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E-mail : rsedit-e@sansad.nic.in
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The Public Premises (Eviction of Unauthorised Occupants) Amendment Bill, 2019 – Laid on the Table (page 203)
RAJYA SABHA

Tuesday, the 31st July, 2019/9 Shravana, 1941 (Saka)

The House met at eleven of the clock,

MR. CHAIRMAN in the Chair.

PAPER LAID ON THE TABLE

MR. CHAIRMAN: Papers to be laid on the Table.

I. Report (2018-19) on MNREGA, New Delhi

LEAVE OF ABSENCE

MR. CHAIRMAN: Hon. Members, I have to inform Members that a letter has been received from Shri Ram Jethmalani, Member, stating that he is unable to attend the sittings of the Rajya Sabha on the health grounds. He has, therefore, requested for grant of leave of absence for the entire Session, from 20th June, 2019 to 7th August, 2019 of the current 249th Session of Rajya Sabha.

Does he have the permission of the House to remain absent from 20th June, 2019 to 7th August, 2019 of the current 249th Session of Rajya Sabha?

(No Hon. Member dissented)

MR. CHAIRMAN: Permission to remain absent is granted.

MOTION FOR ELECTION TO THE CENTRAL ADVISORY COMMITTEE FOR THE NATIONAL CADET CORPS

THE MINISTER OF STATE OF THE MINISTRY OF AYURVEDA, YOGA AND NATUROPATHY, UNANI, SIDDHA AND HOMOEOPATHY (AYUSH); AND THE
MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI SHRIPAD YESSO NAIK):

Sir, I move the following motion:

"That in pursuance of clause (i) of sub-section (1) read with sub-section (1A) of Section 12 of the National Cadet Corps Act, 1948 (XXXI of 1948), this House do proceed to elect, in such manner as the Chairman may direct, one Member from amongst the Members of the House, to be a member of the Central Advisory Committee for the National Cadet Corps.”

The question was put and the motion was adopted.

MR. CHAIRMAN: Zero Hour. Shri A. Vijayakumar.

MATTERS RAISED WITH PERMISSION

Demand for declaring Kanyakumari as the Eighth Wonder of the World

SHRI A. VIJAYAKUMAR (Tamil Nadu): Hon. Chairman, Sir, Kanyakumari is India's Land's End, the tip of peninsular India where the Bay of Bengal, the Indian Ocean and the Arabian Sea meet. The Confluence of these three oceans is unique in the world and nowhere we can find such a remarkable sight. It is also referred as “Triveni Sangamam”. It is a holy place where people give Tarpanam to their departed parents. Kanyakumari is popularly known as Cape Comorin as it is a famous pilgrim centre and a beach resort. The unique feature of Kanyakumari is the view of Sunrise and Sunset where lot of tourists assemble at the shore to witness to breathtaking sight. The Kanyakumari beach has the unique feature of rocky shoreline with long stretches of sands of many hues.

MR. CHAIRMAN: Vijayakumarji, don't read.

SHRI A. VIJAYAKUMAR: Sir, there is something of importance, that is why I want to read.

MR. CHAIRMAN: Wherever you want to quote, you can read. Otherwise, you are capable of saying it.

SHRI A. VIJAYAKUMAR: Okay, Sir. We could witness three different colours at the confluence point where three Seas join. Local people believe that it is the joining of Shiva-Brahma-Vishnu. It will attract foreign tourists to visit our country and it will benefit the States of Tamil Nadu and Kerala. It will improve the tourism also. Our country
will also be benefitted from foreign exchange. Kanyakumari deemed to be comparable to the seven Wonders of the World. Now, I urge the Government of India to take steps to announce Kanyakumari, the Triveni Sangamam as the Eighth Wonder of the World. Thank you, Sir.

SHRI A. K. SELVARAJ (Tamil Nadu): Sir, I would like to associate myself with the Zero Hour mention made by the hon. Member.

SHRIMATI VIJILA SATHYANANTH (Tamil Nadu): Sir, I would also like to associate myself with the Zero Hour mention made by the hon. Member.

DR. SUBRAMANIAN SWAMY (Nominated): I would like to say that the whole House should welcome the fact that a Dravida party has spoken about Brahma, Vishnu and Mahesh. It is a great improvement.

MR. CHAIRMAN: These people and their leaders, from Shri M. G. Ramachandran to Puratchi Thalaivi Amma, they always believe in God.

Need for amendment in Divorce Law for early disposal of cases

дар. سہ. یو. جیک (ہیجر) : مہدیہ، میں سلیم مسیح کا جو بیل پاس ہوا، یہاں دیکھ کر کچھ خیر محسوس ہوگا پاس آئے ہے اور کہا کہ ہم لوگوں کے یہاں جو divorce کا کسی تعلق ہے، تو 20 ہزار لوگ کورٹ، هر 20 ہزار کورٹ میں لگائے ہیں اور 20 ہزار تک کورٹ میں لگائے ہیں، اس کے بعد سے average 40-50 ہزار لگ جاتے ہیں۔ اس کے لیے، جو مسیح شروع میں اس کی دکھائی دیتی ہے، وہ menopause کی stage میں پہنچ جاتی ہے۔ اس کے کیا ہے جدید شاہدی نہیں کر کرتی ہے۔ اس کی وجہ سے، میرا کہنا ہے کہ اس کے یہ سخاوت کی آبادی کے کہ تھا اور اس کو دکھا جانا چاہئے۔

شرمیتی ہیں جیک (ہیجر پریڈ) : مہدیہ، میں سلیم مسیح کو مانی بندی سے دکھایا گیا۔

شرمیتی کہ کہ کہ کہ (ہیجر) : مہدیہ، میں سلیم مسیح کو مانی بندی سے دکھایا گیا۔

†Transliteration in Urdu Script.
Mr. Chairman: There are two voices in this House, even if they speak very lightly, one voice from this side, and the other is from that side, they always vibrate in the entire House. You all know those voices.

Demand for reviewing of fund sharing pattern under Post-Matric Scholarship

Shri Shashikant Singh (Jharkhand): There are two voices in this House, one from this side, and the other from the other side, they always vibrate in the entire House. You all know those voices.

Mr. CHAIRMAN: There are two voices in this House, even if they speak very lightly, one voice from this side, and the other is from that side, they always vibrate in the entire House. You all know those voices.

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Matters raised

[31 July, 2019] with Permission

Dr. Amee Y. Ajnik (Gujarat): Sir, I would also like to associate myself with the Zero Hour mention made by the hon. Member.

Shri Kumar Ketkar (Maharashtra): Sir, I would also like to associate myself with the Zero Hour mention made by the hon. Member.

Shri Naranbhai J. Rathwa (Gujarat): Sir, I would also like to associate myself with the Zero Hour mention made by the hon. Member.

Shrimati Chanda Verma (Chattisgarh): Sir, I would also like to associate myself with the Zero Hour mention made by the hon. Member.

Need to increase M.P. Quota for admission in Kendriya Vidyalayas

Shri Ahmed Ashraf Khan (Bihar): अन्तरराष्ट्रीय चेयरमैन खास, भारत सरकार की एक बहुत ही मजबूत योजना है, जिसमें लोक सभा के हर सांसद को पूरे देश में केंद्रीय विद्यालय में 10 admissions कराने का अधिकार प्राप्त है। राज्य सभा के भी जो माननीय सांसद हैं, उनको भी 10 admissions कराने का अधिकार है। जो लोक सभा के माननीय सांसद हैं, उनका क्षेत्र limited है, वह एक संसदीय क्षेत्र है, जबकि राज्य सभा के सांसद का क्षेत्र पूरा राज्य होता है। पूरे राज्य की गरीब जनता उनसे उम्मीद लगाती है कि हमें भी पहुँचे का अधिकार है। हर जिले से लोग आकर राज्य सभा के सांसद को परेशान करते हैं कि आपका अधिकार तो है, हमें भी admission दिलाया जाए, जबकि उनको रिक्त 10 सीटें ही मिलती हैं।

इसलिए आपके मामले में भारत सरकार के नाम संसद के विद्यालयों में की शिक्षा विभाग घोषित कर सकता है कि अगर लोक सभा के सांसद को 10 सीटें मिलती हैं, तो चूँकि राज्य सभा के सांसद को पूरे राज्य में इसे देना है, इसलिए इसे बढ़ाया जाना चाहिए। केंद्रीय विद्यालय एक अच्छा विद्यालय है, उसमें गरीबों को +2 तक शिक्षा प्राप्त करने का अवसर प्राप्त होता है।

इसलिए मेरा माफ़ी है कि राज्य सभा के सांसद को 10 से बढ़ाकर ज्यादा से ज्यादा कोटा दिया जाए कि पूरे राज्य के ज्यादा बच्चों का एडब्ल्युएशन केंद्रीय विद्यालयों में हो सके। यही मेरा नया निवेदन है, धन्यादाता।

†Transliteration in Urdu Script.
SHRI RIPUN BORA (Assam): Sir, I also associate myself with the matter raised by
the hon. Member.

SHRI K. C. RAMAMURTHY (Karnataka): Sir, I also associate myself with the
matter raised by the hon. Member.

†Transliteration in Urdu Script.
SHRI AMAR PATNAIK (Odisha): Sir, I also associate myself with the matter raised by the hon. Member.

SHRI S. R. BALASUBRAMONIYAN (Tamil Nadu): Sir, I also associate myself with the matter raised by the hon. Member.

...(Interruptions)...

SHRI AMAND SHARMA (Himachal Pradesh): Sir, I thank you for giving me this opportunity and, through you, I would like to draw the attention of the Government to this important issue. Sir, in the last one decade, a large number of patients in India as well as in other countries have received faulty implants, in particular, hip implants, which have caused trauma, severe infections, blood poisoning, due to cobalt chromium leaks in the hip implants made by US pharma major, Johnson and Johnson, and, these have also have resulted in organ failures and deaths.

Sir, now, these implants, two of them, namely, ASR and Pinnacle had been banned globally by the US FDA and by the Australian regulators way back in 2010 but this was in the air that because of the weak regulatory laws in India and flawed presentations which were made, they were allowed to enter the Indian market, and, after that a large number of patients have suffered. In the United States, recently, the same pharma company has accepted the compensation cases involving one billion US dollars. The Government of India had appointed an expert committee which recommended ₹20 lakhs as compensation for 4,000 patients but this company had said that only 66 patients have been identified or located for which ₹25 lakhs were agreed by them in a filing before the Delhi High Court. But another Committee has recommended ₹1.20 crore for each such patient.

My submission here is that once the products were withdrawn globally, how could they enter the Indian market? Number two, we do not have a joint registry because of which these pharma companies, which are selling medical devices, which has a market
of 500 million US dollars only of these implants, are escaping and evading responsibility. The Government ought to look at the regulatory law in our country including the joint registry. In 2017, the Ministry of Health and Family Welfare had issued rules on hip implants and other devices.

So, my submission is that the Government should bring a law to regulate medical devices in India. Thank you.

MR. CHAIRMAN: The Minister is here and I hope he has taken note of it. It is good that Harshvardhanji is here.

DR. AMEE YAJNIK (Gujarat): Sir, I associate myself with the matter raised by the hon. Member.

DR. L. HANUMANTHAIAH (Karnataka): Sir, I also associate myself with the matter raised by the hon. Member.

SHRI K. C. RAMAMURTHY (Karnataka): Sir, I also associate myself with the matter raised by the hon. Member.

SHRI K. T. S. TULSI (Nominated): Sir, I also associate myself with the matter raised by the hon. Member.

SHRI JOSE K. MANI (Kerala): Sir, I also associate myself with the matter raised by the hon. Member.

SHRI MAJEED MEMON (Maharashtra): Sir, I also associate myself with the matter raised by the hon. Member.
Need for establishment of AIIMS-like hospital in Western Uttar Pradesh

Shri Vijnay Pal Singh Tomar (Uttar Pradesh) : गणतन्त्र समाप्ति महोदय, उत्तर प्रदेश संस्था की दृष्टि से देश का सबसे बड़ा प्रदेश है और जनसंख्या की दृष्टि से भी इसकी आबादी करीब 22 करोड़ है, लेकिन स्वास्थ्य सेवाओं की वहां बढ़ी कमी है। गत वर्ष वहां दो AIIMS स्थापित करने का निर्णय लिया गया- एक गोरखपुर में और दूसरा रायबरेली में। पश्चिमी उत्तर प्रदेश के 25 जिलों में। वहां केवल एक सरकारी मेडिकल कॉलेज है और उसमें भी सुविधाओं का अभाव है। गान्यवाद, वहां जनसंख्या का घनत्व सबसे अधिक है। वहां पर लगातार पश्चिमी उत्तर प्रदेश को अलग राज्य बनाने की मांग और हाई कोर्ट बेच की मांग चलती रही है। नजरदार में जो AIIMS है, इसमें तीन-चार महीने से पहले ऑपरेशन के लिए किए वेंड नहीं मिलता, इसकी कमी से और सारी सुविधाओं की कमी से लागू जुजर रहे हैं।

मान्यता, मैं आपके माथा में यह निश्चय करना चाहता हूं कि सरकार ने, केन्द्र सरकार ने बहुत-सी सुविधाएं चलाई हैं। ‘जनोदेशी केन्द्र’ खोले हैं, सस्ती दवाएं उपलब्ध करा रहे हैं, ‘आयुर्वेद भारत’ के अंतर्गत 5 लाख रुपये तक का मुफ्त इलाज भी दे रहे हैं, लेकिन जब पश्चिमी उत्तर प्रदेश के लोग AIIMS में आते हैं, तो उनको तीन-तीन, चार-चार महीने तक तारीख नहीं मिलती, मैं चाहता हूं कि जिस तरह से हरियाणा के रोहतक में, ज्ञान में AIIMS का एक extension खोला गया है, उसी तरह से पश्चिमी उत्तर प्रदेश के गाजियाबाद, नोएडा, बुलंदशहर या मेरठ, कहीं भी इस तरह का एक extension खोला जाए। मैं आपके माथा से यह मांग करता हूं।

Shri Sumapati : Shri Vijnay Pal Singh Ji को हमेशा उत्तर प्रदेश नहीं, पश्चिमी उत्तर प्रदेश…(व्यक्तिगत)…अँका है।

Shri Haranath Singh Yadav (Uttar Pradesh) : महोदय, मैं स्वयं को माननीय सदस्य द्वारा उठाये गये विषय से सम्बंध करता हूं।

Shrimati Kajalsham Parshwa (Bihar) : महोदय, मैं स्वयं को माननीय सदस्य द्वारा उठाये गये विषय से सम्बंध करती हूं।

Concern over Income Tax on disabled soldiers and ex-officers belonging to the Armed Forces

Shrimati Vishwakant Thakur (Uttar Pradesh) : समाप्ति महोदय, बोलने का समय देने के लिए धन्यवाद। मैं आपके माथा से एक बहुत ही महत्वपूर्ण विषय की ओर सदन का ध्यान दिलाना चाहती हूं।

†Transliteration in Urdu Script.
disabled ex-servicemen who incurred disabilities in service as a result of injuries sustained during armed conflicts or as a result of their service. The term 'disabled' is used interchangeably with 'invalid' or 'invalided' in many cases.

The issue of Income Tax on pensions of disabled ex-servicemen has been raised with the permission of the Defence Minister.

Mr. CHAIRMAN: Zero Hour is meant to bring to the notice of Government the importance of issue that is being raised and then it must be followed by a suggestion or a demand, and in this case, the suggestion or the demand has been made.

Need for expansion and upliftment of Navodaya Residential Schools

SHRI K. C. RAMAMURTHY (Karnataka): Sir, I also associate myself with the mention made by the hon. Member.

Matters raised with Permission
Matters raised with Permission

न्याय की बात की है, परन्तु इसे प्राप्त करने के लिए जब तक शिक्षा का विकास नहीं होगा, तब तक न तो सामाजिक न्याय आएगा, न आर्थिक न्याय हो पाएगा और न राजनीतिक न्याय की स्थिति बन पाएगी। इसलिए शिक्षा के स्तर को उल्लोहे के लिए, सबको शिक्षा देने के लिए, हमारी सरकार ने जितनी योजनाएं चलाई हैं, चाहे वह सर्व शिक्षा अभियान हो। यस्को को स्थिरता करने के लिए साक्षरता अभियान हो, उन सभी योजनाओं के माध्यम से हम काम तो करते हैं, किन्तु उनमें निरंतरता बनाए रखने के लिए उपयोग नहीं किये जाते। आज गांव और गरीब की शिक्षा तथा शहर और अन्य प्रांतों में बहुत मिलता है। शिक्षा के इस अंतर को भी हमें समाधान करना है। मैं आपके माध्यम से बहुत योगदान दिए हूँ कि गांव और गरीब की शिक्षा की स्थिति से जो सर्व शिक्षा अभियान चलाया गया है, उसे सबको बनाने हेतु ध्यान देना चाहिए। क्योंकि उसमें गांव की गरीब बेटियां आती हैं, बच्चे आते हैं। उनके आवास की कोई सुविधा नहीं होती। इस सुविधा के वित्त के लिए पर्यावरण धर्माशी दी जानी चाहिए, जिससे गांव और गरीब की बेटियां आच्छ तरीके से पढ़ सकें और उनका विकास हो सके।

इसी प्रकार आवश्यक विभागों का प्रबंध करना भी आवश्यक है। आवश्यक विभागों के संबंध में केंद्र सरकार की जितनी योजनाएं हैं, मैं उनका व्याप्त करता हूँ, जिनमें नवीनता विभाग भी शामिल है। अभी केंद्रीय विभाग की बात भी की गई है। इससे शिक्षा का स्तर ऊँचा होगा। ऐसी मदद में ज्यादा से ज्यादा ऐसा देखा जाता है कि छात्रावास की शिक्षा बहुत उपयोगी होती है, किन्तु छात्रावासों की स्थिति की समाधान करने के लिए कोई नहीं होता। SC के छात्रावास हों, ST के छात्रावास हों, OBC के छात्रावास हों, सामाजिक वर्गों के छात्रावास हों। इन छात्रावासों में रहने वाले शिक्षार्थी, विद्यार्थी या छात्रों के लिए पढ़ना का महत्व बनाने की आवश्यकता है। छात्रावास का भवन बना दिया जाता है, लेकिन वहां पढ़ने की सुविधा नहीं होती, बिजली की सुविधा नहीं है। पूर्ण सुविधाओं से बुक छात्रावास बनाने में ज्यादा क्षत्रिय नहीं आता है। केंद्र सरकार और राज्य सरकार मिलकर एक ऐसी योजना बनाएं, जिसके जरिए छात्रावासों के अपने का काम हो, आवश्यक छात्रावासों के उन्नयन का काम हो, नवीनता विभाग ज्यादा से ज्यादा खोलने का काम हो, केंद्रीय विभागों में ज्यादा से ज्यादा गरीब बच्चों को प्रवेश देने का काम हो तो निरंतरता रूप से हम शिक्षा के स्तर को बढ़ा सकेंगे। जैसा कहा गया है - 'बिंदु अध्यायक, बाणा अध्यायक, बाणा तथ्य रिक्षेय, बाणा कर्मशाला लाग, लागातारिक-अवसां'- इसलिए यदि हमें शांति प्राप्त करनी है, समुद्रित प्राप्त करना है तो शिक्षा के महत्व को समझकर हमें ऐसी व्यवस्था करनी चाहिए।

श्रीमती कहकर्षण परिवर्त (विधायक) : महोदय, मैं माननीय सदस्य द्वारा उठाए गए विषय से अपने आपको समझदारी करती हूँ।

†Transliteration in Urdu Script.
SHRI RIPUN BORA (Assam): Sir, through you, I want to draw the attention of the Government to two Public Sector Undertakings in our State Assam. These are paper mills under Hindustan Corporation, that is, Jagiroad Paper Mill and the Panchgram Paper Mill. Both the Public Sector Undertakings have been earning profit. Sir, 8,000 employees directly and 20,000 employees indirectly have been earning their livelihood. Unfortunately, from 2014, these two paper mills have been closed down. The hon. Prime Minister, times without number, have assured in Assam that these two Public Sector Undertakings would be revived by giving a special package but till now this has not been done. So far, eight employees have committed suicide. Now, the most shocking part is this. Recently, on 9th July, in the Lok Sabha, the Heavy Industries Minister replied on a question that ₹ 4,141 crores have been released to these paper mills during 2015-16, 2016-17 and 2017-18. My question is this. If this heavy amount was released, why is it closed still? Why have the employees not been paid? So, my demand is to revive these two paper mills immediately by giving a special package. My second demand is that a parliamentary team should be sent immediately to see the ground reality and the plight of the employees there. My third demand is to constitute a CBI inquiry to find out where these ₹ 4,141 crores have gone, who have siphoned it. So, this is my demand. Thank you.

SHRIMATI WANSUK SYIEM (Meghalaya): Sir, I associate myself with the matter raised by the hon. Member.

DR. L. HANUMANTHAIAH (Karnataka): Sir, I too associate myself with the matter raised by the hon. Member.
SHRI PRADEEP TENDA (Uttar Pradesh): Mera swarg ko is viṣay se sanād karta houn.

SHRIVIJAYA WARM (Uttar Pradesh): Mera swarg ko is viṣay se sanād karta houn.

SHRI NARASIMHA RAO. RAJUV (Gujarat): Mera swarg ko is viṣay se sanād karta houn.

SHRI KUMAR KETAKAR (Maharashtra): Mera swarg ko is viṣay se sanād karta houn.

SHRI ELAMARAM KAREEM (Kerala): Sir, I too associate myself with the matter raised by the hon. Member.

Incomplete railway projects in Odisha

SHRI SASMIT PATRA (Odisha): Hon. Chairman, Sir, this is regarding incomplete railway projects in Odisha. The railway density in Odisha hovers around 15 per 1000 square kilometres whereas the national average is at 20. So, there is a dire need to improve the railway network in Odisha. Unfortunately, the railway projects in Odisha are in a very bad shape. If you specifically look at some railway projects which are still languishing; Khurda Road - Bolangir, it is 289 kilometre line. It is getting delayed. Paradip-Haridaspur, Talcher-Bimlagarh, Angul-Sukinda, Jeypore-Nabarangpur, Jeypore-Malkangiri etc.; I could go on. Several projects over the last fifteen years, twenty years, twenty-five years continue to languish without appropriate allocation. Sir, I would draw your attention to a specific point. This is a statement provided by the hon. Minister in this Session to me on an Unstarred Question. I would like to tell you that the Nabarangpur and Malkangiri districts in Odisha are Left-Wing Extremist affected districts and one of the most interior districts of this country. Despite that, the railway line connectivity is zero. At the moment, the two projects that have been launched, the Jeypore-Nabarangpur and the Jeypore-Malkangiri line, land is being provided free of cost by the Government of Odisha and 50 per cent of the project cost is being borne by Odisha. Despite that in 2017-18, both the projects were sanctioned and in 2017-18, not a single rupee was spent on both the projects. In 2018-19, in the Jeypore-Malkangiri line, only ₹ 28 lakhs were spent for a 130 kilometres line. In terms of these projects that are still there, the Sambalpur-Talcher, Bhadrak-Nirkundi, Jarapada-Budhapanka, Budhapanka-Salegaon, Koraput-Singapur, Gunupur-Rayagada, Gopalpur-Therubali, these are projects that will bring about industrial revolution in Odisha, especially, the Gopalpur-Therubali and
Gopalpur-Rayagada sector. So, Sir, through you, I would like to request the hon. Minister to kindly expedite these projects. I will just give you the last point. There is the Khurda Road-Bolangir new line which was established in the year 1994-95, so many years back. It was sanctioned only for 289 kilometres. For 289 kilometres, till now, the total project cost was ₹3,798 crores. Out of that from 1994-95, only ₹1,057 crores have been spent. If this is the situation of a project, which was established in 1994-95, how many decades will Odisha have to wait for such kind of project? I request and I demand that the hon. Minister may kindly take it up very seriously. Thank you.

