisions have been made in this Bill about security. Road accidents take place due to wrongly issued driving licenses. There is a loss of 3 per cent of GDP every year due to road accidents. Therefore, there is a need to control these accidents.

**SUSHRI S. JOTHIMANI:** Road accidents are increasing day by day and it is a cause of concern for all of us. In my Constituency alone, there are more than 1000 accidental deaths happened within few years of time due to lack of either subway or over-bridge in the National Highway No. 7. I request the hon. Minister to urgently build either the overbridge or subway in my Constituency on the National Highway No. 7. I would like to ask that hon. Minister that why did this Government think that the State Governments are not competent enough to create a policy on their own. Let the States formulate their policy according to their ground necessities. At present, 15 years have been fixed for the renewal of motor vehicle registration certificate. Then, it is five years for the next renewal. But in the proposed Bill, this time limit has been taken away and it has been made mandatory that all vehicles should be tested before renewal. This would pave the way for the manufacturers to go for their own monopoly of brand and they will try to retain the vehicle ownership. Over a period of time, private spare parts dealers will also be

affected and private roadside workshops will be closed. This will result in a serious unemployment crisis. Similarly, the Central Government is planning to create a parallel authority to the existing authorities for issuing these permits or licences. At the same time, the operators have the liberty to choose either permits issued by the State Government or by the Central Government under the new provision. In this regard, I would like to ask how will the Central Government, sitting in Delhi decide, in case of a remote place like Karur, which permit has to be given in which route? Is this not infringing upon the right of the States. Also, section 211(A) empowers the Central Government to take full control of developing software to collect fees, fine and taxes which are well within the State subject. I would also request the Government to seriously consider the provision of the Bill and allow the self-employed youth to run their business of driving school. I would also like to compliment this Government for certain salient features in this Bill. Along with the welcome steps, I request the Government, to amend or withdraw the regressive provisions from the Bill.

**SHRI K. NAVASKANI:** I have some reservations and suggestions about this Bill. Annually, on average, 1.5 lakh people are killed and close to 10 lakh are injured in road crashes across India. Therefore, the State Governments should strictly implement traffic rules. This Bill provides for the recall of vehicles if the defective vehicle is a danger to the environment, the driver or other road-users. It

is a good provision. This Bill provides for Rs.50000 for grievous injury and two lakh rupees or more for death in road accident cases.

**SHRI KESINENI SRINIVAS:** Transport sector has been facing a lot of problems since independence. Fuel prices are changing on a daily basis. I think, if that issue is addressed, the transport sector will benefit. Similarly, there is heavy taxation on motor vehicles. I would like to bring to the notice of the Government that once the Government of India gets back investment on a particular road, I think, toll can be removed on that particular road. This will give a little relief to the overburdened transport industry. I would also like to give one suggestion. To encourage electric vehicle industry and electric vehicle movement in the country, I think, giving small incentives, like no toll, will go a long way. Also, there is lack of infrastructure on the state highways. I would request the Government to impress upon the Minister of Finance and reduce the income tax on the transporters for the betterment of the industry. The Bill proposes a heavy penalty in case of violations. But this opens up opportunities for more corruption. Hence, I request the Government to assure the House that all measures to tackle corruption will be taken. I would also request the Government to establish one Government training institute in each and every district of this country. The last and the most important point is related to my Constituency, Vijayawada. I request the Government to



instruct the officials to start the work pertaining to bypass in the city of Vijayawada immediately and instruct them to complete it as early as possible.

**SHRI P.R. NATARAJAN:** The amendments proposed under this Bill are directly encroaching upon the powers of the States and will have serious impact on the States' revenue, functioning of the State Transport Undertakings and the Motor Vehicles Department. Hence, the insertion of the new Section 211A has to be deleted. Similarly, the proposed amendment to clause 91 encroaches on the rights of the State Transport Corporation in the States. Under this section, the Central Government shall have the power to delegate any power or functions. Such excess delegation of powers to private persons or a group of persons in the name of any public servant or public authority is against the Constitution of India. In order to avoid the entry of private bodies, Sections 215A, B and C may please be deleted. Again, the proposed amendment Clause 29 and 33 will also affect the interests of the State Transport Undertakings of the State. This would directly impact transport services provided by the State Transport Undertakings to the majority of the population of Tamil Nadu covering rural, urban, hilly and remote areas. So, I request the Government to withdraw all the amendments.