SHRI AMAR PATNAIK (Odisha): Sir, I associate myself with the matter raised by the hon. Member.

SHRI BHASKAR RAO NEKKANTI (Odisha): Sir, I too associate myself with the matter raised by the hon. Member.

SHRI PRASHANTA NANDA (Odisha): Sir, I too associate myself with the matter raised by the hon. Member.

Proposed outsourcing by the Defence PSUs

SHRI P. BHATTACHARYA (West Bengal): Sir, through you, I would like to bring to the kind attention of the hon. Defence Minister that very recently in Bharat Chamber of Commerce, Defence Production Secretary made some sort of comments. What are these comments? "I expect the exports will surpass the target of ₹35,000 crore by 2024-25." That is good. But, the next is, he said, "Defence components are key drivers". He also said about promoting private sector participation in Defence production. He also inaugurated a facilitation centre for the Defence production at Bharat Chamber of Commerce. Sir, very unfortunately, he further mentioned, "The Government had been taking several steps to encourage the private sector, MSMEs, in particular, in Defence

†Transliteration in Urdu Script.
production under the existing production policy and some notable changes had been brought."

Sir, my submission before the hon. Minister is, one, when the Government of India is thinking in their Defence Policy that very shortly, they will compete with U.S.A., China and other countries, then, why is the Government of India trying to outsource purchasing of components for the Defence factories? According to Shri Kumar, OFB and Defence PSUs are planning to outsource about 3000 items which will give boost to MSMEs sector.

Sir, very unfortunately, I would like to bring another thing to your kind notice that traditionally, the Defence Department used to float tenders for products that it decided to procure, but now the Government has allowed private sector to pitch for useful products that they have developed. That means, he is encouraging the private sector to come and invest in the Defence sector which is very, very unfortunate.

My earnest submission to the hon. Defence Minister is this. Whatever is necessary, you do it, but don't allow the private sector without any scanning inside the Defence factory. If that is done, that will be disastrous for our country.

I can cite some examples as to how the aeronautic organisation had suffered.....

MR. CHAIRMAN: Time over. Time over. That is the policy of the Government.

SHRI ELAMARAM KAREEM (Kerala): Sir, I associate myself with the matter raised by the hon. Member.

SHRIMATI SHANTA CHHETRI (West Bengal): Sir, I too associate myself with the matter raised by the hon. Member.

SHRI SUBHASISH CHAKRABORTY (West Bengal): Sir, I too associate myself with the matter raised by the hon. Member.

SHRI RITABRATA BANERJEE (West Bengal): Sir, I too associate myself with the matter raised by the hon. Member.

SHRIMATI SHANTA CHHETRI (West Bengal): Sir, I too associate myself with the matter raised by the hon. Member.
MR. CHAIRMAN: Now, Shri Tiruchi Siva.

**Insinuating remarks against senior citizens printed on the Railway tickets**

SHRI TIRUCHI SIVA (Tamil Nadu): Mr. Chairman, Sir, I would like to raise a matter of concern. A very learned senior citizen who is well-versed in writing letters to the Editor and taking cognizance of social and civic issues contacted me and shared his anguish.

Sir, the issue is that the Railways are extending concessions in the fare to the passengers, 'the senior citizens'; 50 per cent to the women and 40 per cent to the men.

SHRI JAIRAM RAMESH (Karnataka): Sir, the Railway Minister should listen.

MR. CHAIRMAN: Please. ...(Interruptions)...

SHRI TIRUCHI SIVA: In that ticket, it is written on the backside of the ticket, "Are you aware that 43 per cent of your fare is borne by the common citizens of the country?"
...(Interruptions)...

MR. CHAIRMAN: This is not Question Hour. He is raising an important issue. Let it go on record. I am also aware of it. Please. I can't force any Minister unless his duty is there.

SHRI TIRUCHI SIVA: Sir, he told me that already we have been let down by our folks and we are dependent on someone. When we are happy that the Government has shown a gesture of giving concessions then why should they insult us like this? A person can withstand poverty and he can tolerate hunger but not indignity. Why should these insinuating remarks come on the ticket? Later, I verified that it is not only with the tickets of the senior citizens but it is on all the tickets. It is totally unwarranted. It is insinuating. I was told by the Minister that he is also aware of this. First, I thought that he was not aware, but he is also aware of that. So I think, in a country, before giving food and concessions to any person or any individual, his self-respect and prestige must be upheld. That must be ensured by a democratic country. So I urge upon the Government or the Railway Ministry to immediately withdraw these remarks. This should not be on that. Everyone who is travelling in a train is a common citizen and everybody is a tax-payer. To whom they are telling and what they are trying to tell, whether the Railway is running at a loss; I do not want to go into those issues. I just want to say, kindly don't make a mark of indignation on any citizen in this country.
SHRI JOSE K. MANI (Kerala): Sir, I associate myself with the matter raised by the hon. Member.

SHRI BINOY VISWAM (Kerala): Sir, I also associate myself with the matter raised by the hon. Member.

SHRIMATI VANDANA CHAVAN (Maharashtra): Sir, I also associate myself with the matter raised by the hon. Member.

SHRI K. SOMAPRASAD (Kerala): Sir, I also associate myself with the matter raised by the hon. Member.

SHRI BHASKAR RAO NEKKANTI (Odisha): Sir, I also associate myself with the matter raised by the hon. Member.

SHRI SASMIT PATRA (Odisha): Sir, I also associate myself with the matter raised by the hon. Member.

SHRIMATI VIJILA SATHYANANTH (Tamil Nadu): Sir, I also associate myself with the matter raised by the hon. Member.

SHRI A. VIJAYAKUMAR (Tamil Nadu): Sir, I also associate myself with the matter raised by the hon. Member.

SHRI RITABRATA BANERJEE (West Bengal): Sir, I also associate myself with the matter raised by the hon. Member.

SHRI ELAMARAM KAREEM (Kerala): Sir, I also associate myself with the matter raised by the hon. Member.

SHRIMATI SHANTA CHHETRI (West Bengal): Sir, I also associate myself with the matter raised by the hon. Member.

MR. CHAIRMAN: Very good Mr. Siva. Shri Prashanta Nanda.

Need for comprehensive conservation of Konark Sun Temple in Odisha

SHRI PRASHANTA NANDA (Odisha): Sir, this is a matter pertaining to conservation of world heritage monument, that is, Sun Temple, Konark. The Sun Temple is a world heritage monument and was built in 13th century. It has the basic problem of conservation now regarding saline ingress, water logging, erosion and other vegetative intrusions into.
the temple fabric. ASI is the custodian of the monument since 1939. It has been declared as a world heritage monument by UNESCO in 1984. During the year 2010, an international conference was held on 20th and 21st of March for effective conservation of the monument. It was recommended to take up short-term and long-term measures. Accordingly, a Steering Committee was formed under the chairmanship of DG, ASI. In the meantime, there have been a lot of accusations and uproar among the general public on issues of ASI replacing the old ornate stone with plain stone at Sun Temple. The preservation of the stone carvings is far from satisfactory. Forty per cent of the carved stone has been replaced by plain stone. Hon. Chief Minister of Odisha has brought this matter to the notice of hon. Minister for Culture, Government of India to look into the matter. Here, I would like to draw the attention of the Minister that for long-term measures, a master plan for comprehensive preservation of Konark Temple should be prepared by ASI in order to ensure appropriate preservation of Konark Sun Temple.

SHRI BHASKAR RAO NEKKANTI (Odisha): Sir, I associate myself with the matter raised by the hon. Member.

SHRI SASMIT PATRA (Odisha): Sir, I also associate myself with the matter raised by the hon. Member.

SHRI RITABRATA BANERJEE (West Bengal): Sir, I also associate myself with the matter raised by the hon. Member.

SHRI AMAR PATNAIK (Odisha): Sir, I also associate myself with the matter raised by the hon. Member.

MR. CHAIRMAN: All those who want to associate, please send their names. Shri V. Vijayasai Reddy.
The plight of spinning mills in Andhra Pradesh

SHRI V. VIJAYASAI REDDY (Andhra Pradesh): Sir, the yarn from Andhra Pradesh is known around the world for its fine quality and is most preferred by the European and American markets. Unfortunately, the present spinning mills in Andhra Pradesh are facing serious crisis of different kinds. The textile industry, as already known to your good self, provides employment, direct employment, indirect employment. It also fuels the growth, both to skilled workers, unskilled workers, everybody. The spinning mills have been forced—I am using the word 'force'—to cut the production and observe 'production holiday' as a result of three major problems, which I am bringing to the notice of the Government. The first problem is the rise in the cost of production. Why? Why is the cost of production rising? It has already been raised by 25 per cent. The Cotton Corporation of India, which is a Government undertaking, has been hoarding the stocks of cotton and creating an artificial demand and thereby forcing the textile sector to incur heavy losses. This is one reason. The second issue which the textile industry is facing is of falling exports. Our exports have come down across the board, especially, to China, with which India seeks to reduce the trade deficit. This is the second reason. Lastly, there is a need to resolve the administrative problems such as payment of support to the mills by the Union Textile Ministry. Further, adding fuel to fire, the Ministry has not eased the process of importing the yarn from other countries. The sector also needs modernization of infrastructure. Keeping in mind all these issues, I request the Government of India to take immediate steps to address these issues without any further delay.

Thank you.

Need to constitute a strong National Investigation Agency to control drug smuggling

DR. T. SUBBARAMI REDDY (Andhra Pradesh): Mr. Chairman, Sir, thank you for giving me this opportunity to speak. Sir, at least 25,000 school children in Delhi's East and North-East districts have turned addicts with police and administration virtually turning a blind eye to the growing menace. The drug addict children are committing crimes to buy their drug dose. They are out of school and do anything to get the money, to buy smack, charas, ganja, etc. Because of easy availability of narcotic substances, the school and college students are lured to drug addiction. This is the killer of human life. If this menace is not effectively controlled, it will ruin the life of young students. This drug addiction is spreading not only in Delhi or Northern parts of India, it is also spreading all over the country. Drug abuse is posing a major threat to the society.
In the country as a whole, 83 per cent of drug addicts are educated and literate. Because of the tie between drug associations, organised criminal gangs, and crook elements of law enforcement agencies, the State Governments are not able to control drug smuggling as the mafia have a network all over the country.

In the recent meeting of five Chief Ministers of Punjab, Haryana, Rajasthan, Uttarakhand and Himachal Pradesh, there was a consensus on the importance of strengthening the information-sharing mechanism on drug trafficking. These States have expressed concern over the inflow of drugs to India from Pakistan, Afghanistan, Nigeria and other countries. There should be mass awareness campaign on drug abuse to reduce the demand for drugs and to educate the young generation.

The Central agencies, like the Intelligence Bureau, Narcotics Control Bureau and other agencies should coordinate and strengthen the information-sharing mechanism. The Government should take effective steps to control the source, namely, drug supply and the network should be broken.

Therefore, I urge the Central Government to take an initiative and provide all logistic support for the joint strategy and have a special cell to coordinate these measures to fight drug menace and make the region free of narcotics. I also suggest that an NIA-type agency be given the responsibility to deal with drugs.

SHRI K. C. RAMAMURTHY (Karnataka): Sir, I associate myself with the matter raised by the hon. Member.

SHRIMATI VIPLOVE THAKUR (Himachal Pradesh): Sir, I also associate myself with the matter raised by the hon. Member.

SHRIMATI WANSUK SYIEM (Meghalaya): Sir, I also associate myself with the matter raised by the hon. Member.

DR. AMEE YAJNIK (Gujarat): Sir, I also associate myself with the matter raised by the hon. Member.

SHRI SUSHIL KUMAR GUPTA (NCT of Delhi): Sir, I also associate myself with the matter raised by the hon. Member.

SHRI SHAMSHER SINGH DULLO (Punjab): Sir, I also associate myself with the matter raised by the hon. Member.
Need to connect Railway line from Varanasi to Ambikapur via Chopan

Shri Ram Shankar (Name: Mahodad): There is a demand from the Government to establish the railway line from Varanasi to Ambikapur via Chopan. The railway line connects Varanasi to Ambikapur via Chopan.

Concern over poor quality of mobile network services

Shri K. C. Ramamurthy (Karnataka): Mr. Chairman, Sir, thank you for giving me this opportunity to speak. I would like to bring to the notice of the Government the concern over the pitiable mobile network services and need to take immediate measures. Sir, nowadays, the mobile network is a boon or bane is to be analysed looking at the mobile networks, the way they are functioning in the country, particularly in Delhi. Sir, it has become a trauma for people because of the bad communication system. Sir, I am not exaggerating, and I say that the pathetic mobile network has rendered communication of the Members of Parliament in the current Session very, very, difficult. They are not able to communicate with the voters and the constituency people. There was a news report, sometimes, in September last year, that the hon. Prime Minister had to face call drops and network problem while travelling from Delhi Airport to his residence. He reportedly directed the Telecom Department to find technology-led solutions to the
problem and ensure telecom operators offer adequate customer satisfaction. Sir, our Prime Minister even talked about this in his monthly web-based interaction with Secretaries of Government of India under Pragati Initiative. It was in September, 2018 and we are now in August, 2019. It is almost one year but nothing has changed, rather the network services have worsened.

Sir, there is a rule that rupee one should be charged for every three call drops. Nothing has been done about that. The TRAI has also brought in quality service norms which imposes more penalties for poor network. This too has not been implemented.

Sir, an official statement by the PMO reads: "The PM said that resolution of issues related to the telecom sector should be based on latest technological solutions. He emphasized that service providers must provide high-level of consumer satisfaction.” Sir, you know that nothing has happened. On the one hand, we are not able to provide the basic and effective network facility and, on the other hand, we are preparing for 5G. Sir, whether it is 2G, 3G, 4G or 5G or whatever it is, all that matters is how they have been able to provide quality and better network for our citizens.

In view of this, Sir, I request the hon. Minister for Communications to have a meeting with all the mobile service providers and take immediate steps to improve the quality of mobile networks in Delhi, particularly, and in the entire country. Thank you very much.

SHRI D. KUPENDRA REDDY (Karnataka): Sir, I associate myself with the issue raised by the hon. Member.

DR. L. HANUMANTHAIAH (Karnataka): Sir, I also associate myself with the issue raised by the hon. Member.

SHRI JOSE K. MANI (Kerala): Sir, I also associate myself with the issue raised by the hon. Member.

SHRI RITABRATA BANERJEE (West Bengal): Sir, I also associate myself with the issue raised by the hon. Member.

SHRI SUSHIL KUMAR GUPTA (NCT of Delhi): Sir, I also associate myself with the issue raised by the hon. Member.
Concern over increasing cases of illegal organ trade

SHRI PRABHAKAR REDDY VEMIREDDY (Andhra Pradesh): Sir, despite successive Governments' efforts to stop illegal organ trade, India has become one of the biggest countries for organ trade, as also the cheapest too, in the world. It is available like peanuts. The organs like kidney, liver and heart are easily available. I request that there should be severe action regarding this and the Government should take it seriously to see to it that this is stopped. Otherwise, amend the legislation in such a way that whoever is involved in this, including doctors--I am very sorry to say 'doctors', because they are the main ones who are connected with this--and the middle-men specially along with the hospital staff, I request that severe penalty penalties which goes up to death penalty be imposed on those involved in these rackets. I hope that the Government would amend the legislation in such a way that it is stopped. Thank you, Sir.

MR. CHAIRMAN: The next speaker is Kumari Selja; she is not present. Shri Gopal Narayan Singh, please.

Request to change the name of Bakhtiyarpur city and its Railway Station

SHRI GOPAL NARAYAN SINGH (Bihar) : समापति महोदय, बिहार में 12वीं शताब्दी में एक लुटेरा आया था, जिसका नाम बख्तियारपुर खिलजी था। उसने लगभग दो से तीन हजार बौढ़ मिसूओं को मारा, नालंदा विद्याविधालय जलाया, जिसका प्रभाव है कि वह दो साल, तीन साल तक लगातार जलता रहा और वहां उसका कोई अवशेष नहीं है। आज भी बिहार में बख्तियारपुर उसके नाम से जाना जाता है और बख्तियारपुर स्टेशन भी है। वहां उसका नामोंशिनान नहीं होना चाहिए। सर, वहां पर उसका मकान नहीं है, घर नहीं है, लेकिन फिर भी उसका नाम वहां पर है। मैं सरकार से आगह करना चाहता हूं और आवश्यक रेल मंत्रालय से कि कम से कम अपनी पहली में से बख्तियारपुर स्टेशन नाम हटाकर, उसका नाम नालंदा रोड रखा जाए। वहां के राजगीर और नालंदा के नाम से पूरा विश्वविद्यालय रूप है। आज भी जो 6 किलोमीटर लंबी सड़क हो रही है, वहां पर अवशेष मिलते चले जा रहे हैं और नई-नई धीरे से उपलब्ध होती चली जा रही है। वहां पर जलते हुए विद्यार्थी, जो लगातार तीन-चार साल तक जलते रहे हैं, उनके अवशेष भी मिलते हैं और आज भी खुदाईं चल रही है। सर, मैं समझा हूं कि उनके नाम पर इसका नाम रखना बिहार पर दाय है, उसको समाप्त किया जाए। मैं राजशही से आगह हूं कि वहां से उसका नाम हटाया जाए और नालंदा या राजगीर के नाम पर उसका नामकरण किया जाए।

SHRI CHUNNIMAI KANNIJI MAIGHOLE (Gujarat) : महोदय, मैं माननीय सदस्य द्वारा उठाए गए विषय से स्वयं को संबद्ध करता हूं।
SHRI HUSAIN DALWAI (Maharashtra): Sir, the Mumbai Municipal Corporation had started online (RETMS) complaint system since March 1, 2016 to keep a check on unauthorised construction. The Brihanmumbai Municipal Corporation (BMC) reportedly received 76,491 complaints from March, 2016 to 19th October, 2018 against unauthorised construction, but only 4866 were taken cognizance of.

The highest number of complaints, around 7000, was registered in the L ward, however the Department has acted on only 182 unauthorised constructions.

Though the municipal corporation provides more than 15,000 notices annually, a removal action is done on only 10 to 20 per cent of them. Fake action is also done on some.

Hundreds of people have died due to accidents in Kamla Mill Compound, Bhanu Farsan Mart, Hotel City Kinaara, Husseini Building (Bhendi Bazar), and Sai Siddhi Building (Ghatkopar) and recently Dongri.

These illegal constructions raises a concern of safety for life as they come crumbling down since they had never procured safety standard certificates. Citizens lose their homes and the residents too shall never receive any State facilities and are forced to lie in shadows and apathy. The situation is similar in all States across India.

I request the Central Government to provide support to the State Governments for better regulation through policies and a special division which shall be formed to bind all MCD, DDA and State Government together across all States to bring them on common consensus on unauthorized building issue. Thank you.

SHRI K. C. RAMAMURTHY (Karnataka): Sir, I associate myself with the issue raised by Shri Husain Dalwai.
Increasing use of plastic, causing a threat to the environment

Shri Malti Samajyta Udupi (Mangaluru) : Manmuniy Samajyta Mahoday, hamage dehis in plastik se bani samajhi ke lagatara badalte upayog se prakriti ka bhoomighat evan jaltawo saktunanar aur uskhi utharan shakti ke sath-sath parivartan evan bhumi kshetra ka bharai chaturta utpana hoga ha. Plastik ke upayog par manush ke nirmrta eva uskhe nath na hao pane ke vyavasthitayon n a ek badda sakt eva ke dhaya hoga.

Mahoday, dinkin jeevin in plastik ki pet, katora, chamman, pitala, pani ke chotal aur dihbo aan o manush ke shiri ke andar plastik ke sanmnakarno ka pravesa asaan ha gya ha. Siritar badi sanchha in plastik ke karche ne hmagei nandivo, talavbo aur kuo aan ko n keval vishakha dhaya ha, balak hamage upayog ke jhal ko bhi pradhanit kar dhaya ha.

Mahoday, dinkin upayogin in pravesh ke janan baji varhuda in plastik ke upayog par tahalka roko lagaye janan ke aavarchaka ha aur plastik ke vaikunthik sadhna, jaise kamar ke baig eva unki pankam, mishki ke barthoni ke upayog eva anj dhaiva jaise tamghi, pitam, steele aan de bane barthoni ke upayog ko baddha dhaye janan ke aavarchaka ha.

Ma apke madhyam se sarakar se nivedan karana chahate honge ki is vyavasthi ke ville karate honge plastik ke karche ke samajya ka nidhan karane ke aavarchaka ha. Mahoday, phalte shahar in in rukti upayog hata hata ha aur aarman ke kesho in mishki ke barthoni ke jyada se jyada upayog hata hata ha. Aaj woh luna hohen ke vyavasthi hain. Issliye ma apke madhyam se praveshna karana chahate honge ki isman aissi vaikunthik vyavasthi ki jaaye, chanyada.

Shri Sankarajva Singh Jutev (Chattisgarh) : Mahoday, ma manmuniy sadasva harsa utara gare vyavasthi me swam ko sabhbandh karata honge.

Shri Ram Balwar Neelam (Chattisgarh) : Mahoday, ma bhi manmuniy sadasva harsa utara gare vyavasthi se swam ko sabhbandh karata honge.

Shri Kamaljya Prasad Tawa (Assam) : Mahoday, ma bhi manmuniy sadasva harsa utara gare vyavasthi se swam ko sabhbandh karata honge.

Shri Harnath Singh Yadav (Uttar Pradesh) : Mahoday, ma bhi manmuniy sadasva harsa utara gare vyavasthi se swam ko sabhbandh karata honge.

Shri Ram Kumar Varma (Rajasthan) : Mahoday, ma bhi manmuniy sadasva harsa utara gare vyavasthi se swam ko sabhbandh karata honge.
DR. AMEE YAJNIK (Gujarat): Sir, I also associate myself with the Zero Hour submission made by Shrimati Sampatiya Uikey.

SHRI SURENDRASINGH NAGAR (Uttar Pradesh): Sir, I also associate myself with the issue raised by Shrimati Sampatiya Uikey.

SHRI VISHAMBHAR PRASAD NISHAD (Uttar Pradesh): Sir, I also associate myself with the issue raised by Shrimati Sampatiya Uikey.

*Need to recognise the persons working in the Central Government Schemes as ‘Workers’*

SHRI ELAMARAM KAREEM (Kerala): Hon. Chairman, Sir, more than one crore workers engaged in different schemes of the Central Government, such as Anganwadi, ASHA, SSA, Mid-Day-Meal Scheme, etc. Most of them are women and coming from very poor sections of the society. They are getting a meagre remuneration in the name of honorarium. There is a long-pending demand to recognize them as workers.

Sir, the 45th Session of the Indian Labour Conference had recommended to recognize them as workers and extend social security and other benefits and not to privatize this sector. But, I am sorry to say that this recommendation has not been implemented so far.

I urge, through you, Sir, the Government of India to implement the recommendation of the 45th Indian Labour Conference. Thank you.

DR. AMEE YAJNIK (Gujarat): Sir, I associate myself with the Zero Hour submission made by hon. Kareem.

SHRI BINOY VISWAM (Kerala): Sir, I also associate myself with the Zero Hour submission made by my colleague, Mr. Kareem.

SHRI M. SHANMUGAM (Tamil Nadu): Sir, I also associate myself with the Zero Hour submission made by Shri Kareem.

*श्रीमती जया बघन (उत्तर प्रदेश) : महोदय, मैं माननीय सदस्य द्वारा उठाए गए विषय से स्वयं को संबंध करती हूँ।*

*श्री सविन्द्र सिंह नगर (उत्तर प्रदेश) : महोदय, मैं भी माननीय सदस्य द्वारा उठाए गए विषय से स्वयं को संबंध करता हूँ।*
SHRI K. SOMAPRASAD (Kerala): Sir, I also associate myself with the Zero Hour submission made by my colleague, Mr. Kareem.

**Request for adequate compensation to farmers for erecting high-tension towers in their fields**

SHRI SAMBHAJI CHHATRAPATI (Nominated): Mr. Chairman, Sir, a lot of farmers, especially from Khandesh and Marathwada region, approached and complained me regarding unjustified compensation they received for high-tension towers erected in their lands.

They pointed out that land acquired for national highways from farmers got four times the land value under the Land Acquisition Act, 2013. Whereas, land acquired from farmers for transmission of high-tension towers got only 85 per cent of the land value! Due to severe restrictions on various activities under and near the towers, farmers are unable to cultivate or use that land for any other purpose. Further, farmers also incur heavy losses on cultivable field through which transmission line passes. The restrictions on certain activities due to transmission lines result in low yield.

Hence, I appeal, through you, the Government of India, that compensation paid to farmers must be enhanced to, at least, a minimum of two times of the prevailing market rate. Similarly, compensation to be paid for land falling within the right of way should also be raised to a minimum of 30 per cent of land value.

I also request the Government of India to bring under the purview of guidelines the sub-transmission and distribution lines below 66 KV for compensation and the same be implemented. Thank you.

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**SPECIAL MENTIONS**

MR. CHAIRMAN: We shall, now, take up the Special Mentions. Dr. Kirodi Lal Meena. He is absent. Shri Manas Ranjan Bunia.

**Demand to reduce the percentage of disability for getting benefits of Government schemes**

SHRI MANAS RANJAN BHUNIA (West Bengal): Sir, there are enormous number of physically challenged and handicapped male and female in our country. They need
active support of the Central Government and the State Governments. At present, the standing rules and directions are: If any physically challenged person does not have 80 per cent of incapability, then such person would not get any help from the Central Government. This has created a serious situation when most of the physically challenged are not getting any support.

In West Bengal, the State Government, under the leadership of Madam Mamata Banerjee, initiated that persons with 40-50 per cent of disability may get all possible support, including financial. It is very unfortunate that so many physically challenged boys, girls, adult men and women are not getting any kind of support from the Central Government. This situation demands to give a serious look and thought by the Central Government to reduce the percentage of disability from 80 per cent to 50 per cent and provide all possible help, including financial help.

I urge, through you, Sir, upon the Government to consider this. I reiterate that the Government should reduce the norm which prescribes the percentage of physical disability from 80 per cent to 50 per cent for human dignity.

**Special Mentions**

**[Shri Manas Ranjan Bhunia]**

[Shri Manas Ranjan Bhunia]

Need to formulate the revised National Education Policy in accordance with aspirations of local communities based on their socio-cultural traditions

**SHRIMATI WANSUK SYIEM (Meghalaya):** Sir, the revised draft of the National Education Policy is in the public domain for some time now for eliciting comments from all stakeholders.

I understand that the Ministry of Human Resource Development is in the process of conducting a dialogue with all Parliamentarians for recording their views on the draft policy. The students, organizations in my State, Meghalaya, have already come out with their views on the New Education Policy, which they find non-acceptable in toto. They resent dominating status given to Hindi with English language relegated to lower level. This will place several States at disadvantage and they demand that local languages and dialects be given the same level of importance at the primary and secondary levels. A student assimilates more knowledge if he is taught in his native language, with added emphasis on local socio-cultural history.
In this backdrop, the students' body suggests that in place of a nation-wide gross enrolment ratio, a State/region-based GER be adopted, given the wide disparity among States/regions relating to history, culture, language, habits, customs, etc.

The student community, in my State, wants that more time should be given for public debates on this vital issue concerning the student community and their aspirations. And, I urge upon the Centre to heed to their legitimate plea.

**Demand to set up a Tribal University in Jharkhand**

**Shri Samingirwar (Jharkhand):** Samajikta Mahoday, Aajadar 70 vahan ka baad bhi adhikvinayak ka samajik, andhik, adhik etv. rajnitik utthan hota abhi kaafi pravesh karne ke liye aavasan ke liye hain. Iss ke suroka thi samajh ke sansein dene ka pahala samajik pravesh swargiay abtal bikarai wajarai je prabandhna khet mah 2 haan thi. Jis bhumikh he unhe aadhyavasi maamal ka mantralaya ghatit kia, tab se itse bhumikh ke kary karne par samajh hua.

Samajikta Mahoday, Aadhyavasi ke sheshan etv. anubhav ke mool mein shiksha ke abad kahin n kahin mool maan hain. Aat: Isske uch ke samajit shiksha hota abal se swarajvahani aadhyavasi vishwashayalay ki samajh ka yaad chahiye. Iss tath ke madhyan, mene saarakar se aurah kartha hoon ki jharakend rajya mein hii aadhyavasiyon ka pichchhapan ke aloke mein prasthita aadhyavasi vishwashayalay ki samajh ka yaad.

Samajikta Mahoday, iske samajik, andhik, andhik etv. rajnitik bhagidari suvanishchay karne ke liye aadhy parmayra ke maalane vale aadhyavasi samuday ko swarajvahani samudaya ke liye shiksha madad di yaar va dhunke bikaas ko pratyakshikta bhi di yaar, taake iske sanskritikaran, gourav etv. samman ke raksha ke diwas mein itse saarakar dhara kie ja reh gane samajh ke aar vaal mil sanke etv. ke rajya ke suroka dhara se joodhme mein samyag hoh saake.

**Demand to declare Madurai Airport as an international airport besides adding it as 'point of call' in B.A.S.A. with some other countries**

**Shrimati Vijila Sathyathanth (Tamil Nadu):** I urge upon the Central Government to declare Madurai Airport as an international airport and add the airport as 'point of call' in the Bilateral Air Services Agreement (BASA) with other countries. There is a long-time demand for twenty-four-hours operation.

Sir, 2,54,163 international travellers used Madurai Airport between April, 2018 and December, 2018, whereas international air traffic from Vijayawada, during the same
period, was only 2,102. And, no one departed from the Tirupati Airport. Madurai remains a customs airport. Madurai, the second-largest city in the State, is the gateway of 13 South and Central Districts of Tamil Nadu. Every year, approximately 1.2 lakh people travel from Madurai and other Southern districts to Malaysia, 94,000 to Singapore, 80,000 to United Arab Emirates, 68,000 to Saudi Arabia and 75,000 to Oman. As of now, Madurai has direct flights only to Dubai, Sri Lanka and Singapore, being operated by domestic airliners.

MR. CHAIRMAN: Please. Time is over. You will have to lay it on the Table.

SHRIMATI VIJILA SATHYANANTH: Okay, Sir. I lay the remaining portion on the Table.

* Since Madurai is a 'point of call' airport with Sri Lanka, Sri Lankan Airways has been operating a direct flight service between Colombo and Madurai for long. Non-inclusion of Madurai airport as 'point of call' with other international destinations has been restraining foreign airliners such as Air Asia, Singapore Airlines, Tiger Airways, Air Arabia etc., from operating direct services to Madurai. All these airlines have applied to the Central Aviation Ministry for permission to operate flights to Madurai. I urge the Government to take steps to declare Madurai as a 24X7 airport to enhance the industrial, economic and tourism growth in the region.

REGARDING BILLS IDENTIFIED FOR SENDING TO A SELECT COMMITTEE

MR. CHAIRMAN: Now, Short Duration Discussion. Shri Vishambhar Prasad Nishad, Ch. Sukhram Singh Yadav, Dr. Chandrapal Singh Yadav to raise a discussion on the need to ensure basic facilities and affordable treatment to cancer patients. I would urge upon all the Members that this is a very, very serious issue. It is really agitating the minds of the people, not about facilities alone, बच्चा बचाने के लिए क्या करना है, life style change के लिए क्या करना है, physical activities और food habits के बारे में क्या करना है, so that Parliament can throw light on all these aspects. This way, the Government can be educated and society also can be educated. I would urge upon all the Members,
please see to it that you make constructive suggestions on various aspects of this issue. Now, Shri Vishambhar Prasad Nishad. ... (Interruptions)...

SHRI DEREK O’BRIEN (West Bengal): Sir, I have a point of order.

SHRIMATI VIJILA SATHYANANTH (Tamil Nadu): Sir, Chennai,... (Interruptions)...

MR. CHAIRMAN: One minute. The LoP has to say something.

THE LEADER OF THE OPPOSITION (SHRI GHULAM NABI AZAD): Sir, as former Health Minister, I can say that this is a very important issue, which everybody would like to listen and everybody would like to speak on, and so would like to participate, maybe, later on. But, I am drawing the attention of the hon. Chair to this, that when the RTI Bill was being discussed in this House, – since we do not have Question Hour; that is why, I am taking the liberty of seeking your indulgence – we wanted that Bill to be sent to a Select Committee, like so many other Bills. The Opposition wanted that Bill to be sent to a Select Committee. But the Government approached us, by no less than the Parliamentary Affairs Minister and his other colleagues, asking which are the Bills we would like to send to Select Committees. They gave us a list of 23 Bills. We wanted at least half of them to be sent to Select Committees, but they said, make it as less as you can. So, we, collectively, all the Opposition, not me alone or my party, identified six Bill as 'A' category and two Bills under 'B' category.

MR. CHAIRMAN: Right.

SHRI GHULAM NABI AZAD: Then, the list was taken by the Government. The Bill, which was discussed yesterday, I am sorry to say, that was number one Bill, which we had identified for sending to a Select Committee. The Bill which is listed No. 2 is also identified for sending to a Select Committee, which we had recommended. Unfortunately, this Bill was listed yesterday, at night. But the Government did not come back to us that they have not considered... (Interruptions)...

MR. CHAIRMAN: It was an Ordinance. ... (Interruptions) ...

SHRI ANAND SHARMA (Himachal Pradesh): No; it was not an Ordinance.

MR. CHAIRMAN: The second Bill was an Ordinance.

SHRI GHULAM NABI AZAD: So, my submission is that those six Bills which we had identified for being sent, on priority, to Select Committees included the Bill, which
was discussed yesterday and passed. Since we were in dark, we could not inform our
Members of Parliament. Number two, the second Bill which is to be considered today
for its passage is also on the priority list, to be sent to a Select Committee.

MR. CHAIRMAN: Right.

SHRI GHULAM NABI AZAD: So, my submission to the Government is, on one
side, you are seeking list from the Opposition of the Bills to be sent to Select Committees.
But you don't come back. You bring it for passage and and get it passed. You tell your
Members to be present and we remain under the illusion that this Bill is going to be
referred to a Select Committee. ... (Interruptions)... This should not be done. This is not
fair on the part of the Government.

MR. CHAIRMAN: Azadji, please. All Members are supposed to be in the House
all the time, whether there is advance caution or not. ... (Interruptions).... What is your
point, Mr. Derek O'Brien? Under which rule? ... (Interruptions)...

SHRI ANAND SHARMA: Sir, the Government...(Interruptions)...

MR. CHAIRMAN: Your leader has already made his point.

SHRI DEREK O’BRIEN: Sir, Rule is 29. We seek your protection. Thanks to you,
Sir, that we managed to get a meeting with you and between the Government and the
Opposition, the meeting which the hon. Leader of the Opposition was referring to, which
was about listing of the Business. Sir, on that understanding, the Government did tell
us that they would revert to us on three to four Bills, out of the eight we listed. Sir, on
Monday night, at 9.30 p.m., taking everyone by surprise – there is a rule and there is
an understanding, there is a convention. You have asked us and you have also advised
the Government to talk to us. So, we find solutions and we don't do anything clandestine
midnight to catch people by surprise. There were two Bills, Sir, which were top priority.
One was the Triple Talaq, the other was the UAPA. One got listed on Monday, 9.30 p.m.
and the second one again has been listed today. Sir, we seek your protection.

MR. CHAIRMAN: What is your point?

SHRI DEREK O’BRIEN: Sir, my point is, out of the 23 Bills, even though we are
not going to go back to what percentage was passed last time, the Opposition together
had a list of six Bills, four of which were marked A+. 
MR. CHAIRMAN: Right.

SHRI DEREK O'BRIEN: We seek your protection. We want to examine these Bills. If the Government has the numbers, they can pass the Bills. But let us fight for the integrity of Parliament. That is what we are asking.

MR. CHAIRMAN: Right. Shri Vishambhar Prasad, continue the discussion. I heard it. I will look into it. श्री विशम्भर प्रसाद निष्कास, आपके पास आठ मिनट हैं। He is the Mover. ...(व्यवस्थापन)...

श्री समापति : नहीं, आप लोगों ने रेज किया है, तो मैं बात करूंगा।...(व्यवस्थापन)...

Please. ...(Interruptions)...Then we will be losing the time on this. ...(Interruptions)... Same point. ...(Interruptions)...The Leader of the Opposition said, he is talking on behalf of all. ...(Interruptions)...

श्री समापति : उन्होंने कहा है।...(व्यवस्थापन)...

श्री समापति : उन्होंने सबके बारे में कहा है...(व्यवस्थापन)...

राम गोपाल यादव : गवर्नमेंट अपने बयान से बदल जाए...(व्यवस्थापन)...यह बात ठीक नहीं है।...(व्यवस्थापन)...

MR. CHAIRMAN: Ram Gopalji, please. ...(Interruptions)... Now the time is for Short Duration Discussion. ...(Interruptions)...

SHRI T. K. RANGARAJAN (Tamil Nadu): Sir,...

MR. CHAIRMAN: I have already called him. ...(Interruptions)... Shri Vishambhar Prasad. ...(Interruptions)... Because the LoP stood up, I allowed him. ...(Interruptions)... If everybody wants to speak, then ...(Interruptions)... I am not going to hear anything. ...(Interruptions)... Shri Vishambhar Prasad, please. ...(Interruptions)... It is a very important issue. ...(Interruptions)...

श्री विशम्भर प्रसाद विषय (उत्तर प्रदेश) : माननीय समापति जी, मैं आपका आमर्त हूँ कि आपने मुझे अप्लुकालिक चर्चा...(व्यवस्थापन)...

Regarding Bills... [31 July, 2019] ...Select Regarding Bill
SHRI T.K. RANGARAJAN:

MR. CHAIRMAN: Please. ...(Interruptions)... Please sit down. ...(Interruptions)... Sivaji, please. ...(Interruptions)... Please. ...(Interruptions)... This is not going on record. Why are you wasting your energy and my energy also? ...(Interruptions)... Please. ...(Interruptions)... SHRI ANAND SHARMA: Sir, this is a serious matter now. ...(Interruptions)... MR. CHAIRMAN: You raised a point of order and also made a point. I have to discuss it. I have to find out. Now allow him to speak.

SHRI ANAND SHARMA: Sir, the Leader of the Opposition has said something, Anand Sharmaji, please. ...(Interruptions)... MR. CHAIRMAN: One minute, Vishambharji.

SHRI ANAND SHARMA: There was an understanding.

MR. CHAIRMAN: If you are interested in solution, I can do something.
...(Interruptions)...

If you are not interested in solution, it is ruining his time.

...(Interruptions)...

SHRI ANAND SHARMA: But he was not party to that discussion.

...(Interruptions)...

SHRI PRABHUDEVA: Sir, let us make a discussion on the point.

MR. CHAIRMAN: Prakashji, don't argue with him. What is your point?

SHRI PRABHUDEVA: Today, the last point which has come up is the Unlawful Bill. The discussion on this bill in the party is whether this bill should be passed or not. (Vakya)

SHRI TIRUCHI SIVA: Nothing else shall go on record. (Interruptions)...

SHRI ANAND SHARMA: *

SHRI T.K. RANGARAJAN: *

SHRI TIRUCHI SIVA: *

MR. CHAIRMAN: No solution has been found as yet. (Interruptions) I will discuss it. (Interruptions) We will discuss it. (Interruptions)...

SHRI ANAND SHARMA: * (Interruptions)...

MR. CHAIRMAN: Please. (Interruptions) When the LoP has spoken why again? (Interruptions) We will take the opinion of the Leader of the House and also Parliamentary Affairs Minister. (Interruptions)...

SHRI ANAND SHARMA: * (Interruptions)...

MR. CHAIRMAN: You are wasting time. Already ten minutes have gone. Shri Vishambhhar Prasad, please (Interruptions) It is a very important issue.

*Not recorded.
[Mr. Chairman]

...(Interruptions)... The Short Duration Discussion. ...(Interruptions)... Vishambhari, I am giving you two more minutes extra because you lost your time.

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**SHORT DURATION DISCUSSION**

Need to ensure basic facilities and affordable treatment to cancer patients

Shri Vishambhar Prasad Vishambhari (Latur Pradeesh): Manojit, the main priority is to ensure that cancer patients get the facilities they need. This is especially important in rural areas where people may not have access to modern medical facilities. We need to ensure that patients can afford the treatment they need.

Vishambhari, I am giving you two more minutes extra because you lost your time.

Mr. Chairman, Kansar Duniya's main concern is that cancer treatment is often too expensive for patients. We need to ensure that cancer patients have access to basic facilities and affordable treatment.
कीमोथेरपी की सिकाई महंगी है। देश के जितने भी बड़े-बड़े अस्पताल हैं, वहां जो पेशेंडास जाते हैं, उन्हें लंबी तालाब मिलती है। वहां उन्हें 5-6 महंगे, साल-साल मर बाद का डेट मिलती है। पता चलता है कि तब तक वह बीमार या निका, जो कंसर से पीड़ित है, वह खराब हो जाता है। इसी तरह से ऑपरेशन की डेट भी मिलती है। चूँकि देश में अस्पताल कम हैं, डॉक्टर्स कम हैं, surgeons कम हैं, physicians कम हैं, इस कारण ऑपरेशन की डेट 2-2, 3-3, 4-4, 5-5 साल तक की दी जाती है। 5 साल तक तो वह कंसर बाला पेशेंट रहेगा ही नहीं, तो कैसे उसका इलाज होगा? यह बड़ी विवादन है।

मानवप, कंसर का जो इंजेक्शन आता है, गरीब आदमी उसको नहीं लगवा सकता है। एक-एक लाख रुपए का एक-एक इंजेक्शन आता है, जिसके कारण कंसर का इलाज संभव नहीं हो पा रहा है। देश में नकली दवायों और मिलावट सामान पर रोक लगाए जाने की आवश्यकता है। आज देश में लोग यूरिया से दूध पैदा कर रहे हैं। देश में जितनी खपत है, उससे बार गुण दूध पता नहीं कहां से आ रहा है। इस दूध के कारण कंसर उत्पन्न हो रहा है, वृद्धियाँ में सबसे ज्यादा कंसर उत्पन्न हो रहा है। WHO ने ऐसा व्यक्त करते हुए कहा है कि अगर इसको रोक नहीं गया, तो भारत की आदि आबादी कंसर से पीड़ित हो जाएगी। इसलिए भारत सरकार विदेशी कंपनियों से, जो दवायें बनाती हैं, इसके लिए बात करे, क्योंकि विदेशों में दवायों महंगी हैं, अगर हमारे देश में वे दवायें बनाने लगे, तो ही सकता है कि इंजेक्शन और दवायें सस्ती हो जाएगी।

मानवप, सरकार गरीबी रेखा से निचे जो जीते वाले लोगों के लिए भी इलाज करने की व्यवस्था करें। कंसर, किडनी, लीपर और हार्ट की बीमारी से रोकथाम के लिए व्यवस्था करनी चाहिए। देखने को मिलता है कि पूरे देश में जो पीड़ित या कंसर हैं, वहां कंसर की बीमारी है। यहां कंसर की बीमारी से हो, चाहे किसी की बीमारी से हों, चाहे हार्ट की बीमारी से हों, किसी भी बीमारी से पीड़ित हों, उनके लिए प्राथमिक उपचार की व्यवस्था नहीं है। इसकी वजह से बीमारी का पहले से पता नहीं लग पाता है और जब वह तीसरी-चौथी रेखा में चली जाती है, जब जाकर पेशेंट अस्पताल पहुँचता है। इसके कारण भी गरीब इलाज नहीं मिल रहे हैं।

देश में USA, लंदन, UK के दर्ज पर इलाज मुहरिया कराये जाने की आवश्यकता है।

मानवप, देखने को वह भी मिलता है कि आज देश में तमाम डॉक्टर्स कई बीमारियों का इलाज करते हैं। वे बीमारी का पता नहीं लगा पाते, दूसरी बीमारी का इलाज कर देते हैं। साल-साल, दो-दो साल तक कई दूसरी बीमारियों की व दवा देते रहते हैं। ऑपरेशन कुछ का कारण होता है, लेकिन दूसरी बीज का ओपरेशन कर देते हैं। इसके कारण भी तमाम बीमारियों पैदा हो जाती है। इसके इलाज से कंसर पैदा होता है। इसके लिए विना करने की आवश्यकता है। इसके लिए विना करने के भिडियो में इसका निदान करने की आवश्यकता है।

मानवप, कंसर के जो लक्षण होते हैं, उनमें धकान, तिल और मस्ते, गांठ, खांसी, बेवजह ज्यादा गुदा आना, आंतों की हलचल बदलना, रहस्यमय ढंग से बजन घठना, ये तमाम चीजें हैं।...(व्यवहार)...