**SHRI MANOJ RAJORIA:** It is very unfortunate that 1.5 lakh people die in around 5 lakh road accidents that takes place in the country every year. Various other problems also existed in the transport industry. People have to face various

difficulties in getting licence at RTO. Now, under the able leadership of hon. Prime Minister, this Government has strived hard to overcome this difficult situation and it seems that India is scaling new heights to become a modern nation in the fields of roads and transport by implementing innovative ideas and projects. With a great pride, I can say that now it is possible to cover the distance between my parliamentary area Karauli and Dholpur in one and a half hour only whereas earlier it used to take 5 hours to cover the same. Through this Bill, this Government has provided for online registration and driving licence as a step towards building a nation free from corruption. This will also modernise the process involved in issuing driving licence and vehicle registration in India. Apart from that, provisions have also been made under this Bill to link Aadhaar card with driving licence and vehicle registrations. This will also eliminate the problem of fake licences. It is a very important Bill associated with the lives of the people of this country. This also shows that our Government is committed under the able leadership of hon. Prime Minister. Under this Bill, provisions have been made that if a minor is caught driving the vehicle and is involved in any accident or violation of any rule then his parents or the vehicle owner shall be held responsible for his act.

**SHRI SYED IMTIAZ JALEEL:** We all know that lakhs of people are killed in road accidents across India. However, I would like to submit that this Bill

is also associated with an humanitarian issue. Two days back, two people were killed in road accident in the Kamothe area of Navi Mumbai wherein the culprit was a drunk driver. So, I would like to know about the number of road accidents and deaths in cases of drunk driving. I would also like that whether this Government has put in place any mechanism to tackle the menace of drunk driving. Secondly, people should be made aware about the protocol pertaining to giving safe passage to ambulances and fire brigade vehicles while issuing driving licences.

**SHRIMATI ANUPRIYA PATEL:** I rise to speak in support of the Motor Vehicles (Amendment) Bill, 2019 which seeks to replace the Motor Vehicles (Amendment) Act, 1988. It contains several good provisions which will go a long way in making India's road safer. I appreciate the provision of providing cashless treatment to the road accident victims which will help in saving a lot of lives. The Government should take the State Governments also on board in its bid to implement provisions of this Bill. I want to ask the Government whether the electronic monitoring of the road safety would be done on the National Highways, State Highways or the urban roads. The Government should also clarify as to who is going to bear the cost of this electronic monitoring of the road safety: Is it the Central Government or the State Government? Moreover, the Road Safety Board

should have all the power to look into the compliance, monitoring of the compliance and levy penalties.

**\*SHRI M SELVARAJ:**

**SHRI HANUMAN BENIWAL:** It is for the first time that a provision has been made for imposing penalties on the road contractors in the cases of accidents caused due to the shortcomings in the construction and upkeeping of the roads. It is a very good step. It is also for the first time that the failure of giving way to the emergency vehicles like Ambulance has been made a punishable offence with the penalty of Rs.10000 in this Bill. I would like to urge the Government to formulate a law for population control also. The provision for increasing the amount of compensation in the cases of road accidents along with determining a time-frame of 6 months for the disposal of the claims of compensation is a welcome move. I would also like to submit that a large chunk of fertile land has gone in the roads from Jodhpur and Barmer to Punjab along the border areas under the Bharatmala Project and hence the compensation should be provided for the same. I would also like to know the time by which a green corridor which is under construction between Amritsar and Bhavnagar is likely to be made operational.

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\* Please see supplement

**SHRI N.K. PREMACHANDRAN:** Over 90 per cent of the world's fatalities are on the roads, especially in low and middle income countries which have only 54 per cent of the world's registered vehicle population. The road traffic in India is growing at an annual rate of 7 to 10 per cent but the vehicular population is growing by twelve per cent. There lies the disparity that has to be addressed. We are now living in the era of decentralization of power but unfortunately this is a Central-centric legislation. Moreover, it is against the principle of cooperative federalism. The proposed amendments encroach into the powers of the State. Clauses 3,12,25 and 30 of the Bill intend to strip the State Governments off their powers. So, I would urge the Government to let the State Governments make and implement the law. The other point which I would like to make is regarding the public transport system. The public transport system is owned by the State Road Transport Corporation which plys its vehicles in rural areas which is commercially not viable. No private transport company will ply its vehicles in hilly areas or routes inhabited by the down-trodden, Scheduled Caste and Scheduled Tribe people. Hence, some monopoly has to be given to the State Road Transport Corporation. At last, I would like to say that the principles of cooperative federalism have to be complied with, at least in framing the rules in future.