Short Duration [31 July, 2019]
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श्री समापति : उनका 8 मिनट बोलना का टाइम है।...(व्यवहार)...
बे अपनी पार्टी से अंकले सभी हैं, इसलिए उनका 8 मिनट टाइम है।...(व्यवहार)...
मीं वही कह रहा हूं।...(व्यवहार)...
अपनी पार्टी से वे हं ही अंकले सभी हैं...(व्यवहार)...
उनकी पार्टी ने अपना पूरा समय उनको दिया है।

श्री विश्वम्भर प्रसाद निवाद : मान्यवर, पहले गांवो में गरिया विद्यालय हुआ करती थी। आज वह बिलुवा होती जा रही है।...(व्यवहार)...
चूंकि मोबाइल का रेडिशन इतना फैल रहा है कि इससे पत्थर-पत्थर, जीत-जीतु तो पीड़ीत हो रहे हैं, मुनुभंग तो कैंसर से पीड़ीत हो ही रहा है, जो पत्थर-पत्थर भी हं, वे भी बिलुवा हो रहे हैं। रेडिशन के कारण गरिया झेंझें विद्यालय भी बिलुवा हो रही है।

मान्यवर, मीं बता ही दिया है कि मिलावटी दूध, पनीर, खास, धी, तेल, दाले, मसाले, शराब, जहरीला और प्रूफिक पानी, ये सब कैंसर के कारण है। देश में बहुत से मेडिकल कॉलेजेज हैं। मीं बुद्धिमान दर्शा दे जाता हूं। इसी में मेडिकल कॉलेजेज है, उसी में मेडिकल है, बंदा में मेडिकल कॉलेज है, लेकिन आज देखने को मिल रहा है कि वहां न तो कोई सर्जन है और न ही वहां कैंसर का कोई डिंक्टर है, तो कैसे इलाज होगा। पूरे देश में सिजने भी जिला अस्पताल हैं, वहां पर पर्यावरण में कॉलेज और पर्यावरण दवाओं की व्यवस्था कराया जाना आवश्यक है। दिल्ली में हम लोग रह रहे हैं। यहां प्राप्त विद्यालय फैल रहा है। इस बाद प्राप्त विद्यालय की वजह से भी कैंसर हो रहा है। माननीय मंत्री जी, मीं में एक सलाह दूंगा कि एक-एक व्यक्ति चार-चार, पांच-पांच गाड़ियां रख रहा है। आज यहां मोटर व्यक्ति बिल आ रहा है। इसमें ऐसा प्रवाहन कर देना चाहिए कि विरा पार्टिंग के किसी को गाड़ी नहीं दिले। पहले वह पार्टिंग का सर्टिफिकेट दे, तब उसको गाड़ी मिले।

देश में जो दो बड़े अस्पताल हैं, उनमें टोटा मेमोरियल मुम्बई में हैं और राजीव गांधी कैंसर होस्पिटल दिल्ली भी है। AIIMS भी है। ऐसे अस्पताल प्रत्येक राज्य में खोले जाने चाहिए। विगत तीन साल में कैंसर से मृत्यु के जो आंके हैं, सरकारी आंकड़ों के अनुसार अंकले उपर प्रश्न में विगत तीन साल में कैंसर से लगभग 8 लाख लोगों की मृत्यु हुई है, बिहार में विगत तीन वर्षों में लगभग 5 लाख लोगों की मृत्यु हुई है। मान्यवर, हर स्टेट में इसी ज्यादा मृत्यु हो रही है कि वह काबू नहीं हो रही है। मीं माननीय मंत्री जी से चाहिए कि जब वे जवाब देंगे, तो देश में कैंसर रोग से कैसे मिलता जाए, कैंसर रोगियों के लिए हर जिले में सरका इलाज...(व्यवहार)...
कीमोथेरेपी की व्यवस्था हो। ये सारे व्यवस्थाएं वहां होनी चाहिए।...(व्यवहार)...

श्री समापति : बता, अब आप conclude कीजिए।...(व्यवहार)...

श्री विश्वम्भर प्रसाद निवाद : मान्यवर, मीं main points बता देता हूं। चूंकि अभी तक विगत तीन वर्षों में 50 लाख से ज्यादा मीटर हो गयी है...(व्यवहार)...

श्री समापति : आपका समय figures देने में हं ही जा रहा है। आपका सुझाव क्या है, वह बताएग। वे तो known facts हैं।
SHRIMATI WANSUK SYIEM (Meghalaya): Sir, there seems to be a misconception that cancer is a rich man’s disease with expensive chemotherapy and radiation therapy needed for treatment which is beyond the capacity of common people. Most of the celebrities like sportspersons or film stars usually conduct fund raising for the cancer patients. Like other disciplines in medicine, Oncology is not prominent in most of the Government hospitals. In the North-Eastern region including my State Meghalaya, the incidence of cancer is widespread even among the economically weaker sections. Perhaps, people in the region are habituated to addiction of cancer-inducing betel nut leaves, lime and betelnut (supari) which are equally injurious as excessive use of tobacco and gutka. People from the North-East region suffering from cancer, need to travel far to Kolkata, Delhi, Mumbai for treatment as the hospitals in the North-East do not have full-fledged Oncology departments. We should also lay equal emphasis on preventing the incidence of cancer by waking the public and making them aware of the dangers and ill-effects of consuming carcinogenic substances like tobacco, betel leaf and betelnut, contaminated water, smoking, chemical mixed fish, meat, chemicals and pesticides in foodgrain and vegetables used as manure and urea, for its rapid production. Expert medical team is needed everywhere to sensitise people about food, lifestyle, causes of cancer, etc.

Another thing that I want to urge the Government and this is very important that we should have palliative care. When a person is in terminal stage of cancer, she needs to be provided a supportive environment in her last days or in their last days. This involves palliative care. There are very limited facilities in the country for this. Many poor families suffer as a result because of absence of this palliative care unit. So, I urge...
the Minister to establish palliative care centres across the country. One more thing which is very important is conducting massive awareness campaigns in newspapers and TV on the dangers of using substances like tobacco and gutka. So, I urge the Government just to provide all these facilities to the cancer patients. Thank you, Sir.

MR. CHAIRMAN: Now, Dr. Prabhakar Kore; not there. Dr. Vikas Mahatme.

Dr. Vikas Mahatme: (Hindi) : …, इंद्राजी के मामले में साष्टिक नतीजे के कारण patient आया रह जाता है। अब मैं दर्शाने वाला हूँ, ऐसी स्थिति उसकी बन जाती है। मैं आपके जरिए सभी माननीय सदस्यों को बताना चाहूँगा कि इसमें तीन चीजें बहुत महत्वपूर्ण हैं। कैंसर के बारे में सभी की पता होना चाहिए। उनमें से एक is that the cancer can be cured - कैंसर का हम इलाज कर सकते हैं, इसकी जानकारी हमें होनी चाहिए। Cancer is treatable, इसका उपचार ही सकता है। वैसे ही, if there is an early diagnosis, then we can get better results. कैंसर का यदि जल्दी से जल्दी diagnosis हो जाए तो उसका उपचार करने में आसानी हो जाएगी। इसके लिए सावधानी ही है, कुछ कैंसर ऐसे हैं जिनके लिए immunisation भी किया जा सकता है, जैसे संवाईकैल कैंसर है, जिसे कुछ patients को हम prevention के लिए vaccine दे सकते हैं। इससे उनमें सवाईकैल कैंसर नहीं होगा, लेकिन मैं यदि breast cancer का प्रभाव ज्यादा है, इसके लिए मैंने संवाईकैल से जल्दी diagnosis हो सकता है। इसके अलावा कुछ और भी investigations हैं, जिनके लिए से कैंसर का जल्दी निदान एवं उपचार ही सकता है। इसी तरह above 40 males के prostate cancer के early diagnosis के लिए blood test कर सकते हैं। यदि उनमें Prostate Specific Antigen (PSA) का लेवल देखा, तो पता चल सकता है। मेरा कहना है कि सरकार की तरफ से कैंसर prevention के लिए जो test हो सकते हैं, वे आम तौर पर district hospitals में उपलब्ध हैं, लेकिन उनका उपयोग तभी होगा जब हम awareness ज्यादा create करेंगे, तभी उसका लाभ लोगों तक ज्यादा अच्छे तरीके से पहुँच पाएगा। कैंसर के बारे में जैसे ही diagnosis हो जाता है कि इस पेशेंट का कैंसर है, तो उससे मिलने के लिए मिलने भी लोग आते हैं, हर आदमी अपना-अपना सुधार देता है और बताता है कि एक ऐसा ही पेशेंट था, फिर उसको पास वह पेशेंट गया था और वह सही था ठीक हो गया। इस तरह के सुधारों से बहुत परेशानी होती है, क्योंकि यह उनका अनुभव होता है, लेकिन वह scientifically proved नहीं होता है। मैं यह बताना चाहूँगा, क्योंकि यह बहुत महत्वपूर्ण है, और इसे हमें समझना चाहिए। मेरे पिता जी जो 55-60 साल के थे, उन्होंने पहले 40 की उम्र में नजदीक के लिए चरम लगा था। मैं एक ophthalmologist हूँ, eye specialist हूँ, इसलिए मैं यह बताना चाहता हूँ। उनको 55 साल की उम्र में उनका नजदीक का चरम पूरा गया। उनको लगा कि मेरे आँखें सुरक्षित रहेंगी हैं, अभी मैं बंगाल गये के पढ़ सकता हूँ, लेकिन मुझे पता था कि यह एक nuclear type of cataract, जो इंडिया में कॉमन है, उस मोतियाबिंद की सुकूलता
है, इसमें हमें नवजीद का अध्ययन दिखलाता है और दूर का हम्ला सा कम हो जाता है।
जब उनको नवजीद का अध्ययन दिखलाता नहीं, तो हमें का मैं शीर्षकता करता हूं, इसलिए नवजीद का अध्ययन दिखलाता है।
Clinic में भी मुझे कई लोग देखने आते हैं और फिर उनको बताते हैं कि हम auto-urine therapy करते हैं, अर्थात् एक बाल।
"आर्यशिरोमणि "
"हमें ऐसा लगता है कि हम auto-urine therapy करते हैं, इसलिए हमें हमेशा इस बाल के बारे में सोचना चाहिए कि जब भी हम अनुमति नहीं को बताते हैं और अनुमति नहीं को बताते हैं का आयोजन हो करते, तो उसके पहले हमें यह सोचना चाहिए कि बाल उसके बारे में scientific study है?

हमें सबको बताना चाहिए कि इससे मूल्य सशक्त है। हमें सबको बताना चाहिए कि वैज्ञानिक सूत्र और वैज्ञानिक रूप से सच्चाई और evidence में फर्ज है। हमें सबको बताना चाहिए कि नवजीद की बीमारी के लिए जिन्होंने भी लोग जो ऐसे दिन से कहते हैं कि इससे तीरह होगा, उसके तीरह होगा, उसकी तरफ ध्यान न दें है, जो scientifically proved हैं, उसी की तरफ ध्यान देना चाहिए।

वैसे ही सरकार की तरफ से, मैंने अभी जो बताया कि scientific attitude, scientific temper के बारे में Constitution में भी कहा गया है, उसका भी propagation होना चाहिए है, क्योंकि हेल्थ सेक्टर में इतने बाबा लोग हैं, जो अपना medicine देकर सबको तीरह कर रहे हैं, और तो और वह 100 per cent guarantee के साथ बाल करते हैं। इससे की जिस्ते scientific temper डिनाल करना भी बड़ा जनजीवन है। मैं सरकार का अभिन्नता करना चाहिए कि उसने इस क्षेत्र में price control का काम किया है। मैं बताना चाहूंगा कि केंसर के लिए 72 formulations are under price control by National Pharmaceutical Pricing Authority. यह पहली बार है है कि केंसर के 72 formulations price control के तहत आ गए, जिससे 355 brands affect है और इसकी कोट 85 per cent तक कम हुई है। यह सरकार की तरफ से लोगों को मिली हुई एक सबसे बड़ी उपलब्धि है।

वैसे ही जो essential medicines हैं, उनमें से करीब एक हजार से ज्यादा drugs price control के तहत आ गए हैं और पहली बार ऐसा हुआ है कि medical devices भी price control के तहत आ गए हैं। आज तक कभी भी medical devices price control के तहत नहीं आए थे।
medical devices जैसे cardiac stent हैं, knee joint हैं, ये devices भी price control के तहत आने से हमारे नहीं, लाखों लोगों को इसका फायदा हुआ है और इससे कोरोना रुपए की बचत हुई है। मैं यह कहना चाहूंगा कि सरकार की तरफ से एक सकारात्मक response है इलाज पर लोगों को जो ख्यात होता है, काफी बार ऐसा लगता है कि डॉक्टर का ही ज्यादा ख्यात है, मेरा कहना यह है कि सबसे ज्यादा ख्यात दो श्रेणी पर होता है- investigations and drugs या medicines पर। सरकार ने संबंधित medicines को price control के तहत लाकर इस ख्यात
MR. CHAIRMAN: Now, Prof. Jogen Chowdhury. You have eight minutes.
PROF. JOGEN CHOWDHURY (West Bengal): Before speaking on this Short Duration Discussion on Cancer, let me make an appeal to the Chairman. Sir, 15 parties comprising about half the strength of this House have submitted notice for a Short Duration Discussion...

MR. CHAIRMAN: Please speak on this subject. *(Interruptions)* No, no. It will not go on record.

PROF. JOGEN CHOWDHURY: Just one line, Sir.

MR. CHAIRMAN: No, no. That will not go on record. *(Interruptions)* You are losing your time. Your leader has said it. They will take care of it. Don't worry. *(Interruptions)*

PROF. JOGEN CHOWDHURY: Okay, Sir. Coming to the present issue, all of us know one or the other person who has been impacted by cancer. I am an artist; I will not give you statistics to measure the immensity of the problem. The courage and fights put up by our near and dear ones is imprinted in our minds and our hearts.

Yesterday, we passed a Bill here to supposedly empower the women. More women in India die from cervical cancer than in any other country. Has the Government done anything to protect our women?

MR. CHAIRMAN: You have to look at the Chair and then speak. You can just refer to points. You cannot read. Don't think otherwise, it is a rule. *(Interruptions)*

PROF. JOGEN CHOWDHURY: Sir, the HPV vaccine can prevent this. Why is this vaccine not a part of the National Immunisation Programme? Breast cancer counts for the highest death amongst women due to cancer due to failure in diagnosing breast cancer in early stages. But in this case, the Government has not done anything to protect our women. We will not accept this because both cervical and breast cancers are preventable, easily detectable and effectively treatable, if detected early. For that too, the Government has not done anything for the women.

Oral cancer is the most common cancer amongst men and can be effectively prevented by tobacco control. Yet this Budget saw a decline in allocation to the Tobacco Control Programme and Drug De-addiction Programme. Let me share with you the initiatives successfully implemented by the Government of Bengal. This supports the cancer patients during their treatment as well as after the treatment.
Since 2015, treatment of all types of cancer and blood disorders is completely free in Bengal State-run hospitals. This includes free medicine, radiotherapy and chemotherapy and free beds in all Government hospitals.

Five state-of-the-art Linear Accelerator (LINAC) machines for external beam radiation treatment for Cancer patients are under installation and are being tested in three medical colleges. Additionally, three numbers of tertiary cancer centres at a total cost of ₹ 93 crore are being set up at Burdwan Medical College and Hospital, Murshidabad Medical College and Hospital, and College of Medicine and Sagore Dutta Hospital.

A regional cancer centre with a project cost of ₹ 47 crore is coming up at Medical College and Hospital, Kolkata. Bengal Government is setting up state-of-the-art cancer centres in three cities - Murshidabad, Bardhaman and Kolkata. Every State should have these dedicated units focusing on research and treatment of cancer.

To enable a more accessible healthcare framework, Bengal Government's Group Health Protection Scheme, Swasthya Sathi, which was started in 2017, has basic health coverage for secondary and tertiary care up to ₹ 1.5 lakh per annum per family through insurance mode and up to ₹ 5 lakh for critical diseases including cancer.

Further, follow-up cancer chemotherapy is provided on day care basis at the district hospitals in Coochbehar, Jalpaiguri, Howrah, Nadia, Murshidabad, Purulia, Paschim Medinipur and Purba Bardhaman. Setting up of similar facilities at other district hospitals is underway.

MR. CHAIRMAN: Professor, you have to speak, not read. This is number one. Number two, you are losing time. I am happy that you are quoting some Bengal experience. There is nothing wrong in doing that. But what is your suggestion?

PROF. JOGEN CHOWDHURY: Hon. Chairman, there are gaping holes in our current policies and it isn't surprising that these policies are failing. We have enough numbers reflecting the urgency of this issue. Do we need more proof to convince the Government? I hope the Government of India will take steps in line with the Government of Bengal, which has successfully and effectively intervened in the cancer crisis we are collectively faced with. Thank you, Sir.

MR. CHAIRMAN: Shri A. K. Selvaraj.
SHRI A. K. SELVARAJ (Tamil Nadu): Hon'ble Chairman Sir, this discussion is about cancer. I thank you for giving me this opportunity to speak on this subject in this House. At the world level, cancer continues to be an incurable disease. In India, it is spreading at a very fast pace. What is the reason behind this? The pollutants discharged from industries, air pollution, water pollution etc. contribute to the spread of this disease. Moreover, usage of pesticides, insecticides, chemical fertilizers by the farmers during cultivation also contribute to the spread of this disease. Consumption of tobacco, Gutka and smoking are all causing cancer. We all know about this. If this disease is detected at the initial stage, it can be treated. Mostly the disease is detected at the third or fourth stage only. When the disease is detected at the third or fourth stage, it is very difficult to cure the disease. When we look at cancer researches all over the world, it is found that when the patient is detected at the fourth stage of cancer, his life span is estimated to be only upto 16 months. Therefore, this disease has to be detected at the initial stage itself to get it cured. If it has to be detected at the initial stage, the facilities to carry out the detection should be made available at all hospitals.

Particularly, women above the age of forty years are affected by breast cancer. Even educated women are not aware about this risk. Since they do not focus on detection of this disease, they have to lose their life after getting affected by this disease. This disease attacks various parts of the body such as liver, spleen, blood, bone marrow and at the last stage it infects brain also and the patient has to die afterwards. I would like to request the Minister that we should create more awareness to the people about this disease. We have more awareness programmes about AIDS even among school children. Similarly, even among school children, we have to create awareness about cancer also. If we create such an awareness, we can detect this disease at the initial stage itself. Then it can be treated and controlled. Particularly, if poor people suffer from this disease, they have to lose their lives due to lack of medical facilities. When rich people suffer from this disease, they can go abroad for treatment. They can go either to London or America for treatment. Even in that case, only their life span is extended. But the disease is not cured completely. Cancer patients cannot be cured completely. Therefore, I humbly request the Hon'ble Minister of Health that facilities to detect this disease have to be made available at all districts. It should be accessible to all patients at affordable costs. If cancer is detected at one particular part of the body, doctors usually give treatment only to that particular part. But now, ultramodern facilities like

*English translation of the original speech delivered in Tamil.*
Positron Emission Tomography (PET) scan is available. PET scan facility scans throughout the body and detects whichever parts of the body are affected by cancer. Therefore, the Government has to allocate more funds to provide PET scan facilities at all districts.

Similarly, I would like to speak about the cost of medicines. As the cost of tablets for this disease is very high, the poor cannot afford it. Therefore, the cost of medicines also have to be reduced. Yesterday, Hon'ble Minister of Finance mentioned about Corporate Social Responsibility (CSR). Every company has to provide 2% of its profit to CSR activities. Cancer is a horrendous disease. The CSR funds can be utilised for assisting cancer patients, for providing cancer detection facilities, for providing tablets and injections, for providing chemotherapy to cancer patients.

Chemotherapy and radiation facilities have to be provided at all hospitals. If a patient goes for radiation or chemotherapy once, he is charged from ₹ 6,000 to ₹ 7,000. Poor people cannot afford it. In Tamil Nadu, during the tenure of Hon’ble Puratchithalaivi Amma, goddess of our heart, health insurance was provided to cancer patients. Under Prime Minister’s National Relief fund, ₹ 3 lakh is given to patients of surgical oncology. This amount is not enough for the complete treatment. Therefore, this amount has to be enhanced.

Similarly, in Indian system of medicine, there are so many medicines to cure cancer. Especially, Siddha and Ayurvedic systems of medicine treat cancer. Siddha saints have so many secret ideas engraved in dry Palmyra manuscripts. The Government has to encourage Siddha system of medicine. This horrible disease can be cured and controlled by Siddha system of medicine. Hon'ble Minister of Health and Hon'ble Minister of AYUSH have to pay attention to these branches of medicine and they have to allocate more funds for research on cancer treatment by Siddha system of medicine. In order to prevent this terrible disease, and to effectively treat patients affected by this disease, Government has to pay more attention to this disease and allocate more funds for this treatment.

Hon'ble Vice President of India visited Apollo Hospitals in Chennai recently. He said that cancer treatment should be given to all cancer patients, especially those who are at the last stage of cancer. Sir, I request you to convey this demand to Hon'ble Minister of Health also and to bring it to the attention of the Government.

I humbly request the Hon'ble Minister of Health that we have to pay more attention to prevent and control this disease. We have eradicated Tuberculosis (TB) to a
considerable level. Similarly, we have to take effective measures to control cancer also. I request the Government to take such steps. With these words, I conclude my speech. I once again thank you for giving me this opportunity. Thank you.

MR. CHAIRMAN: I don't know as to how many Members have followed him though there is a translation. I can say that it is one of the best speeches. It is only on subject from an ordinary person. He is not a professor or a doctor. *(Interruptions)*

SHRIMATI VIJILA SATHYANANTH (Tamil Nadu): He was the Minister in Tamil Nadu Cabinet. But, he is not a doctor.

MR. CHAIRMAN: I understood. *(Interruptions)* He is not a doctor. "* I can understand Tamil Rangarajanji, but I cannot speak Tamil.*"

SHRIMATI VIJILA SATHYANANTH: He spoke well. Very good.

MR. CHAIRMAN: Now, Shri Prasanna Acharya.

SHRI PRASANNA ACHARYA (Odisha): Mr. Chairman, Sir,...

MR. CHAIRMAN: Please, one minute. The Minister of State in the Ministry of Parliamentary Affairs wants to say something.

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS; AND THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. MURALEDHARAN): We are discussing a very, very important issue regarding the health sector of the country. So, I would like to propose that instead of breaking for lunch, we can continue the discussion uninterrupted for two-and-a-half hours and after that we can take up the Bill. *(Interruptions)*

SHRI TIRUCHI SIVA (Tamil Nadu): Sir, this is one of the reasons for cancer.

SHRI T. K. RANGARAJAN (Tamil Nadu): Sir, lunch is must.

SHRI TIRUCHI SIVA: No, Sir, we can't skip the lunch hour.

SHRI T. K. RANGARAJAN: Sir, this is one of the reasons for cancer.

MR. CHAIRMAN: Everything is going live. *(Interruptions)* Please. *(Interruptions)*

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*English translation of the observation made in Tamil.*
SHRI V. MURALEEDHARAN: I am not saying that nobody should have lunch. ... (Interruptions) ... Everybody can go for lunch and come back. ... (Interruptions) ...

SHRI T. K. RANGARAJAN: Sir,... (Interruptions) ...

MR. CHAIRMAN: Rangarajanji, please try to understand that people want more time but not willing to sit for extra time. ... (Interruptions) ... I leave it to you. ... (Interruptions) ... Go ahead. ... (Interruptions) ... Next is Shri Prasanna Acharya. ... (Interruptions) ...

SHRI VAIKO (Tamil Nadu): We can skip lunch. ... (Interruptions) ...

SHRI T. K. RANGARAJAN: We cannot skip lunch hour. ... (Interruptions) ... We cannot skip lunch hour. ... (Interruptions) ...

MR. CHAIRMAN: Okay, no argument. ... (Interruptions) ... We are not deciding it now. ... (Interruptions) ...

SHRI VAIKO: If you take my view ... (Interruptions) ... we can skip lunch. ... (Interruptions) ...