**SHRI RAMCHARAN BOHRA:** This amendment Bill is a good step towards the road safety. I would like to urge the Government that a stern action should be taken against the officers issuing driving licence to an untrained person. I would like to suggest the Government in this regard. There should be a provision for strict examination before issuing licence to the drivers and prior to it intensive training should be ensured for them. The act should have the provisions to punish the contractors who are found guilty of showing laxity in the construction and upkeeping of the roads. At the same time, the responsibility of higher officers should also be fixed. A world class Driver Training Institute should be set up in every district keeping in view the shortage of drivers in our country. The CSR fund should be utilised for this purpose. I would like to thank the Government for promoting the use of non-conventional energy and at the same time getting people rid of environment pollution by exempting electronic vehicles from taxes.

**SHRI P. RAVEENDRANATH KUMAR:** I appreciate the Government for its efforts and steps taken to bring best infrastructure and safety on Indian roads. I am sure that with the implementation of this Bill, the number of accidents will go down further in future. Moreover, there is a need to ensure skilled driving at the time of issuing licence. I appreciate and welcome this Bill with one request to the hon. Minister. With all the modern technological advancement, there is no specific motor vehicle model for physically-disabled persons being produced at

present. Hence, there is a need for production of Government approved motor vehicle for physically-disabled persons. I would request the hon. Minister to frame necessary rules for manufacturing such vehicles and provide insurance and driving licenses to physically-disabled persons.

**SHRI DILIP GHOSH:** Hon. Minister has permitted the transporters in the entire country to transport additional four tones of load than earlier. However, this permission has not been made available to the transporters of Bengal as a result of which they are facing losses in comparison to the transporters of other States. I would, therefore, request the Government to ensure that the transporters of Bengal also get this permission. The other problem relates to Toto rickshaw. Toto is a good means of transport and also a good source of earning for the youth and the poor people. Toto transports people at low cost. Commercial tax has been imposed on Toto in Bardhman district but no such tax has been imposed on similar vehicles in the entire country. Hon. Minister should pay attention to this issue so that it is resolved.

**\*SHRI THOL THIRUMAAVALAVAN:**

**SHRI SUNIL KUMAR PINTU:** Hon. Minister has brought in a good Bill in the House. People should have fear of law. I would like to submit to the hon.

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\* Please see supplement.

Minister that he had brought a proposal but later on withdrew it, but I think instead of withdrawing it, it should have been amended. Minimum qualification should be laid down. A condition should have been laid down that those who were born in the year 2005 or in the year 2010, when they would turn 18 and seek to get a license, they should have a minimum qualification. I would also like to bring into your notice that roads are unnecessarily blocked when people do not get compensation. Therefore, a system should be evolved to ensure that compensation is paid in time.

**SHRIMATI PRATIMA MONDAL:** I stand to oppose the Bill on several issues. It is my duty to put forward certain important suggestions. India needs a nation-wide access number that will provide immediate assistance in case of any mishap. We have provisions for seat belts just for the front row of the car whereas rear seat passengers are equally vulnerable in case of accidents. Every developed country in the world has compulsory provision for seat belts on the back seat. India should also work on this to make this possible. It should be made binding on the two-wheeler riders to have a child restraint system. The Government is ensuring mitigation and prevention of accidents by enhanced road engineering. I would request the Minister to elaborate on this point. The Bill talks about compensation for the injured. Here, it is necessary to look into the matter of rehabilitation of the injured person. I would like to draw the Government's



attention towards a very serious matter that goes unnoticed. Various platforms on social media contains numerous videos and pictures of stunts performed on bikes. They influence young minds and take away numerous lives when tried to be enacted. It is very difficult to control the content of social media but it should be heavily penalized up to an extent of imprisonment along with cancelling the license.

**SHRI MARGANI BHARAT:** I will give only two suggestions. The first issue is regarding the stray cattle on National Highways. Stray cattle cause accidents when they come on the National Highways. There should be protection and control for the stray cattle. My second point relates to the National Highways which are nearer to the cities. As per the statistics of 2018-19, near my Constituency in Rajahmundry in Andhra Pradesh, almost, 500 accidents have taken place in three junctions. I request the hon. Minister to consider constructing flyovers on the National Highways which are near to the urban areas, or else extend the by-pass roads, so that many accidents can be controlled. I would like to say that the hydrocarbon emission causes a lot of havoc to the environment. I would request the Government to bring out some kind of a policy to ban not only the outdated commercial vehicles, but also all other vehicles causing catastrophic emissions which ultimately cause havoc to the environment.

**THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS AND  
MINISTER OF MICRO, SMALL AND MEDIUM ENTERPRISES(SHRI**

**NITIN JAIRAM GADKARI)** *replying said:* I would like to thank all the hon. Members who have put across their suggestions on this Bill. I would also like to assure them that some of their suggestions have already been incorporated in this Bill and rest of the suggestions will be pondered over seriously in the department and necessary action will also be taken. Several hon. Members have expressed an apprehension that the rights of the State Governments will be diluted. This subject is there in the Concurrent List and therefore, domains of the State Governments and the Central Government have been clearly defined. The Government does not intend to interfere with the state transports. The States which are running the state transports smoothly, they may continue to do so. I had stated at the time of introduction of this Bill that 18 state transport ministers representing 10 political parties forwarded this Bill to us after in-depth study. Our Government accepted their suggestions and thereafter the Bill was scrutinized by the Standing Committee and the Joint Select Committee. Several hon. Members said that the public transport should be promoted and this is absolutely right. The fast increasing number of vehicles in our country is good for economy. Our automobile sector has export of 45,000 crores of rupees and this industry is worth 4.5 lakh crore rupees. This industry also generates the largest number of jobs. We

also face a problem because the number of vehicles are fast increasing. Therefore, we have permitted the two wheelers as taxis for common people. This system is meant not only for Mumbai, Delhi, Bengaluru, Chennai etc but also for small villages and tehsils where people can use two wheelers with meters as taxis for transport and we have made this suggestion to the State Governments to allow it. I would therefore, request the State Governments to accept this suggestion. However, it is up to the State Governments whether or not to accept it. Electric vehicles are cheaper than diesel driven vehicles and the price of tickets is also 25-30 per cent less. The capital cost of the electric bus is higher but when such vehicles are manufactured in large number, the cost will come down. I would like to tell the hon. Members that as many as 850 cruises will sail in Mumbai after construction of international and domestic cruise terminals. The Ganga waterway has commenced. A DPR involving the cost of 12,000 crore rupees has been submitted to the world bank for construction of a waterway from Delhi to Mathura, Mathura to Agra and Agra to Allahabad via Itawah. People would be able to travel from Delhi to Kolkata through this waterway. This year, 280 lakh tonnes of goods have been transported through the Ganga waterway. This is a cheaper mode of transport as we have changed the fuel. When I visited Davos, I came to know that Toffel-Mare company had 28 types of technologies. I asked the WAPCOS to sign an agreement with Toffel-Mare. Now a technology has arrived by which a double

decker sky bus with 260 passenger capacity navigates in the air. This technology would be very suitable for cities like Chandigarh. We will not take away any rights of any State through this Bill. After the National Transport Policy comes into being, and if a State does not want to implement it then we will not force that State. We will do away with the system of independent authority engineer. Companies will be given the responsibility of project management consultancy which will have experts from the field of structural engineering, traffic and road accidents. 14000 black spots have been identified in the country. We have undertaken the work to remove these black spots by securing loans of 14000 crore from ADB and World Bank so that people do not die in the road accidents in the country. Licence renewal of the truck drivers who were 8th pass was not being done due to which lakhs of people became jobless. We have removed this condition. We are opening driving training schools and there is a proposal to also give them the right of providing fitness certificate. Driving training will be provided and examination will be conducted with the help of video cameras through computer and no recommendation from anyone will be accepted. I have come to know about a presentation on alcohol lock. If somebody sits at the steering wheel after drinking, the vehicle will not start. If a driver will not use seat belt or if he over speeds then immediately the siren will sound. This will definitely improve our transport sector. Our effort is to bring new technology,

computerisation of the transport system, connect it with e-governance, remove red-tapism/ corruption, bring new innovations in automobile engineering, make stringent provisions regarding road safety so that they are followed. There is no option left other than the public transport system. I would call upon all the State Governments and Members of all the parties to come together and help in saving the lives of people. Nothing can be achieved without the cooperation of the State Governments. We will do all to make their work easier. We will help them in bringing new technology, capital, new electric buses, bio-fuel buses. I assure you all that I will consider seriously all the suggestions given by you and request you to get this Bill passed.

*The Bill was passed.*

**SNEHLATA SHRIVASTAVA**  
*Secretary General*

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\*\*Supplement covering rest of the proceedings is being issued separately.

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NOTE: It is the verbatim Debate of the Lok Sabha and not the Synopsis that should be considered authoritative.

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