SHRI PRASANNA ACHARYA: Sir, at the outset, I would like to place my gratitude to you because you have allowed discussion on such an important subject. Instead of a Short Duration Discussion, in my opinion, it is such an important problem that we should have a long duration discussion on this very particular subject. With your due permission, I would like to quote two-three sentences from your own observation. I could not follow the speech immediately before me, but I followed the very important observation which you made when you visited the Apollo Hospital to inaugurate the Apollo Proton Cancer Centre. Your very observation depicts the whole story in short. You very rightly said, "It is indeed worrisome that cancer has killed more than double the number of people in 2016 than it had targeted in 1990. The Indian Council of Medical Research's quarter century study of Cancer has found that while 3.82 lakh people had died of cancer in 1990, the number jumped to 8.13 lakh in 2016. Also, the number of Cancer cases saw a similar jump; they increased from 5.48 lakh in 1990 to 11 lakh in 2016. The study noted that all Cancers together contributed 5 per cent of the total Disability Adjusted Life Years (health years of life lost) and 8.3 per cent of the total deaths in India in 2016 — an increase of 90.9 per cent and 112.8 per cent respectively from 1990." Your statement depicts the whole story. There are many reasons for Cancer and I don't want...
to go into that because I don't have time. But it has a very serious financial implication not only on the individual who is suffering from cancer or his family, but, in short, in the economy of our country as well. This is such a big problem in this country but how much are we spending on health? If I am correct, it is a little more than one per cent of our GDP so far. It is a welcome proposition by the Government and the Prime Minister has suggested that we should spend at least 2.50 per cent by 2025. If the Government can do this, there will be nothing greater than this. My hometown is Bargarh in Western Odisha, adjacent to Raipur. Every month there is a report of seven to eight people dying out of Cancer. There is a place in Bhatinda. You know what is happening there. Just a little while ago Mr. Anand Sharma was revealing an interesting thing. There is one express train which runs every day from Bhatinda in Punjab to Sri Ganganagar in Rajasthan and people say that it is Cancer Express, if I am correct. Every day, a number of people, most of them hail from economically weaker section, travel by it. In Sri Ganganagar, Rajasthan, there are many NGOs and voluntary organisations who take care of these poor Cancer patients. So this is the state of affairs. My particular suggestion is, the Government should have a study team and locate the areas in the country in different States, where this problem is very rampant. As I have said, in my own district Bargarh, many people are affected by Cancer. What is the reason? My district contributes around 30 per cent of the paddy produced in my own State. People are affected by Cancer because there is high use of pesticides and fertilizers in cultivation. That is one of the reasons. So the Government should have a study team for locating the area where this problem is very acute. My suggestion is, the early detection cures many patients. If we are not able to detect it at early stage, the patient suffers and succumbs. For early detection, all the people cannot go to the corporate hospitals. We have a hospital in Cuttack, Acharya Harihar Regional Cancer Centre and we provide free treatment. It is like a jatra party there. Every day, hundreds and hundreds of people come to register themselves. There is no bed, there is no place. Patients sit on the floor. People cannot afford to go to Apollo Hospital or big hospitals. For early detection of Cancer, my proposition to the Government is this. My State is prepared to provide land and other infrastructure facilities. Let the Government set up a cancer detection institute, and they should provide preliminary treatment in every district hospital where cancer is rampant and is a very big problem. That is my particular suggestion to the hon. Minister.

Another point is, this illegal business of cigarettes and all these things that is rampantly going on, and particularly, the smokeless tobacco use should be curbed,
because in the rural areas, particularly, the poor people, they are in the habit of taking this smokeless tobacco. My proposition is that the Government should think of imposing more taxes on such tobacco so that its use will be reduced. Sir, my sincere appeal to the Government is that this is a very big problem, and as you have rightly pointed out, Sir, more funds should be allotted to the Government hospitals, and more centres should be opened, particularly, at district headquarters, at least, to enable the poor and common people to get the treatment. Thank you.

[Shri Prasanna Acharya]

because in the rural areas, particularly, the poor people, they are in the habit of taking this smokeless tobacco. My proposition is that the Government should think of imposing more taxes on such tobacco so that its use will be reduced. Sir, my sincere appeal to the Government is that this is a very big problem, and as you have rightly pointed out, Sir, more funds should be allotted to the Government hospitals, and more centres should be opened, particularly, at district headquarters, at least, to enable the poor and common people to get the treatment. Thank you.

Shri Ramesh Chandra (Bihar): समापति महोदय, आपने मुझे अत्यन्त समान चर्चा में बोलने का अवसर दिया है, इसलिए मैं अपनी तरफ से कृतज्ञता जाहिर करता हूं। सर, मेरी प्लान 11 वार्षिक बजट के लिए पीडित है और मैं उसे इस बीमारी को हटाने हेतु देखा हूं। मैं वह सुझाव देने चाहता हूं। मेरा सुझाव यह है कि जब जिले में कैंसर पेशेंट्स जाते हैं, तो वे राज्य की राजधानी में, जहां बड़ा होस्पिटल होता है, वहां के लिए रेफर कर देते हैं और राज्य से दिल्ली को रेफर कर दिए जाते हैं। गरीब आदमी इलाज के लिए गांव से जिला, जिला से रेफर और रेफर से दिल्ली आता है। आप कल्त्रा कर सकते हैं कि उसकी क्या स्थिति है? आपके माध्यम से सरकार से मेरा सुझाव है कि हर जिले में एक कैंसर श्रेणी संस्थान खोला जाए और वहा उसकी जांच हो और वहीं उसकी इलाज के लिए रखा जाए। जिले में एक स्पेशलिस्ट कैंसर डॉक्टर नियुक्त करें जा से रहें, जिससे भारी इलाज के लिए आने-जाने में कोई दिक्कत न हो।

Mera doosra sujhaar hai kah jaha shod sajthan khuule, vaha mazaloon ki, teel ki, khane ki vistaroon ki, dhoor ki jaand karbade jaye. Yeh bhi dekha jaya ke mairjo ko kis tath ka doora mila rahaa hain, kis tath ka fal mila rahaa hain, kis tath ke dava di jaa rahaa hain, kis tath ka mojon diya jaa raha hai, in sath kah jaand vahi jilte me hoini chahiye.

Teesri baat, main yah kahan bhaarata hoo kah prichhet hospital mein jo pare bale hai, yeh to dekha liye hai, lekin yah bhi dava marhi hai or ek prichhet ko sirf doctor ko dekhane ke liye 1,200 rupee lagte hai or jaand ki vyavakshaa ko to aap chhod dijate jaah me jaho yeh kahar ho jaha hai, yeh hospital ko mair do raha hai. Yeh ilaj kah karyavaha, yeh kah jaan ke hoo prichhet hospital ka ilana vyatna pachaar yahar ho jaha hai. Issliye aapke madhyam se sarakar se niyanadan hain ke jaat bhi sarakari ho or salte me jaha or tuurun ho, iski vyavaksha hoini chahiye. Yeh kahar jaya aur plog kah tath paal raha hai. Ham isskii kahan hooni kah sakhte hain ke jo aadami bimari paalna hain, uske buuchar hain or yeh buuchar ke ilaj ke liye jata hai or yeh jaan hooti hai, to kahar milkarta hain. Sarakar isskii bhi vyavaksha karyavaha ke jilte mein, stet mein jaan mein yeh bimari kahon hooni nichati hain? Main aapke niyanadan karan bhaarata hoo ke ap hinnuatan ke kisise kohn mein dale jaayee, kisise bhi rajadhani mein dale jaaayee, vaha kahar pesheentus bhooor milenge. Bimariyon se pijhit, plog
1.00 P.M.

Some Members are not willing to skip lunch hour and I have no problem. We will be meeting at two o'clock. We have one hour more for the discussion. There would be no addition in the list of speakers. Everybody has to adhere to the time; let there be half-an-hour for the Minister to reply. It should be over by 3.30 p.m. Then, we will take up the Motor Vehicles Bill which had already been referred to the Standing Committee, then to the Select Committee and then approved by the Lok Sabha. This Bill will be the first one. Afterwards, the second Bill.

The House is adjourned for lunch till two o'clock.

The House then adjourned for lunch at one minute past one of the clock.

The House reassembled after lunch at two of the clock.

MR. DEPUTY CHAIRMAN in the Chair.

MR. DEPUTY CHAIRMAN: Shri K. K. Ragesh.

SHRI K. K. RAGESH (Kerala): Sir, the issue that we are discussing today is a very serious issue. We all know that recent reports reveal the fact that our country’s ranking is at the third position in the number of cancer cases after the US and China. Worldwide, 9.6 million people are dying every year due to cancer. In our country, every year one lakh new cancer cases are reported and if we look at the figures, during the last two decades, cancer cases have doubled in our country. Every eight minutes one woman dies due to cervical cancer. Of course, it is a very, very serious matter of concern and many are doing research on cancer diseases. Hereditary or genetic reasons are there which affect five to ten per cent of the total cancer patients. Most of the people, about 90 per cent of cancer reasons/causes are due to external reasons such as alcohol, tobacco and many other reasons. In Kerala, cancer cases are alarmingly increasing. A recent study states the fact that Kerala has emerged as the highest cancer rating State in our country followed by Mizoram, Haryana, Delhi and Karnataka. The national average of cancer patients is, if we take one lakh people, 106 people are affected by...
cancer. In Kerala, the rate is 125. Kerala has become the highest cancer-affected State so far as cancer rates are concerned. In Kerala, the use of tobacco has drastically decreased and there is no pollution in Kerala. It is God's own country, but unfortunately, irrespective of all these traditional reasons of cancer, cancer is getting increased every year. At this juncture we should think of the contaminants of food, as many hon. Members have already explained here. Packaged food and junk food has got excess chemicals which is not being checked at all and even in iodised salt it is reported that certain contaminants are causing cancer. All these issues must be the concern of this august House considering the state of affairs in Kerala so far as the increasing rate of cancer is concerned. I am requesting the hon. Minister to send a special team to Kerala to study the effect of cancer in Kerala. Sir, I am requesting the hon. Minister. The hon. Chief Minister has already approached the hon. Health Minister to take steps for upgrading Malabar Cancer Centre which is specifically treating cancer to upgrade it as an RCC. Sir, I have a few suggestions also. One point is that, many cancer patients are dying because of two reasons. One is, lack of awareness...

MR. DEPUTY CHAIRMAN: Please sum up your speech.

SHRI K. K. RAGESH: Sir, I have a few important points. One is, lack of awareness and late detection. I am requesting the Government to organize some awareness programme and also have detection centres in the States and set up world class cancer institutes in every State and set up Rashtriya Arogya Nidhi. It has to be extended to all Government hospitals.

MR. DEPUTY CHAIRMAN: Please sit down, Shri Ragesh. We have limited time.

PROF. MANOJ KUMAR JHA (Bihar): Mr. Deputy Chairman, Sir, I thank you for giving me this opportunity.

Sir, science tells us that individual and society are in dynamic interaction. But, our medical model individualizes the disease. Environmental toxins are a major cause of different kinds of cancers the world-over. Yet, cancer victims are blamed for unhealthy choices. I think, there should be a balance when we make an assessment. Blaming the victim, hon. Deputy Chairman, Sir, protects the system, because, by keeping the focus on what individuals are doing, we are not talking about what systems are doing on individuals.
Sir, Cuba faced embargo for very many years. It had no access to the best pharmaceutical research and companies because of the embargo. You see, the scientists and doctors in Cuba meticulously worked and produced one of the best cancer medicines – Interferon – and so many others. I think, we should learn certain lessons from countries like Cuba, because our R & D, literally and metaphorically, is very, very weak.

Sir, when we talk about the GDP, I cannot blame any Government. The fact is, collectively, we have not been able to decide as to what quantum of GDP should be allocated to health sector, so that we don't have the kind of horrifying images that we have and what we witness 24 X 7 on a regular basis. Mr. Minister, the gap between – many of my colleagues have highlighted – India and Bharat, particularly in the area of healthcare, has increased so much. I get goose-bumps whether we ever be able to tone up our public health infrastructure.

Sir, there are private hospitals. But, the very word 'private' before 'hospital' kills the spirit of ordinary men and women. The poor, in particular, has to deal with two kinds of cancers – one the dreaded disease itself and the second is the cancerous impact of poverty. He or she cannot come out of this cycle unless the State helps them. If the State abdicates itself in favour of market, you know what will happen. We are literally deciding policies only for 5-10 per cent of India's population and not for 90 per cent! Whereas, when you get votes or when we get votes, we need to make policies in favour of those 90 per cent.

There was a concept of barefoot doctors. Cannot we have our own barefoot doctors at the Primary Health Centres for early detection? I am saying this because it is known world-wide, without the knowledge of rocket science, that early detection is, actually, the finest Silver Line.

Sir, my next argument in front of the hon. Minister, through you, is this. Healthcare should be a part of Fundamental Right. It should be a justiciable right. One should legally get it. This is what I feel.

Last but not the least, I am very, very thankful to the House that, at least, occasionally, we sit down and discuss these kinds of issues and, probably, this House is meant for addressing these kinds of issues. But, our first priority should be the poor which, I am sorry to say, we don't see in our policy paradigm and in our programmes.

With these words, I conclude my submissions. Thank you.
SHRI TIRUCHI SIVA: Mr. Deputy Chairman, Sir, I appreciate Shri Vishambhar Prasad for bringing this serious issue before the House in the form of a Short Duration Discussion.

Sir, cancer is the most treacherous disease which has become common and costly across the world, especially in our country. There are two killer diseases – one is cancer and the other one is AIDS. Of course, AIDS is acquired. Whereas, no one knows how cancer is affecting a person. Sir, to say very precisely, we should not go into the statistics as to how many are affected, etc. Of course, as Mr. Ragesh said, India ranks third in the world, next to China and the US in having more number of cancer patients. In U.K., health is free of cost, whereas, here, the poor man is not able to afford. Disease does not differentiate between a rich person and a poor person. This disease is a non-communicable disease. It is not contagious. This is one of the better parts. Otherwise, no one will come and treat or even assist a patient because everyone is afraid. Of course, death is very near. Mostly, it is detected or diagnosed only at the second or the third stage because of lack of awareness. Tobacco cancer has now come down very much because tobacco has been banned and there are so many awareness programmes. But cervical cancer and breast cancer have increased a lot. We are very serious about it. According to the World Health Organisation, death from cancer cases in India is projected to rise to 1,31,00,000 by the year 2030. At present, it is 6.8 lakh per year. In the year 2030, it will affect, 13.1 million patient who would die because of cancer. This is what the WHO's report says. Of course, there are many reasons. Number one is awareness. Another is access to unhealthy life style behaviour, including tobacco, increasing consumption of highly calorific foods and a reduction in physical activity. The third is, I must point out here, even the worst person on earth should not be affected by cancer, because in the last days, the pain they undergo, is intolerable. No one was allowed to see our great leader Anna because no one could tolerate him suffering because of pain. My wife died of breast cancer. What she underwent during the last two days, I can’t explain that here. So, the pain they undergo is very treacherous. The morphine has to be administered, but nothing will happen. Why all these things? Some people, of course, are able to afford or maintain, but the poor people cannot. So, I would suggest the Minister only two things. One, make the medicines cost effective. That is very, very important. As far as possible, these cancer patients should be given
free treatment like drugs and chemotherapy. The National Health Policy must have a specific section devoted to promoting cancer awareness. Next is, I think the Minister should, and he can do that, accept the proposal of the Directorate of Public Health and Preventive Medicine that a leave of 10 days, starting from a day before the commencement of chemotherapy, can be granted to Government employees. The Department of Personnel and Administrative Reforms issued an order granting the Special Casual Leave for cancer patients over and above the other leave that they are entitled to. That will help them a lot. So, I think the Minister can consider that. Kindly make the medicines cost effective and as far as possible give at least in Government hospitals those medicines free of cost to the poor patients. Thank you, Sir.
[Short Duration Discussion]

हे, जो न कभी टॉपेको खाते हैं, न कभी अलकोहल का सेवन करते हैं, उनको भी कैंसर हो रहा है। हमारे इस सदन से हमारे ऐसे साथी हम कैंसर की वजह से खो चुके हैं। मनोहर परिकर साहब, विलासराय देशमुख हमारे वहाँ मंत्री थे और समाजवादी पार्टी के मुन्नबर जी थे, उनको कैंसर हो गया। ये सभी लोग हमारे साथ रहे और कैंसर के कारण हमें छोड़ कर चले गए।

इसी तरह हमारे अन्नत कुमार जी भी थे। हमारे ये सब साथी कैंसर के विकिटस रहे। क्यों?

खाने-पीने का है, हवा-पानी, हवामा लाइफ-टैटल, सब कुछ है, लेकिन सबसे महत्वपूर्ण बात यह है कि कैंसर से लड़ने के लिए हम कम पढ़ रहे हैं। सरकार है, मेडिसिंस हैं, हम सभी में कम पढ़ रहे हैं। आप देखिए। भारत में 1500 मरीजों के उपर एक Oncologist है। यह संख्या 1500 से ज्यादा भी हो सकती है। अमेरिका में यह अंकड़ा 100 पेरेंटेस के उपर एक Oncologist का है। ब्रिटेन में भी यह अंकड़ा ज्यादा है, लेकिन अपने गहरा आज भी हम यह व्यवस्था नहीं कर पाते हैं।

तीसरी बात यह है कि यह खाने-पीने से नहीं होता है, तो दौड़ते हैं, किर भी यह हो जाता है। लेकिन मुख्य में ये देखते हैं कि हमारे यहाँ तारापुर एटीमिक एनजी सेंटर है। हम जो आज सबसे ज्यादा कैंसर के पेरेंटेस देखते हैं, वे वहाँ गांव-गांव में हैं। जहां तारापुर एटीमिक एनजी सेंटर है, वहाँ हर गांव में कैंसर के 40 या 50 पेरेंटेस हैं। बार-बार कहते-कहते हमारा गला खुद गया कि देखिए, आपने वहाँ एक एटीमिक एनजी सेंटर बनाया है, वहाँ से रेडिएशन होता है और लोग कैंसर से बीमार हो जाते हैं, वहाँ अस्पताल बनाए। हर साल 2000 से भी ज्यादा पेरेंटेस वहां पैदा होते हैं। मुख्य में, भारत एटीमिक रिसर्च का जो परिया है, चेष्टार में, वहाँ सबसे ज्यादा कैंसर के पेरेंटेस हैं। गोवा एक छोटा-सा राज्य है। वह परिणाम का सबसे बड़ा कैंसर है।

मैंने कैंसर के सबसे ज्यादा पेरेंटेस गोवा में भाग लो। क्यों? लोग वहाँ किस खाने के लिए जाते हैं। वहाँ मजबूती की बहुत ज्यादा popularity है, लेकिन गोवा में मछली में फार्मेसिन नामक केमिकल मिलता है, जिससे वहाँ कैंसर बढ़ गया। लोग तो कहते हैं कि परिकर साहब इस गोवा में जाकर मछली खाते हैं, इसलिए उनको कैंसर हो जाता है। गोवा में फार्मेसिन केमिकल सबसे ज्यादा मजबूत में मिलता है। आत्म प्रदेश, असम आदि बहुत से राज्यों में, अन्य राज्यों से जो fish import होता है, उसके ऊपर ban लगाया गया है। इस तरह यह जो कैंसर की बीमारी है, इस बीमारी के होने के बहुत से ऐसे कारण हैं, जिन्हें आप रोक नहीं सकते, लेकिन सरकार को कैंसर को नियंत्रण में लाने के लिए ऐसे कदम उठाने पड़ेगे। लोगों का जो विश्वास है, दटा कैंसर अस्पताल पर, अगर आप पूरी देश में, हर राज्य में इस तरह के दो अस्पताल भी बनायेंगे, तो मुझे लगता है कि लोग बिखार से, गाँवां से, नेपाल से, बंगाल से, उत्तर प्रदेश से मुख्य में नहीं भागेंगे। वहाँ बहुत दर्द होता है कि हम वहाँ इतने लोगों का टूटने नहीं कर सकते। हम खुद अस्पताल में जाते हैं। कोई दिल्ली से पौन करता है कि हमारा फल-फल रिसल्ट है, कोई भाई है, कोई मित्र है, तो हम खुद जाकर कीविश्वर करते हैं कि उनको वहाँ टूटने मिले, लेकिन वहाँ भी मर्यादा है। तो सरकार से मेरी यह विनिमय है, एक तो जो लोग मुख्य में आते हैं, हजारों लोग आते
SHRI V. VIJAYASAI REDDY (Andhra Pradesh): Sir, to understand the seriousness of the problem of cancer in a better way, we must recall the cases of our former Parliamentary Affairs Minister, late Shri Ananth Kumar, who battled the disease for almost six months and late Shri Manohar Parrikar. These instances remind us of the magnitude and seriousness of the problem which we are facing in the form of cancer today. I congratulate Shri Nishad for bringing this issue up in the House today.

Sir, I wish to highlight a few points. The burden of cancer has doubled in the last 25 years. Statistics from the ICMR show that there were about 14 lakh cases of cancer in 2016, and by the end of 2018, this number has crossed 15 lakhs. This shows that cancer registers a growth of six to seven per cent every year. Unless we take remedial steps in this regard, this problem is going to get more and more serious year after year. Cancer is not just causing human loss or loss of human resources, but is eating into our economy as well. We have lost nearly 67 billion dollars in 2012. If you calculate proportionately, it comes to almost 90 billion dollars in 2018, which is nearly 0.5 per cent of our GDP. In Tamil Nadu, a unique treatment plan was introduced in 2016. I hope my friends from Tamil Nadu would appreciate what I am saying. The scheme is called Vanakkam Amma. There is a custom-built man-mobile screening bus and the most common types of cancer like breast cancer, cervical cancer and oral cancer in women can be identified in the bus itself. I think Karnataka is also following something on those lines. I hope all other States would also follow the same system so that it is useful for cancer patients. I wish many more such custom-made mobile vans would be made available in all States and they would follow this system too.

Then, Sir, we have a strong base of alternative system of medicine in the form of AYUSH. For instance, we have ayurvedic medicine for finding alternative solutions, which we should follow. There is no doubt that the hon. Prime Minister has extended monetary support to cancer patients. I would like the amount that is being given under the Prime Minister's Relief Fund for cancer to be increased manifold.
Shri V. Vijayasai Reddy

Sir, the last point that I would like to make relates to my State. Of late, there has been a manifold increase in cases of cancer, particularly, in Vijayawada and surrounding areas and districts. I would request the hon. Minister to set up a cancer hospital in Vijayawada or, if that is not possible, to set up a hospital, with the help of the State Government, which would cater to the needs of the Capital and the adjoining districts and adjoining States.

MR. DEPUTY CHAIRMAN: Thank you, Shri Vijayasai Reddy. Now, Dr. Prabhakar Kore; five minutes.

DR. PRABHAKAR KORE (Karnataka): Sir, the word 'cancer' itself is a very scary word. In India, the growth of cancer patients in ten years is not double, but 113 per cent. Out of that, almost 60 per cent people are male and 40 per cent people are female. Cancer treatment itself requires a huge amount of money. As my colleague, Shri Sanjay Raut was saying, there was only one hospital in the country, that is, Tata Cancer Hospital, 20 or 25 years ago. So, the cancer patients all over India had to go there for cancer treatment. Now, under the leadership of our hon. Prime Minister, we started cancer hospitals everywhere. In Lucknow, the biggest cancer hospital is under construction with research centre. I am very lucky that I am the honorary Chairman of a 2400-beded hospital. Out of that, 1000 beds are charitable and free. In my hospital, we get, at least, 100 to 120 new cancer patients. There are various types of cancers, but the treatment is very costly. But the cost of medicines has come down because of our hon. Prime Minister's policy of generic medicine. Ayushman Bharat is a very good scheme, still it is not enough because cancer treatment requires lakhs of rupees, not thousands of rupees. Cancer diagnostic equipment are very costly; it costs minimum ₹ 50 crores. So, the treatment is very, very costly. As my colleague was telling, there should be an alternate medicine like AYUSH medicine. In the Western Ghats, the Government of India recently opened ICMR to carry on research on Ayurveda medicine in my place Belgaum. But a lot of work needs to be done because there is no staff. Ayurveda medicine is very important and very good results are also coming. Let the Government take a serious view to develop AYUSH medicine. Presently, almost every State Capital has a cancer hospital. But equipment and doctors are in shortage and there is no super-speciality courses for cancer like M.Ch. or DM. There are some in Tata Cancer Hospital or AIIMS only. Those
who come out of these institutions, most of them go to urban and big cities. It is very
difficult to get super-speciality doctors in smaller cities. There may be equipment and
hospitals, but diagnosis is very important. Most of the patients are diagnosed a little
late. Earlier, in India, there was a family doctor system. There is no more system of family
doctors. A family doctor knows about the history of the family. Presently, if anything
happens, people go to super-speciality hospitals for MRI, CT scan, etc. I request the
hon. Health Minister that we must follow this system of family doctor again. We must
have a family doctor system. If something happens, family doctor can identify that his
patient is feeling a little bit of uneasiness and he can refer him directly to a super-
speciality hospital. But, today, a patient takes so much time in reaching a super-speciality
hospital that most of the cancer patients die because of late diagnosis. So, family doctor
system is very important. As I said, it is a very, very costliest treatment. But if you see
the patients, almost 70 per cent patients are poor who cannot afford to take medicine.
Presently, the generic medicines provided by the Government led by hon. Prime Minister
are very important, but, at the same time, treatment is also very important. Research is
very important and specialities doctors are important. So, the Government should take
care of this. With these words, I conclude. Thank you, very much.
Health Minister. Under this Scheme, Rs.20 lakh were provided per patient belonging to BPL category, for cancer, heart operation, kidney operation and liver transplant. Maximum limit was up to ₹ 20 lakh. In the first year, the outflow of the money was a few hundred crores and a few thousand patients were benefited. But they had to produce the BPL original, of course, which we used to return. And, then from next year, I brought it to ₹ 10 lakhs. So, till I left the Ministry, it was ₹10 lakh per patient. I think as many as 10,000 patients suffering from these diseases were benefitted under this Scheme. So, you can imagine that how concerned I was about these patients suffering from these diseases.

Sir, non-communicable diseases are diseases which are not contagious, which cannot spread from one person to another person, I think this is one of the most important areas which we touched during UPA-II, and also the UPA-I. In the UPA-II, I was the Health Minister. In order to prevent the NCDs, the basic thing is the control; not the treatment, that comes last. So, in order to prevent and control major non-communicable diseases, the National Programme for Prevention and Control of Cancer, Diabetes, Cardiovascular Diseases and Stroke was launched in the Eleventh Five Year Plan, during the second half of 2010, with a focus on prevention and control of important NCDs through health prevention and early diagnosis, which is the most important factor to control cancer, and treatment and referral, strengthening of infrastructure and human resource development. To begin with – I am talking about the Eleventh Five Year Plan, – it was implemented in 100 backward and inaccessible districts across 21 States, during 2010 to 2012. The initial phase of the programme had helped in identifying the bottlenecks in the implementation and the requirements for successful implementation. Then there was the initiative under the Twelfth Five Year Plan, that is, 2013-14, while the UPA Government was still there. That programme was supposed to cover 640 districts of the country, towards which I would like to draw the attention of hon. Health Minister. I would like to know what has happened in those 640 districts during the Twelfth Five Year Plan, for which we laid the foundation, and we not only laid the foundation but we also got the sanction programme approved in the Planning Commission. By coincidence, besides being the Health Minister, I was also there in the Planning Commission, as three or four Cabinet Ministers were supposed to be the permanent Members of the Planning Commission. I was the non-economic Minister and also the
Health Minister. So, we sanctioned a lot of health-related programmes for our country. One of the programmes, to which I come later on, was for cancer. So, from 2013-14, the programme had been subsumed in the National Health Mission, and now, it will run under Programme Implementation Plan (PIP). So, what has happened?

Abb में पहले के कज़ के बात करता हूँ। जो पहला के कज़ था, वह early diagnosis का था। सबसे ज्यादा important early diagnosis है। हम देख रहे हैं कि सबसे ज्यादा पेशेवर वर्ग और फंसे के कज़ में मरते हैं। फर्टेंट के कज़ में, जो कि पहला स्टेज है, उसमें अगर इसका detection हो जाए, तो पेशेंट बच जाएगा। सर, मैं चुड़ा sufferer रहा हूँ। मेरे फादर का वर्ण और फोर्ब्स स्टेज में पता चला और तब diagnosis और death के बीच में केवल 20 दिन रह गए थे। मेरे फादर-इन-लाउंग का भी वर्ण स्टेज में पता चला, वे भी कुछ महीने रहे। लेकिन luckily मेरी life partner का फर्टेंट स्टेज में diagnose हुआ और कुन्दरती वे पहले ऑपरेशन से ही बच गई। मैंने उन तीनों स्टेज्जें अपने घर में ही देखी हैं और मैं यह कह सकता हूँ कि first stage is the safest stage. लेकिन वह first stage के से पता चलती?

मुझे गुरु असमस्ती में हेल्थ विषय पर होने वाली चर्चा में on two different occasions भाग लेने का सीमात्मक प्रायो हुआ, जो NCDs, diabetes तथा अन्य दूसरी चीजों के संबंध में थी। यह विषय WHO में पूरे पांच साल रहा और दो साल तक इस पर विश्वसंह घुमा। जेनेवा स्थित WHO में दुनिया मरे के साइटेस बुलाए गए थे, जिसमें केवल हेल्थ, विशेषकर इन दो परियाज - कैंसर और डायबिटीज-हाइपरटेस्टेशन पर बहुत काम हुआ। मैं अपने साथी एम्पीज जो उर्मा नहीं वाहता हूँ और हमारे बीच मिनिस्टर भी नहीं दरदरे कि हम दोनों जगह पर यह बताया गया कि डायबिटीज-हाइपरटेस्टेशन और कैंसर पूरी दुनिया में तेरी से बड़े रहे हैं। वर्ष 2025 से लेकर वर्ष 2030 तक ये ऐसे उपर जाएंगे कि दुनिया में सब बीमारियों पर ये तीन बीमारियों रूल करेंगी। मैं सब में यह कह चुका हूँ। उन्होंने नम्बर नहीं बताती कि कितने नम्बर पर कौन-सी बीमारी होगी और तीन-वार्षिक नम्बर पर कौन-सी बीमारियों होगी, क्योंकि उससे हमारे देश के लोग डर जाएंगे। लेकिन इतना जीरा बलाना चाहता हूँ कि इन दोनों बीमारियों के लिए बहुत ही भारतीय परिस्थिति बदल गई है और अभी वह स्टेज 2025-30 तक आने वाली है। उन्होंने कहा कि ये diseases पूरी दुनिया में आएगी, लेकिन दुनिया में इन diseases का सबसे ज्यादा इम्पैक्ट इंडिया में होगा, हिन्दुस्तान में होगा। हिन्दुस्तान में क्यों होगा? इसके पीछे लाइफस्टाइल, इंड़स्ट्रीज़, डॉक्टर्स की कमी, human resource की कमी और negligence towards health आदि कारण होंगे। यूरोपियन कंट्रीज़ में हर आदमी health check-up करता है, जहां तब health check-up करता है, जब Ventilator पर जाने के लिए तैयार होता है। उस जगह क्या health check-up होगा? इसलिए यह एक बहुत भारतीय बीमारी है। अब आप कह सकते हैं कि इसके लिए आपने क्या किया? एक तो यह वह यह बहुत महत्वपूर्ण बीमारी है। अब आप कह सकते हैं कि इसके लिए आपने क्या किया? एक तो यह वह यह बहुत महत्वपूर्ण बीमारी है। अब आप कह सकते हैं कि इसके लिए आपने क्या किया? एक तो यह वह यह बहुत महत्वपूर्ण बीमारी है। अब आप कह सकते हैं कि इसके लिए आपने क्या किया? एक तो यह वह यह बहुत महत्वपूर्ण बीमारी है। अब आप कह सकते हैं कि इसके लिए आपने क्या किया? एक तो यह वह यह बहुत महत्वपूर्ण बीमारी है। अब आप कह सकते हैं कि इसके लिए...
दूसरी सबसे बड़ी विभाग थ्री कि 70 साल से हमारा एक ही हॉस्पिटल, Tata Memorial hospital था। हमारे शिक्षा के साथ निकल गए, ये बहुत अच्छा बोले, मैं उनको सिफर correct करना चाहूगा कि Tata Memorial hospital प्राइवेट हॉस्पिटल नहीं है, Tata Memorial hospital वर्ष 1962 से Government of India का हॉस्पिटल है। वर्ष 1962 में पंडित जवाहर लाल नेहरू वहां गए थे, उन्होंने टाटा ने बुलाया था। उस वक्त उसकी capacity 200 बेड की थी, उसने नेहरू जी को ये donate किया। नेहरू जी ने इसको अपने मंत्रालय atomic energy में रखा। वर्ष 1962 से Tata Memorial Hospital atomic energy under the Prime Minister रहता है और Atomic Energy के चेयरमैन ही उनके चेयरमैन होते हैं, वही Director विधेय को appoint करते हैं। उसकी capacity उस वक्त 200 बेड की थी, आज लगभग दाई से तीन हजार बेड की capacity है। हमने यह initiative दिया कि वह Atomic Energy के अंदर पूरे देश में एक ही हॉस्पिटल था और वितरण हॉस्पिटल, हेल्थ मिनिस्ट्री का एक ही हॉस्पिटल कोलकाता में था। वर्ष 2012-13 में, जब मैं World Health Assembly और U.N. General Assembly से आया, तो मैं Planning Commission में plead किया और Health Ministry से 71 cancer hospitals हॉस्पिटल कराए और अपने वक्त में हमने यहीं तैयार भी बूंद दिए। इसमें एक National Cancer Institute, Jhajjar में मैं Bhupender Huda जी को घरबार करता हूं कि उसने यहं इसका, medical institute का second phase बनाने के लिए कोई मंत्रालय की तरफ से 300 एकड़ जमीन दी। उसका यह वह फैला और खाने पीने की कार्य को 90 कमरे का बनाया था। हमने यह जितना था वह AIIMS है, इतना ही दूसरा फैला बनाया था। मुझे मिला है कि वह अभी तक 90 कमरे का और 750 ऊँचा है, second phase नहीं बन पाए, जो आगे बनाया था, क्योंकि हमारी गवर्नमेंट निर्माण की। उसी 300 एकड़ में से मैंने 50 एकड़ जमीन ली, तो एक National Institute, ऐसिया का सबसे बड़ा Cancer Institute, much bigger than Tata Memorial hospital, बन रहा है, उसमें कमरे तो बहुत कम हैं, 750 ही हैं, लेकिन equipment और research, ऐसिया की सबसे पहली होगी, उसमें पूरे ऐसिया के लोग रिसर्च के लिए आएंगे। मुझे यहां है कि उस वक्त तक आपको ₹ 2600 crore की आवृत्ति escalation भी हो गयी। मैंने इज्जत पर माननीय डॉक्टर मनमोहन सिंह जी को लेकर उसका fundation stone डाला था और हमारा fundation stone तब होता था, जब शोधी दीवारें बगीचे बन जाती थीं।
Short Duration

[31 July, 2019] Discussion

Hamne esa kahi foundation stone nahin data oor puri kabinete, Planning Commission oor Health Ministry se contract dekar... kiise ne musko yeh bataya ki election ke biche m kahi rast me manahin pratha mighi ji ne uska udanchat kiyaa yeh bhuth abcha kiyaa. Musko manahin prahan mighi ke dharra ek dekar yeh udanchat par aapna kharar nahin hai, lekin jeissi ye ke khar aapke prahan ko half baked, half done prahan ka udanchat karna chahe...Cancer Institute bhuth mahatpuray hai oor ashaya ke sabse badha institute hai. M manahin mighi ji se kahyega ki kisise bhuth ham sabko le jaye aur dikhaay ki hamne yeh ashaya ke sabse badha aapno cancer institute ki aadharshila rakhii thi oor mjunwar kiyaa thi, yeh ab chaalta hai ya nahin? Uskii aawaz hamne hamara bhuth m bhee State Cancer Institutes mjunwar kiyaa, identify bhee kiyaa oor stedefs ko dekar. Uskii likhe State hospital me stand alone 120 koro kiyaa per hospital ke liye, yeh sabse bhee shikhibhaginari oor bachi chhori ke liye thi oor 50 tertiary cancer institutes thi, jo ek-ek stedef me kuchh dhihijan jhodda affected thi, to is tarh se oor vyitarangin me ek thi, uskii likhe bhee mjunwar kiyaa thi. Uskii milkaar 71 ho gaa, additional Chittaranjan Cancer Institute, Calcutta (No. 2), uskii likhe bhee shayad hamne 500 koro kiyaa kiyaa jaga bari thi.

Mnene buhar dwware ditalwai thi, mjunwar bhee kiyaa thi, to kyo woh vyitarangin Instance bai bana hai? Sar, chhot, bade, neshant aur tertiary Seventy-one cancer institutes ki bukhayad hamne rakhii thi. M manahin mighi ji se janaana chahyega ki unsme kya hua? Ismene hamne yeh vydhan kiyaa thi, yeh screening thi, yeh lower level par disterction kiyaa thi, breast cancer, oral cancer aur cervical cancer ki district level par jee screening karni thi. Mnene pahle yeh bataiya ki saawat disterction ka puxla vydhan thi oor fir 640 ka...M manahin hele manishtar swaab se yeh bhee janaana chahata hoon ki kah ko khaa phuchhe? Jaha tak manahin prahan mighi ji ke under antoomek mighi thi data ka hospitalta hai, M manahin prahan mighi manmohan sigh ji ko baapay dieta hoon. Jaha banen unka vydhan aakarthity kairaya ki aday hele manishtar m hame madad de reche hain, kuchh rishtik dekar, kuchh jharna aday apne hele manishtar m bhee apna antoomek mighi... M unka bhuth-bhuth vydhan deeta hoon ki unhonne kaha aday ki bataanege, ham woh kartenge. Unhonne data ko bhuth pey kiyaa oor uskii udalt kiyaa. Mere manishtar bane ke badi unhonne musko udanchat karanaya, M unka vydhanad manata hoon. Fir antoomek mighi ke jairiye aur teen-chaar hospitalat dekar oor jee complete bhee ho gaa. Ane pardey me sumud ke chinare ke yeh ek jagah hai, viyakattahnam, bhuth aapno hospitalat vahay bana oor antoomek mighi ke andeli banaaya gaya oor manahin prahan mighi manmohan sigh ji ne unkon ki anumati dii oor yeh bhuth bhee gaya. Konkata me bhee antoomek mighi ke andeli bana, fir prahan mighi ji ke vydhan pujaba ke liye aakarthity kiyaa. Mnene aur do bata dekar - ek vadibhaden ke baa aur doosra sangat se banaaya diya. Yeh antoomek mighi under manmohan
Sahaj Singh Ji: I had a green field and a chara, and I was almost working on its kama.

Sahaj Ji: In this case, human resource and infrastructure were not present. Infrastructure as a separate entity is not there. Human resource was not there. But in human resource we had health centres. There were specialists in general medicine, heart, kidney, gynaecology, etc.

Minister: I changed the ratio from 1:1 to 1:3 and 1:3 in oncology-related specialized subjects. So, the student-teacher ratio was 1:3. This was under the UPA Government.
complete है और कैसी चल रही है क्योंकि अगर वे बदलने तो बहुत हद तक - मैं यह नहीं कह सकता कि वे काफी हैं, मैं बिल्कुल यह नहीं कह रहा हूँ- लेकिन बहुत हद तक cancer के इलाज में लोगों का फायदा हो सकता है।

सर, एक और काम हम लोगों ने किया था, जिसकी तरफ मैं Health Ministry का ध्यान आकर्षित कराना चाहता हूँ। मैं यह बताना चाहता हूँ कि वह programme बंद हो गया है। सर, मैंने जब यह बताया था कि NCDs के लिए हमने यह programme शुरू किया था- Non-Communicable Diseases के लिए और जैसा मैंने कहा कि इन Non-Communicable Diseases के लिए prevention and precaution सबसे ज्यादा जरूरी है। आप कितना भी चाहें, लेकिन poster से प्रचार नहीं कर सकते। मैं खुद एक स्कीम conceive की और चलाय। अगर, 2012 से लेकर तकरीबन पैने दो साल तक, दिसंबर, 2014 तक यह स्कीम चली, जब तक हमारी गर्मियों रही और फिर हमने गर्मियों के बाद हमने उसी गर्मियों पर छोड़ा कि उनकी सरकार आ रही है, लेकिन हमने इसे आखिर तक किया। शाब्द 12 अप्रेल, 2012 को यह स्कीम मैंने शुरू की थी और दिसंबर, 2014 तक, तकरीबन पैने दो साल तक यह स्कीम चली। सर, मेरे ख्याल में यह दुनिया की पहली चलनेवाली स्कीम थी और शाब्द आखिरी स्कीम रह गयी क्योंकि यह आगे नहीं बढ़ी कि Non-Communicable Diseases के संबंध में लोगों को कैसे मानव बनाना कि heart के लिए क्या precaution लेनी हैं, diabetes के लिए क्या precaution लेनी हैं, cancer के लिए क्या precaution लेनी हैं। सर, मैं दूरदर्शन और रेडियो के साथ contract किया – किसी private company के साथ नहीं किया - ताकि सरकार का पैसा सरकार के पास ही जाए। हमने 30 regional television centres के साथ और 29 regional radio stations के साथ contract किया। हमने radio के लिए उनही रेडियो के तकरीबन 12,553 specialists बुलाए, उनके साथ contract किया - 12,553 radio के लिए और 10,884 television के लिए specialists बुलाए। इनमें cardiologists थे, radiologists थे, heart specialists थे, gynae specialists थे। यह programme हमतो में पांच दिन शाम को एक घंटे लिए आता था। इस डेटा साल के वक़्त में दूरदर्शन के 30 के 30 केंद्रों पर 13,380 प्रोग्राम हुए और रेडियो में 12,325 प्रोग्राम हुए। इसमें वे लोगों का बताते थे कि इन बीमारियों के लिए early detection कैसे करना हैं, precautions क्या लेनी हैं और इन तमाम बीमारियों के लिए nearest hospitals कहाँ हैं। चाहे cardiology हो, cancer हो, kidney हो या दूसरी बीमारियों हीं। इस प्रकार एक बहुत बड़े पैमाने पर यह programme आता था, जिसे लोग अपनी अपनी मात्रा में चुनते थे - अगर महाराष्ट्र में होता था तो मराठी में, कर्नाटक में होता था तो कन्नड में, तमिळनाडु में होता था तो तमिळनाडु के डिविजन्स अपनी मात्रा में बोलते थे। तो मेरे ख्याल में यह कम्युनिकेशन का सबसे बड़ा प्रोग्राम है। मैं माननें है, हेल्थ मिनिस्ट्री से यहीं रिक्वेस्ट करता कि अगर वे इस प्रोग्राम को बालू करेंगे, तो हेल्थ मिनिस्ट्री का पैसा बाहर नहीं जाएगा, दूरदर्शन और रेडियो को जाएगा और इससे लोगों का बहुत समाधान होगा, बहुत-बहुत धन्यवाद।
[Short Duration]

[ Rarity of Diagnosis ]

اب میں پہلے ہوکر یہ کہتا ہوں، جو ہر ایک ہوکر ہے، وہ important early diagnosis کا تھا۔ سب سے زیادہ ہے کہ ہم نیکہ رہے ہیں کہ سب سے زیادہ پہلے تھے اور فوراً فیز میں مرنے بیٹھے۔ فیز میں، وہ کہ پہلے استحکم ہے؛ اس میں اگر اس کا لاثیکنہ بوجھا، تو پکھاں نے گنا گاد سے، مین خود sufferer رہی ہوں۔ میرے فادر کا تھا اور فوراً ہی فیز میں پہنچا۔

چلا اور تب تذکرہ کو اور پہیا کے بچے مین سے صرف بس نے رہے ہیں۔ میرے فادر ان کا بھی تھا اورتی مین بہت چلا، وہ بھی کچھ مہمہ رہے ہیں۔ لیکن خوش قسمی کا میری لائف پارٹنر کا فیز اسٹیج مین تھا کہا اور تھا اور فیز میں۔ میرے بیٹے اور پہیا کے باعث سے جس میں نہ ہی تینوں استحکم اینے گھر مین بی نیکہ بیچ مین بنے کہ کسی بھی کہ کسی بھی مین بنے کہ۔

وہ فرست اسٹیج کسی پہنچ جا گی؟

on two different NCDs, diabetes ناکار نوکسر کا سوپریکم خاص بوا جو NCDs, diabetes ناکار نوکسر کا سوپریکم خاص بوا جو NCDs, diabetes ناکار نوکسر کا سوپریکم خاص بوا جو NCDs, diabetes ناکار نوکسر کا سوپریکم خاص بوا جو NCDs, diabetes ناکار نوکسر کا سوپریکم خاص بوا جو NCDs, diabetes ناکار نوکسر کا سوپریکم خاص بوا جو NCDs, diabetes ناکار نوکسر کا سوپریکم خاص بوا جو NCDs, diabetes ناکار نوکسر کا سوپریکم خاص بوا جو NCDs, diabetes ناکار نوکسر کا سوپریکم خاص بوا جو NCDs, diabetes ناکار نوکسر کا سوپریکم خاص بوا جو NCDs, diabetes ناکار نوکسر کا سوپریکم خاص بوا جو NCDs, diabetes ناکار نوکسر کا سوپریکم خاص بوا جو NCDs, diabetes ناکار نوکسر کا سوپریکم خاص بوا جو NCDs, diabetes ناکار

†Transliteration in Urdu Script.
Short Duration

Discussion

67

[31 July, 2019]

In the discussion on July 31, 2019, it was noted that the duration for public health purposes can be short. The term "diseases" was mentioned, referring to the increase in diseases such as dengue and typhoid. It was highlighted that negligence towards health is a significant concern.

Boroplus was praised for its efforts in battling dengue, especially in areas with high incidences. It was emphasized the importance of focusing on health and sanitation to prevent diseases.

The discussion also touched on the role of programs in controlling outbreaks, with a focus on the effectiveness of Boroplus in reducing the spread of diseases. It was noted that there is a need for continued efforts to maintain and improve health standards.

The debate concluded with a call for ongoing vigilance and collective action to ensure the health and well-being of the community.
Short Duration Discussion


N. N. General Assembly aor World Health Assembly mal 2013-2012 Meen, Jeeb Meen

to mei ne paliank kivist miin ke aor biltite menthrui miin 71 cancer hospitals plead as aor bintiit ni Bii Bapetiit. Jeeb Meen.

[Shri Gulam Nabi Aatad]


[Shri Gulam Nabi Aatad]

A bintiit mei jeeb as, mei bintiit ni Bii Bapetitl Sengha layi Bii ko. Jeeb Meen.

[Shri Gulam Nabi Aatad]

Jeeb Meen.

Research, aor equipment jeeb, bii bhiiit bogo, as bii jorit ke aor bhiiit bogo.

Research, aor equipment jeeb, bii bhiiit bogo, as bii jorit ke aor bhiiit bogo.

Research, aor equipment jeeb, bii bhiiit bogo, as bii jorit ke aor bhiiit bogo.

Research, aor equipment jeeb, bii bhiiit bogo, as bii jorit ke aor bhiiit bogo.
As of July 2019, the number of tertiary cancer institutes in Calcutta (No.2) appears to be significantly lower than expected. Chittaranjan Cancer Institute, Calcutta, has only 71 beds, which is considerably fewer than the total number of beds in the city. The discussion also touches on the need for additional tertiary cancer institutes to handle the growing number of cancer patients.

The district level cancer institutes also need to be strengthened, particularly in areas where access to care is limited. The oral cancer and cervical cancer rates in some areas are particularly high, highlighting the need for more comprehensive cancer control programs.

The discussion also touches on the importance of public health awareness campaigns to educate people about the risk factors of cancer and the importance of early detection and treatment. It is recommended that more resources be allocated to cancer research and treatment to improve outcomes for patients.
ratio of student and teacher was 1:1 in medical education. That means one Professor could produce only one MD. So, I changed that to 1:2 and 1:3 and 1:3

oncology-related
prevailing
Short Duration Discussion

71

71

[31 July, 2019]

Discussion

A short discussion on non-communicable diseases (NCDs) was held. The participants discussed the importance of prevention and early detection of NCDs. The discussion highlighted the need for increased public awareness and education about the risks and symptoms associated with NCDs. It was agreed that a multi-sectoral approach involving healthcare providers, policymakers, and the community is necessary to address the challenge of NCDs.

NCDs are chronic conditions that are not transmitted from one person to another, such as cardiovascular diseases, diabetes, cancer, and chronic respiratory diseases. These conditions often result in long-term disability and can lead to premature death. Prevention is key to reducing the burden of NCDs, and this involves lifestyle changes, such as regular exercise, a healthy diet, and avoiding smoking and excessive alcohol consumption.

The participants also discussed the importance of government policies that support healthy lifestyles and the use of tax policies to discourage the consumption of unhealthy products. It was emphasized that healthcare systems need to be better equipped to handle the rising burden of NCDs.

In conclusion, the discussion highlighted the need for continued efforts in prevention, early detection, and management of NCDs. It was agreed that collaboration among stakeholders is crucial to address this important health challenge.
Short Duration Discussion

precaution on Diseases

[Shri Gulum Nabi Azeem]

72 [RAJYA SABHA]

Short Duration Discussion

precaution on Diseases

[Shri Gulum Nabi Azeem]
Short Duration Discussion

[31 July, 2019] Discussion

73

Shri Uppasamapathy: बहुत-बहुत धन्यवाद, माननीय गुरु जी। श्री सुशील कुमार गुप्ता जी, आपके पास तीन मिनट का समय है।

Shri Sushil Kumar Gupta (राष्ट्रीय राज्यसभा क्षेत्र दिल्ली): धन्यवाद, उपसमापति महादेव। आज हिन्दुस्तान में धृष्टि हुआ, धृष्टि पानी धृष्टि भोजन की वजह से कैंसर एक महामारी की तरह फैल रहा है। शादी की उम्र अधिक होने के कारण महिलाओं में स्तन कैंसर, लगभग 65 वर्ष की उम्र के बाद गुलामों में प्रोस्टेट कैंसर और तमाशों के अधिक सेवन के कारण गले का कैंसर के अलावा हिन्दुस्तान में Basal Call और गांधी टबूमर जैसे गांधी बहुत तेजी से बढ़ रहे हैं।

Indian Council of Medical Research के अनुसार भारत में प्रति वर्ष कैंसर के लगभग 17 लाख 30 हजार से अधिक नए मामले आते हैं। 2020 तक प्रति वर्ष 8 लाख 80 हजार से अधिक मात्र होने की संभावनाएं हैं। भारत में हर आठ मिनट में मरीज श्रीवास के कैंसर से एक महिला मर जाती हैं। भारत में स्तन कैंसर के रूप में निदान की गई हर दो महिलाओं में से एक की मृत्यु हो जाती हैं। यहाँ पर तमाशों से संबंधित बीमारियों के चलते लगभग 17 लाख हजार क्लियर हर वर्ष मर जाते हैं। इन राज्यों के विशेषज्ञ कहते हैं कि मगर प्रारंभिक जांच में यह पता चल जाए कि किसी को कैंसर है, तो 70 प्रतिशत मामलों में कैंसर preventable है और 80 प्रतिशत curable है। परंतु 80 प्रतिशत मामले तीसरी या चौथी स्टेज पर हमें पता चलते हैं, जिसके कारण लगभग 20 प्रतिशत रोगी ही बच पाते हैं। हिन्दुस्तान में केवल साढ़े 12 प्रतिशत रोगियों को ही प्रारंभिक तौर पर जांच के दौरान पता चल पाता है कि उनको कैंसर है। कैंसर के उदाहरण के दौरान सर्वश्रेष्ठ बहुत विशेष जांच से गुजरता है। उसी की संस्थाओं तक बिन जाती हैं और वह विवरण होने के कागज पर पहुँच जाता है। कैंसर की दवाओं के बारे में, में नंदी जी का भी इसमें आम रूप से सहायक करना चाहिए कि NPPA, Indian Pharma Policy के अनुसार 390 दवाओं पर, 30 प्रतिशत के profit की capping लगाकर उन दवाओं को सस्ता करने का प्रयास किया है। परंतु वे दवाओं आय योजना की पहुँच से बहुत कम एवं हैं, जिसको और सस्ता करने की कसरत है। देश में कैंसर हॉस्पिटल्स की बहुत भारी कम है। Early detection के लिए मेन यह सुझाव है कि अलग से cancer detection centres बनाने चाहिए। अगर हम एक कैंसर जांच सेंटर शहरों और गाँव के तर पर, तहसील के तर पर, जिला के तर पर बना दे, जहाँ पर तुलबॉडी लैण्ड हो सके, तो इस बीमारी का प्रारंभिक तर पर इलाज होने के कारण, मृत्यु दर में गिरावट ला सकते हैं।

(समय की घंटी)... सर, दो मिनट और दीजिए, इसमें मेरे और भी सुझाव है।

Shri Uppasamapathy: आप खलन करें, समय बहुत कम बचा है।
3.00 P.M.

श्री सुशील कुमार गुप्ता: सर, मैं अपनी बात बस खत्म ही कर रहा हूं। साफ पानी के लिए हर घर के सार तक नल पहुँचाने की कोशिश करनी चाहिए। खेती के बचे हुए अवशेषों को जलाने की बजाय उसका सही तरीके से निपटाना करें। फैक्टरी और बाहरी के प्रदूषण को रोकने के लिए हमारा लगातार प्रयास होना चाहिए। उत्तर भारत में रसायनिक पदार्थ न खा सकें, जैविक खेती को बढाया दें, ताकि लोगों की सेहत ठीक रह सके। गृहिया जैसे product को गिलाकर जो नकली दूध बनता है, उसके संबंध में सजा के और कड़े प्राधान्य होने चाहिए। Life saving injections, chemotherapy और radiotherapy जैसे सेंटर्स अलग से खुलने चाहिए, ताकि जनरल हॉस्पिटल्स में रेडिएशन द्वारा इलाज के लिए वहां पर लोग जा सकें।

मैं आपसे यह निवेदन करता हूं कि दिल्ली सरकार अपना 18 प्रतिसत हेल्थ पर लगाती है।...

श्री उपसभापति: अब अपनी बात को खत्म कीजिए।

श्री सुशील कुमार गुप्ता: भारत सरकार भी अपने बजट के अंदर और प्राधान्य करें।

अंत में, मैं माननीय मंत्री जी से एक निवेदन करना चाहता हूं कि दिल्ली सरकार ने “एम्स” से टैग-अप करके...

श्री उपसभापति: आप समाप्त करिए।

श्री सुशील कुमार गुप्ता: किस प्रकार हम कमेटी बनाकर, बढ़ाए तरीके से, हम इसका इलाज मोहल्ला क्लीनिक के द्वारा कर सकते हैं।...

श्री उपसभापति: गुप्ता जी, अब आपकी बात रिकॉर्ड पर नहीं जा रही है।

श्री सुशील कुमार गुप्ता: *

श्री उपसभापति: माननीय सदस्य, 3.00 बजे Half-an-hour Discussion माननीय राजती रमण जी का गंगा पर है। अगर आप सब की सहमति हो, तो यह दो घंटे का SDD पूरा करके, तब हम लोग इसको ले। ठीक है। श्री बीरेंद्र प्रसाद बैश्य जी।

SHRI BIRENDRA PRASAD BAISHYA (Assam): Sir, I thank you very much for allowing me to speak on this very, very important subject. I am thankful to the hon. Chairman also who has allowed to discuss this very special subject in this House. Like Rajasthan and Punjab, maximum number of Cancer patients of our country come from Assam and the North-Eastern Region. Daily, hundreds of Cancer patients either visit
Tata Memorial Hospital, Mumbai or Delhi for their treatment. Many hon. Members have spoken in detail about it. I am not going to speak much, but I would like to give a few suggestions to the hon. Minister for his consideration. Treatment of cancer is very costly. Common man cannot afford it. Due to lack of medicines, due to lack of treatment, everyday, hundreds of cancer patients lose their lives. I would like to request the hon. Health Minister to kindly arrange that there must be a special cancer unit in every district hospital in our country. There must be a special cancer unit in every district hospital in our country with cancer specialist doctors, staff and modern equipment. I would like to give one more suggestion. Radiotherapy and chemotherapy are very costly. India is a welfare country. I would like to request the hon. Minister that in those district hospitals, the Government should provide free chemotherapy and free radiotherapy to the common people because it would be helpful for their treatment. In my initial remarks, I have said that the maximum number of cancer patients of our country come from Rajasthan, Punjab, and from the North-Eastern Region and Assam. If you visit the Guwahati railway station or airport, you can see every day, hundreds of cancer patients moving to Mumbai or Delhi for better treatment. Guwahati is the heart of the North-Eastern Region. Dr. B. Borooah Cancer Institute is situated in Guwahati. Every day, hundreds of cancer patients, our brothers and sisters from the North-Eastern States, come to Dr. B. Borooah Cancer Institute for their treatment. I would like to request the hon. Minister to kindly make Dr. B. Borooah Cancer Institute of Guwahati a modern and super-speciality cancer hospital with more doctors, with more staff and with all latest and modern equipments. One of the basic problems...(Interruptions)... One of the major problems...(Interruptions)

MR. DEPUTY CHAIRMAN: Thank you. ...(Interruptions)... I will now move on to the next speaker. ...(Interruptions)... We have limited time. ...(Interruptions)... As per hon. Chairman...(Interruptions)...

SHRI BIRENDRRA PRASAD BAISHYA: Just one minute. ...(Interruptions)... One of the major problems is the shortage of doctors. ...(Interruptions)... The Government should look into this issue and the Government should spend more and more money on research and development...(Interruptions)...

MR. DEPUTY CHAIRMAN: Now, Shri Binoy Viswam.

SHRI BINOY VISWAM (Kerala): Sir, I congratulate Shri Vishambhar Prasad Nishad for bringing this Short Duration Discussion. Sir, this House, by discussing this issue, is showing its humane face to the nation. Parliament has a duty to think of the people,
of their sorrows, and their concerns. Then only it becomes peoples' Parliament. Now, we are doing that. Sir, there is no need to tell the figures here. We have ample number of statistics on this issue. This country of ours' has the tag of the third biggest nation, having a number of cancer patients. Sir, sixty seven million dollars are spent on treatment, and there is every possibility that they are on the increase. Today, we have thirty-one functioning cancer centres in the country with advanced treatment facilities. That is too little when we take into account the needs of the day. Four days back in this House, the hon. Minister for Health and Family Welfare informed us that there is a plan to start sixteen more State Institutes of Cancer and twenty Tertiary Centres of Cancer. The words he used are, 'approval has been given'. When will they be commissioned? When will they start? I request the hon. Minister to clarify this point when he replies to the debate here.

Sir, we talk about pollution. Everything is polluted. Water is polluted; air is polluted; of course, our politics is polluted; our life is polluted; food is polluted. Why does it happen? It happens because we are controlled by the markets. That means, money is the deciding factor. When money will come to decide everything, this pollution is unavoidable. The Government says that it believes in investment-driven economy; that means, capital-driven economy. Capital has only one concern. To earn maximum profits.

MR. DEPUTY CHAIRMAN: Viswamji, please conclude. There are two more speakers and only two minutes are left. Under this category, there are two more speakers and we are left with only two minutes.

SHRI BINOY VISWAM: In this way, I would say only one thing. GDP growth alone is not the only growth. What do we earn by destroying the nature and killing the rivers? We spend more on treatment of cancer. Cancer needs treatment with medicines—modern medicines, allopathic and ayurvedic medicines. (Interruptions)...

MR. DEPUTY CHAIRMAN: Thank you. It is not going on record. Dr. Narendra Jadhav... (Interruptions) ...I don't have time.

DR. NARENDRA JADHAV (Nominated): Mr. Deputy Chairman, Sir, thank you for giving me this opportunity to speak. Sir, I was myself hit by cancer in February 2017, and I want to share some thoughts from my own experience, and I will be very, very, brief. I had to go through four surgeries, chemotherapy and radiation therapy, but, I am
coming out of cancer successfully. So, what is my advice to people? I would like to say four-five things. One, cancer is curable. What is most important is the will power. Second, do not talk to people about it because people try to hold you down and they start, I think, your obituary. Third most important thing is diet, exercise, and after 55 years of age, everybody should have a comprehensive check up every year.

Finally, it is most important to listen to the signals that your body is giving because as far as cancer is concerned, earlier the detection, greater the chances of getting cured. Therefore, we must all learn to capture the signals that the body is giving. I wish to thank you all for letting me speak on the subject.

MR. DEPUTY CHAIRMAN: We all wish you a very long, healthy life. You have made very concrete suggestions and thank you, Dr. Jadhav. श्री रामदास अटावले, आपके पास सिर्फ 1 मिनट का समय है, आप उसी में अपनी बात कहेंगे।

सामाजिक न्याय और अधिकारिता मंत्रालय में राज्य मंत्री (श्री रामदास अटावले) : उपसमापति महोदय, आपका बहुत-बहुत धन्यवाद कि आपने मुझे इस विषय पर बोलने का अवसर दिया है। मैं कहना चाहता हूँ कि,

"कैंसर की बहुत ही खतरनाक है बीमारी हर पेशेंट की मदद करने की जिम्मेदारी है हमारी।"

उपसमापति जी, यह जो कैंसर है, यह आदमी की जिंदगी को ख़त्म करता है। यह कैंसर मतलब - हम आज भी देखते हैं कि इसके लाखों पेशेंट्स हैं। छह महीने के बच्चे को भी कैंसर हो जाता है, आठ-दस साल के बच्चे को भी कैंसर हो जाता है। इस कैंसर की बीमारी को किया करने की कोशिश जताने को रही है। हमारे हर वर्ष जो डॉक्टर हैं, मिनिस्टर हैं, वे इस बीमारी को किया करने की कोशिश कर रहे हैं, हमारी सरकार भी इस दिशा में बहुत कोशिश कर रही है। गुलाम नबी आजाद जी ने बताया है कि उन्होंने भी कई अस्पताल बनवाए हैं, उन्होंने बहुत-सी मदद भी की है, यह अच्छी बात है।

हिंदी चेयरमैन सर, मैं यह कहूँगा कि कैंसर जैसी बीमारी के लिए सभी को मदद करने की आवश्यकता है। बोंडी का चेक-अप होता है। हम और बहुत सारे लोग ब्लड चेक-अप के लिए जाते हैं। हमारी मुख्य में जब लोग ब्लड चेक-अप के लिए जाते हैं, तो वहाँ इस पर 12-10 हज़ार रुपये खर्च में लगते हैं। आम आदमी इसने ऐसे नहीं दे सकता है, इसीलिए यह जो बोंडी का चेक-अप होता है, इसको कौन करने के संबंध में भी हमारी जो सरकार है, इस सरकार की तरफ से भी कोई योजना बनाने की आवश्यकता है। अगर वह कैंसर डिटेक्ट हो जाता है, जैसा अभी हमारे डा. नरेंद्र जाधव जी ने बताया है कि उन्हें कैंसर हुआ था, जो कि अच्छे intellectual
[श्री रामदास अटावले]
भी हैं, बाबा साहेब अम्बेडकर जी की विवाहार्धा के लीडर भी हैं, यदि कैंसर फर्ट्स या सोकंड स्टेज पर मानदू पड़ जाता है और उसका तीन डंग से इलाज किया जाता है, तो हमें कैंसर से भी मुश्किल मिल सकती है। उसी तरह सरकार की तरफ से भी इस पर एक्सराइज़ करने की आवश्यकता है और ज्यादा पानी पीने की भी आवश्यकता है। मतलब ज्यादा दाँत और बजाय ज्यादा पानी पीने चाहिए। बहुत सारे लोग....(व्यक्ति).... एक दिन में कम से कम दो-तीन लीटर पानी तो पीना ही चाहिए। इसके साथ ही एक्सराइज़ करने की भी आवश्यकता है, चेक-अप करने की भी आवश्यकता है। इस प्रकार से मुझे लगता है कि यह सब करने की आवश्यकता है।

सर, कैंसर तो खत्म होता नहीं, लेकिन ये जो disease होती हैं, जिनके लिए आम तौरे बोलता है, तो में तो यही कहना कि यह तो मशीन है, कुछ न कुछ होता ही रहता है, इस मशीन में कुछ न कुछ बिजली हो ही रहता है। जिस तरह से गाड़ी चलती है, गाड़ी की मशीनरी में भी बोझ विकस नहीं होता है, उसी तरह से शरीर में भी होता है, लेकिन इसको दूर करने के लिए हमारे पास बहुत सारी योजनाएं हैं।

महोदय, उसी प्रकार से मुझे यह भी लगता है कि कैंसर को खत्म करने के लिए....(समय की बन्दी).... हमारी मंदी सरकार ने “आयुर्विज्ञान भारत” योजना बनाई है और कैंसर के लिए ज्यादा से ज्यादा मदद करने के लिए सूचनाएं फंड भी हैं। मेरा यह निवेदन है हम हमारा जो यह एम.पी. लेड फंड होता है, उसमें से अगर 50 लाख या 1 करोड़ रुपये की सहायता से ऐसे पेटेंट को 1 लाख, 2 लाख, 3 लाख, 5 लाख, 10 लाख की राशि अपने एम्पीलेट फंड से दे सकते हैं।(व्यक्ति)....

श्री उपसभापति : रामदास अटावले जी, आपका धन्यवाद।

श्री रामदास अटावले : अंत में मेरा यह निवेदन है कि एम्पीलेट फंड के 5 करोड़ रुपये में से अगर 1 करोड़ रुपये भी इलाज के लिए देते हैं, तो यह बहुत अच्छी बात होगी। मुझे लगता है कि उन्होंने इस तरह की मदद मिलनी चाहिए। इन्हीं शब्दों के साथ में अपनी बात खत्म करता हूँ। "जय भीम-जय भारत।"

MR. DEPUTY CHAIRMAN : Shrimati Ambika Soni is not present. Now, the Minister, please.

स्वास्थ्य और परीक्षा कल्याण मंत्री : विज्ञान और प्रौद्योगिकी मंत्री; तथा पूर्वी विज्ञान मंत्री (झ. हर्ष कवर्ज) : उपसभापति जी, आपका बहुत-बहुत धन्यवाद। सबसे पहले तो में सभी माननीय सदस्यों का हमसे क्रमशः योजना तय करना चाहिए हूँ कि सभी ने बहुत गम्भीरता से बहुत गम्भीर विषय, अपने-अपने अनुभव और अपनी-अपनी एडवाइज़र्स इस हाजिर में शेयर की हैं। उन्होंने बहुत
संवेदनशीलता से अपनी बात को रखा है। सभी का मैंने देखा, बहुत सारे सेवकों को बताया कि
उनके व्यक्तिगत जीवन में किस प्रकार से उन्होंने अपने परिवार के सदस्यों को, परिवारों को,
मित्रों को कैसे की वीमारी से खोया है। हम लोगों ने भी मिले पांच साल में अपने कई प्रयोग
साधनों को कैसे की वीमारी से खोया है, इसका हम लोगों को बहुत कस्ट है।

उपरोक्तार्थत जी, मैं भव्य एक ENT Surgeon हूं और लगभग तीन दशक तक मैंने ENT
Consultant के रूप में practice की है। विशेष रूप से जो oral cancer के मरीज हैं, उनको
मैंने बहुत बढ़ी तास में देखा है। वह किस कारण से होता है, तो मैंने देखा कि रिसर्च, लंबकू,
बीडी, पान मसाला, सुगारी. इस तरह की चीजों तो सभी की history में मिलती थी, तो लोग कैसे
के साथ आते थे। मैंने लगभग तीन दशक तक अपना दिन सुबह 6 बजे औपरियोग वियोग के से
इस तरह के मरीजों का आयोजन करने करने प्राप्त किया है। मुझे 2014 में स्वास्थ्य मंत्री का
लिखा था और लगभग 5 महीने में यहाँ था। उसके बाद मैं Science and Technology
मंडल में गया। अब भी वह मंडल में रहे रहा है। मैंने Science and Technology मंडल में
देखा है कि health का जो high ended research है और health की जो अनुशंसकी समस्याएं
हैं, उनका समाधान तो वास्तव में सबसे ज्यादा Science and Technology में है। इसलिए मैं अपनी
बात को शुरू करते हुए, क्योंकि बहुत सारी बातों वहाँ रही गईं हैं, लेकिन बहुत सारी बातों
, जिनको अगर मैं यहाँ नहीं रखता, तो में कुछ उन्हें यहाँ नहीं होगा। हमारे Science and
Technology में बहुत व्यावहारिक पैमाने पर रिसर्च हो रही है और शायद जिस प्राप्त quality
की रिसर्च भारत में हो रही है, वह दुनिया के किसी भी विकसित देश में comparable है। बहुत
detail में तो नहीं, लेकिन उसका एक थोड़ा सा feel हम सबको हो जाए, इसके लिए मैं सिर्फ़
कुछ चीजों का उल्लेख करना। हमारी Science and Technology की जो सबसे बढ़ी प्रतिष्ठित
संस्था है, उसका नाम CSIR है। CSIR की देश में लगभग 38 laboratories हैं। CSIR का जन
जब हम देश के रूप में आजाद हुए, उससे भी पहले हुआ था। दुनिया में ऐसे 1,207 संस्थान
हैं, जिनमें सरकार की मदद से, सरकार के पैसे से रिसर्च होता है। उनके माध्यम से नए-नए
रिसर्च के outcomes develop होते हैं। दुनिया में ऐसे 1,207 संस्थान हैं। उन 1,207 संस्थानों
में अंतर्राष्ट्रीय संचार में आज CSIR पहले 10-12 स्थानों के अन्दर अपना स्थान प्राप्त करता है।

सर, कैसे के सर्दें में मुझे इतना बताना है कि हमारी CSIR की करीब 8-10 प्रतिष्ठित
laboratories हैं, जिनमें Central Drug Research Institute, Lucknow; Centre for Cellular and
Molecular Biology, Hyderabad; Indian Institute of Chemical Technology; Indian Institute of
Integrative Medicine, जो जम्मू में है; Indian Institute of Microbial Technology, Indian
Institute of Chemical Biology; Institute of Genomics and Integrative Biology; National
Chemical Laboratory, Pune और North-East Institute of Science and Technology, Jorhat.
Primarily they are working in the field of cancer research. इनकी जो activities हैं, they
include discovery of biomarkers, जिनसे early diagnosis में मदद मिलती है। सभी का यह
Karnataka has identified and patented signatures for breast cancer and Pediatric Acute Lymphoblastic Leukemia which would help in diagnosis and screening of the population at large. This institute is a leader in the development of anti-cancer drug code named IIIM290 which possess promising in vitro cytotoxicity in different types of cancer tissues with most potent cytotoxicity in Leukemia and Pancreatic cancer cells. This institute is developing an anti-cancer drug with respect to its biomarker discovery for diagnosis, searching for new molecular entities to overcome therapy resistance. Epigenetic regulation of cancer, metabolic reprogramming, understanding genetic basis of cancer, investigation of new drug for leads of cancer, etc. This institute is working on triple negative breast cancer with respect to its biomarker discovery for diagnosis, searching for new molecular entity to overcome therapy resistance, so that poor prognosis and high mortality in case of PNBC could be addressed. This institute is one of the major thrust areas in cancer biology. In the current priorities, this institute is undertaking research on human trials and imaging in cancer, bio-banking with well annotated specimens.

In the current priorities, this institute is giving high importance to biomarkers for early diagnosis of different types of cancer, Nano Medicine for cancer diagnostics and treatment, target identification, synthetic chemistry for target inhibition, cancer stem cells and its application and diagnostics and therapeutics. This institute is working on breast cancer, cervical cancer, oral cancer, lung cancer, ovarian cancer, prostate cancer and acute myeloid Leukemia in the Indian conditions. This institute is working on the consolidated cancer research programme on breast and ovarian cancer related to Indian conditions. This institute is working on the International Cancer Genome Consortium.
Short Duration

[31 July, 2019]

Discussion

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बनाया है, जिसमें हमारा भारत 7 founding countries में से है। इसके संदर्भ में बहुत यापक पैमाने पर ये 40 देश मिल कर इस International Consortium में काम कर रहे हैं। इसी तरह से हमारी दिल्ली में National Institute of Immunology और एक बड़ा international collaboration UK के साथ... ये कुछ प्रमुख चीजें bio-technology के बारे में मैंने आपको बतायी और इसी तरह से हमारा जो DST है, उसमें पूर्णता समय में यह Core Research Grant, Early Carrier Research, Young Scientist Scheme, National Post-Doctoral Fellowship, इसमें imprint और chemical research, इन सब्स्क्रिप्शन कर कम से कम 155 करोड़ रुपये के प्रोजेक्ट कंसर की रिसर्च के साथ-साथ लेनियज किए हैं। ये इन प्रोजेक्ट्स के डिटेल्स इत्यादि हैं। इसका उल्लेख मैंने शिक्षा इसलिए किया कि हम सब इस बात से अवगत रहे हैं कि जहां कंसर के बारे में हमारी बिन्दु नीति है कि हम इसको कैसे diagnose करें और कैसे इसका early treatment करें, उसी के साथ-साथ यह जो research का component है, इसके कारण भी सरकार का बहुत महत्वपूर्ण है और इसके संदर्भ में हम राष्ट्रीय-राष्ट्रीय सत्र पर सारे collaborations करने का काम कर रहे हैं। एक मरीज, जिसके कंसर हो जाया, उसके लिए भारत सरकार में क्या-क्या शुरुआतें उपलब्ध हैं, पहले उसकी जानकारी दूरा, उसके बाद अन्य विषयों को टच करना। जैसा यहां बताया गया, हमारे मैंल्स ने भी जिक्र किया, आयुर्वेदिक योजना के बारे में हम सबको पता है। देश के लक्षण पैने और बहुत करोड़ लोगों को उससे automatic लाम मिलता है। इस योजना के अंतर्गत करीब 1.385 पेकेजेजें हैं, उनमें से Paediatric, medical, radiation or surgical oncology के exclusively 152 पेकेजेजें बने हैं, जिनको अलग-अलग रेटेजेट घर कंसर के मरीजों को अस्पताल में, बाहर यह कहते हैं और जो आयुर्वेदिक का लाभार्थी होगा, उसे इससे हेल्ट मिलती है। दूसरी रचीमें जो अभी बहुत प्रमाण धंब से लायू की हुई, यह अभी नाम की रचीमें है। इसका पुल पर्ण है—Affordable Medicines and Reliable Implants for Treatment. इसमें लक्षण 50 परसेंट तक दवायें और implants subsidize होते हैं। देश में भी मंदिर लक्षण 164 अमृत फर्मींटी नवाई गई हैं, जिनके माध्यम से कंसर के मरीजों को बड़े पैमाने पर लाम मिल रहा है। Just जानकारी के लिए बता दूं कि इसके समय में 142.30 लाख patients को उसों लाम मिला। जिन दवायें की कोट में लक्षण 1,416.43 करोड़ रुपए थी, उन्हें 679.47 करोड़ रुपए में बेचा गया जिससे मरीजों को सीधे-सीधे लाम हुआ।

हमारे गुलाम नवी आज़ाद जी, जो सबसे पुर्व अमर वंशी रहे हैं, उन्होंने जिक्र किया, मैं उनकी बड़ी respect करता हूं, उनसे मोहब्बत भी करता हूं, कि हमारा जो राष्ट्रीय आरोग्य निधि का component है, जिसका विशेष रूप से उन्होंने जिक्र किया— Health Minister’s Cancer Patients Fund- यह अभी भी उसी तरह चलता है। आपने उसमें 20 लाख से शुरू करके 10 लाख किया था लेकिन अब किसी भी मरीज को, जो poor patient है, उसे 15 लाख रुपए तक की one-time grant मिलती है, जो गरीबी रेखा के नीचे poor patient हैं। इसी तरह जो देश में 27 Regional Cancer Centres हैं, उनमें एक करोड़ रुपए का Revolving Fund M.S. के disposal पर रखा है, जिसके खलने पर उसे दोबारा से replenish कर दिया जाता है।
I am very happy that you mentioned about palliative care programme. अभी हमारे 346 जिलों में, 29 रेगिस्टर्स में State Palliative Care Cells हैं, जिनमें District Hospitals की capacity बनाने के लिए specially palliative care की यथायोग्यता की गई है। अभी आदरणीय गुलाम नबी आज्ञाद जी ने कहा था और अच्छी बात है कि prevention पर उन्होंने focus किया, उस संदर्भ में जो non-communicable diseases हैं, जिनमें diabetes, hypertension, coronary artery diseases, cancer जैसे आते हैं... दुःख यह बताते हुए सुनिय हो रही है कि हमारी सरकार ने उस का prevention को कम कर देने के लिए re-institutionalise किया और अस्पताल आपने सवालों के जवाब में सुनिय हो है कि आयुज्ञान गोजना का जो दूसरा component है, वह health and wellness clinics है! हम 31 दिसंबर, 2022 तक देड लाक्स health and wellness clinics establish करना चाहते हैं, जिनमें से 19-20 हज़ार already हो गए हैं, 31 मार्च तक यह संख्या 40 हज़ार हो जाएगी। यहाँ पर वास्तव में बारी चीजों के साथ जो ट्रिमेंट इत्यादि दिए जाते हैं, लेकिन उसका जो prevention है, prevention के screening का जो component है, उस screening के component के लिए जो ASHA workers हैं, जो Anganwadi workers हैं, उनको बाकायदा देना करके, बाकायदा उनको Dell tablet इत्यादि भी प्रोवाइड किए गए हैं।

इस काम को बड़े institutionalized तरीके से किया गया है। अभी हिस्ट्रीकॉप्लेशन पर करीब 585 NCD clinics, PHC लेखाल पर 3,084 और उसी तरह 168 डे-केवर सेंटर्स कीमोथेरॉपी के हैं, लेकिन जो बड़े सवाल जानकारी की बात है कि दो सो कुछ हिस्ट्रीकॉप्लेशन में अकेले फिचले साल 6.79 करोड़ लोगों की हम लोगों ने श्रीमती की। इसमें खुशी की बात है कि 6.1 परसेंट धार्मिक विश्वास के, 7.4 परसेंट हाइपरटेंशन के, 0.26 परसेंट cardiovascular disease के और 0.21 परसेंट कैंसर के पेसेंट पाए गए। श्रीमती में विशेष रूप से तीन केंसर, जो हमारे भारत में
Short Duration [31 July, 2019] Discussion

prone हैं, ओरल कैंसर हैं, ब्रेस्ट कैंसर हैं, cervical cancer हैं. इनके 0.21 परसेंट पेषेंट पाए गए। इसके बाद एक organized procedure हैं कि जैसे ही कैंसर डिटेक्ट होता हैं, तो उसको रिस्टम के तहत आगे का ट्रेटमेंट होता हैं।

गहोदां, मुझे बताना है कि हमारे देश में इस समय कैंसर के ट्रेटमेंट के लिए 482 सेंटर हैं और इन 482 सेंटर के अंदर करीब 695 टेलीथेरैपी मशीनों लगी हुई हैं, जिनमें से कोशल की 201 हैं, linear accelerator आदि बहुत सारी चीजें इन पांच सालों के अंदर expand की गई हैं। Linear accelerator 464 हैं, टोमोग्राफी के लिए 17 टोमोग्राफी हैं, CyberKnife 6 हैं, GamaKnife 7 हैं और cervical cancer के लिए सबसे important होता है Brachytherapy. इसके लिए भी 356 मशीनों उपलब्ध कराई गई हैं। गुर्दाम नभी आज़ाद साहब ने ज्ञान के होस्पिटल के बारे में कहा था, इस संबंध में मैं यह बताना चाहता हूँ कि बहुत सुंदरी की बात है कि उसका फाउंडेशन वापस रखा गया था और हम जा. मनमोहन सिंह जी को भी स्मरण करते हैं कि उन्होंने गुर्दाम नभी जी के साथ बहुत अच्छा initiative दिया, लेकिन आपको सिफर इतना कहना है कि विश्वसनीयी मोढ़ी जी उसका ऐसे ही जाकर उद्धाटन नहीं करके आए, बल्कि 5 साल में वहां पर पूरा डेवलपमेंट होने के बाद उसका उद्धाटन हुआ है। अभी आपने यहां पर इतना कर दिया है कि All India Institute के अंदर ब्रेस्ट के कैंसर का लोड था, अभी तो यहां से All India Institute से भी वहां पर पेषेंट को ट्रेटमेंट करने के लिए भी organized system डेवलप हो रहा है। हरियाणा ने भी अपने रोडवेज की कुछ बसेंज़ अलग जगह से लगाई हैं, आगे के लिए, वेड्रो वैज्ञानिक के लिए व्यवस्था प्लान करता है। बहुत लोगों ने यह बताया कि बहुत सारी वेड्रो लिस्ट इतने हैं, उस लोड को जड़े पैमाने पर कम कर दिया गया है। यहां पर OPD स्टार्ट हो गुका है और आपने वाले समय में एक तीन सी करोड का new proton therapy, जो सबसे लेटेस्ट है, प्राइवेट अस्पताल में proton therapy के लिए 25 लाख रुए 7 तक लगते हैं, लेकिन यह यहां पर निश्चित उपलब्ध होगा। देश और दुनिया की सबसे बड़ी तेल, जिसमें एक दिन में 60 हज़ार samples automatically test हो सकते हैं, वहां पर वह 24x7 चलते वाली है। अभी आपने वाले समय में जो नाराजगण मूर्ति साहब हैं, उनकी मदद से वहां सी करोड के expenditure से CSR के तहत एक धार्मिक भी बनाने की योजना है, जिसका प्रकार से उसके लिए बात बताई गई है। रिसर्च की दृष्टि से, मैं आपको बताना चाहता हूँ कि यहां पर दुनिया की बड़ी कंट्रोल के साथ मिलकर बड़े पैमाने पर रिसर्च का काम होगा। इसमें मैं आयुर्विदिक कुशल के बारे में विशेष रूप से उल्लेख करना चाहता हूँ कि यहां पर coded drugs के randomized clinical trials complets हो गए हैं, जिसके माध्यम से देखा गया कि chemotherapy के साइड इफेक्ट्स महत्त्वपूर्ण कम हो गए हैं और यह हॉपयॉपैथ के लिए भी शुरू हो रहा है और हमारी इंडियन मेडिसिन्स के दूसरे सिस्टम्स के लिए भी शुरू हो रहा है।

उपस्थिति जी, बात करने के लिए बहुत सारी चीजें हैं, लेकिन मैं इस अवसर पर एक और विषय का उल्लेख करना चाहता हूँ, क्योंकि इस विषय को हमारे प्राइम मिनिस्टर साहब खुद
Department of Atomic Energy

Department of Atomic Energy, Tata Memorial Centre
Tata Memorial Centre

Department of Atomic Energy, Tata Memorial Hospital
Tata Memorial Hospital

Homi Bhabha Cancer Hospital and Research Centre
Homi Bhabha Cancer Hospital

National Cancer Grid
National Cancer Grid

...this is not my statement; this is the statement of scientists from the Tata Memorial Institute-

...this is my statement...
भी उन्होंने शुरु किया, उससे से कोई भी काम ऐसा नहीं है, जिसे हम लोगों ने रोक दिया। उसको पूरे उत्साह के साथ, पूरे dynamism के साथ, पूरी proactivity के साथ हमने किया है। सरकारों की प्रक्रिया continuous होती है, लेकिन जो आपने conceive किया, उसे हम लोगों ने अच्छे तरीके से implement करके दिखाया है। मैं आप सबसे इस अवसर पर यही अनुरोध करता हूँ कि ये data and statistics तो बहुत सारे हैं...(यवक्षण)...

श्री विश्वभर प्रसाद निषाद : मैं माननीय मंत्री जी से यह जानना चाहता हूँ...(यवक्षण)...

श्री उपरमाणुति : पलीज़, पलीज़...(यवक्षण) महेंद्र सिंह नहीं...(यवक्षण) माननीय मंत्री जी के जवाब के साथ यह खाना...(यवक्षण) आपको ईमाज़त नहीं है...(यवक्षण) निषाद जी, आपको ईमाज़त नहीं है, आपकी बात रिकोर्ड पर नहीं जाएगी...(यवक्षण) मिस्टर निषाद, आप बगैर परमिशन के बोल रहे हैं।

आ. हर्ष कर्ण : देखिए, मैंने एक general view दिया है। एक-एक हिस्ट्रिय्केट, एक-एक अस्पताल की मशीन की यहां इस short term duration में चर्चा नहीं हो सकती है। लेकिन जेना मैंने कहा, ज्यादातर कैंसर early diagnosis के बाद preventable हैं। इस नाते लाइफ-स्टाइल में बेजेज़े जड़ी हैं। सिगरेट, तबाक़, शराब और पान मसाला आदि चीज़ों के खिलाफ समाज में आंदोलन करना जड़ी है। खासकर, पूड हैंडबेंट के संदर्भ में हमारा FSSAI भी बहुत बढ़े पेयाने पर Eat right, Eat Less आंदोलन को बढ़े पेयाने पर विकसित कर रहा है। आप सबसे भी मेरा अनुरोध है कि कैंसर के खिलाफ सरकार पूरी तरह से कृतसंकल्प है। अगर कैंसर के लिए टेनेक्निकल सोलैड देना है, अस्पताल देना है, मैनपायर देनी है, मशीनें देनी हैं, तो ये सब काम बहुत तेजी से किया जा रहा है। आपने कोलकाता के अस्पताल की बात की। कोलकाता का निमंत्रण अस्पताल, जो आपने conceive किया था, वह 500 करोड़ रुपये खर्च करके अब almost completion की स्टेज पर है। इसी तरह से, जो दूसरे अस्पताल हैं, वे सब advanced stages में हैं। वे या तो completion के स्टेज में हैं या वे dedicate हो चुके हैं।

आप सबसे मेरा यही अनुरोध है कि अपने-अपने क्षेत्र में कैंसर से prevention की दृष्टि से जितनी भी प्रकार की awareness को हम generate कर सकते हैं, वह करना चाहिए। अगर हम एक भी व्यक्ति को early diagnosis के लिए प्रेरित कर सकें, तो यह एक अच्छा प्रयास होगा। गुरुम नहीं साहब ने यह अच्छा कहा है कि हम हैल्थ चेकअप तब करने जाते हैं, जब हमारे अंदर 25 बीमारियाँ हो जाती हैं। अगर हम लोग लोगों को एक स्टीन हैल्थ चेकअप के लिए भी उपर्युक्त दें, तो कैंसर जैसी बहुत सारी बीमारियों को हम समय पर diagnose कर सकते हैं।

आप समय की मर्यादा हैं, लेकिन अगर आप कभी और समय देंगे तो मैं बताऊँगा कि इस सदन के अंदर कैंसर के बारे में और विस्तार से चर्चा की जाए। आपका बहुत-बहुत धन्यादाता।
SHRI ANAND SHARMA (Himachal Pradesh) : I have to ask the Minister....(Interruptions)...

SHRI P. CHIDAMBARAM (Maharashtra) : After the speech of the Minister, clarifications are asked. This is a live assembly. This cannot be reduced to a boring monologue. There must be thrust and parry; there must be debate; there must be robust questioning and answering. ...(Interruptions)... If the Minister is willing to answer, why are you objecting?...(Interruptions)...

SHRI P. CHIDAMBARAM : We are asking for permission from you for putting question....(Interruptions)...

SHRI P. CHIDAMBARAM : If the Minister is willing to answer, what is the matter?...(Interruptions)... We have all been Ministers for years; we have answered questions. If the Minister is willing to answer, what is the difficulty?...(Interruptions)...

SHRI P. CHIDAMBARAM : If the Minister is willing to answer, what is the matter?...(Interruptions)...
śrī ānanda śarma : देखिए, उपसामायिक महोदय, it is our right to ask questions. ...( interrupts )...

śrī p. chidambaram : it is a live assembly....( interrupts )...

śrī upasamāpyata : माननीय आनंद जी, मैं नियम दिखाता हूं। अगर होगा तो हम आपको इजाज्त देंगे....(व्यवहार)...

śrī आनन्द शर्मा : बिल्कुल है....(व्यवहार).... मैं मंत्री रहा हूं। यहाँ इस सदन में और दूसरे सदन में भी हमारी स्टेटमेंट के बाद हमसे सवाल पूछे जाते थे और हम जवाब देते थे....(व्यवहार)...

Don’t make it boring. ...( interrupts )...

śrī bhupender yadav (rajasthan) : sir, rule 178 is very clear. It says that a Member can participate only after the permission of the Chairman....( interrupts )...

rule 178 is very clear. ...( interrupts )...

śrī p. chidambaram : We are asking for permission. ...( interrupts )...

śrī bhupender yadav : If the Chair denies, then rule 258 is final....( interrupts )...

śrī anand sharma : You are a Member; you should support us....( interrupts )...

śrī upasamāpyata : माननीय सदस्यगण, मैंने जो बताया वह नियम के तहत बताया और अब मैं आगे चल रहा हूं। Now, Half-an-Hour Discussion. Shri Rewati Raman Singh, to raise a discussion on points arising out of the answer given in the Rajya Sabha on the 24th June, 2019 to Starred Question No. 19, regarding ‘Clean Ganga Drive’. माननीय रेवती रमण जी, आप पांच मिनट बोलेंगे, उसके बाद माननीय मंत्री जी का जवाब होगा। जिन लोगों ने पहले से अपने नाम दिए हुए हैं, वे शिरक specific questions पूछेंगे। निर्धारित : यह आपे घंटे की बहस होती है। आप घंटा घंटे होते ही यह बहस खत्म हो जाएगी। जब आप बोले।

HALF-AN-HOUR DISCUSSION

On points Arising out of answer to Starred Question No. 19 given on 24th June, 2019 regarding ‘Clean Ganga Drive’

śrī रेवती रमण सिंह (उत्तर प्रदेश) : माननीय उपसामायिक महोदय, मैं आपको ध्ययन देना चाहता हूं कि गंगा की अविरलता पर आपने मुझे बोलने का मौका दिया है। मान्यवर, हिमालय और गंगा भारत की सम्पत्ति से जुड़े हुए हैं।
SHRI JAIRAM RAMESH (Karnataka) : Sir, the Cabinet Minister is not here.

MR. DEPUTY CHAIRMAN: The Leader of the House is here and...(Interruptions)...
Half-an-hour Discussion

ने आपका को बड़ाने में आग में धी का काम किया है।(समय की घंटी)... मान्यता, सुप्रीम कोर्ट ने जो यह टास्क कमेटी बनाई थी, उसका अंदर्शेष था।

मान्यता, आज भारत बिजली के मामले में सर्वस्तर स्टेट है। यहां बिजली की कोई कमी नहीं है, लेकिन बांध मेगावाट बिजली के लिए... मान्यता, दस मिनट का समय है।

श्री उपसभापति: पांच मिनट का समय है, लेकिन माननीय रेवती रमण जी आप छह मिनट बोल चुके हैं। यह आगे घंटे में खत्म होगा।

श्री रेवती रमण सिंह: मान्यता, मैं चार मिनट में इसे खत्म करने की कोशिश करना।

श्री उपसभापति: आप एक मिनट में अपनी बात कह लीजिए। छह मिनट हो चुके हैं, आपको शिक्षा पांच मिनट ही बोलना था।

श्री रेवती रमण सिंह: मान्यता, मुझे दस मिनट बोलना था।

श्री उपसभापति: समय नहीं है। यह आगे घंटे के अंदर कन्ठत बोलना होता है।

श्री रेवती रमण सिंह: मान्यता, मेरा कहना है कि बांध मेगावाट बिजली के लिए गंगा के प्रवाह का रोका जा रहा है। अभी खाई सेटलाइट ने बॉलिंगटन से खबर दी है। उसमें उन्होंने कहा है कि सन् 2000 से हमारे ग्लेशियर इलाकी तेजी से गल रहे हैं, आधा ग्लेशियर अभी गल गया है। मान्यता, अगर बाहर नहीं स्थिति रही, तो गंगा समावेश हो जाएगी और गंगा का पानी बरसाती नदी की तरह हो जाएगा और गंगा का जो असीम है, वह नष्ट हो जाएगा।(व्यक्ति)... मैं गंगा करता हूँ कि जो गंगों में गंगा है, वहीं गंगल आज इलाहाबाद में, प्रयाग में, बलिया में, बिहार में गंगा सागर तक पहुँचना चाहिए।(व्यक्ति)... भी उपसभापति: ध्यानवाद।

श्री रेवती रमण सिंह: मान्यता, मैं आपसे आपका कहना कि इन बांधों का निर्माण बंद करना दिया जाए और तक्तल गंगा को अविरल धारा के रूप में बहने दिया जाए।

श्री उपसभापति: ध्यानवाद, माननीय रेवती रमण सिंह जी। माननीय मंत्री जी आप अपना जवाब दीजिए।

श्री प्रदीप टम्पा (उत्तराखंड) : सर, मैं...(व्यक्ति)... भी उपसभापति: नहीं। प्लीज़, आपको इजाजत नहीं है। अभी मंत्री जी का जवाब होगा, उसके बाद...अब आप बेठे।

जल राष्ट्र मंत्रालय में राष्ट्र मंत्री; तथा सामाजिक न्याय और अधिकारित मंत्रालय में राष्ट्र मंत्री (श्री रतन लाल कठारिया): उपसभापति महोदय, हम सब जानते हैं कि भारतवासियों के लिए गंगा
[श्री रतन लाल कटारिया]
वेतन एक नदी ही नहीं है, बल्कि हमारी सम्पत्ति एवं संस्कृति की परिचयाक है। इसका प्रयास संस्कृति का प्रवाह है। गंगा के शीतल आंशिके का विषय नहीं है, यह करोड़ों भारतवासियों की आजीविका का जरिया भी है और शायद यहीं वजह है कि हमारे देश में गंगा नदी को मां का दर्जा प्राप्त है या वृं कहें कि हमारे देश में गंगा को जीवित-जागतिक देशी के रूप में पूजा जाता है।...(व्यवहार)...

श्री जयराम रमेश: सर, यह जवाब नहीं है।

श्री रतन लाल कटारिया: गंगा के महत्व को समझते हुए इसकी निर्मलता एवं अविलुप्तता को सुनिश्चित करने के लिए सरकार प्रतिबद्ध है। गंगा की निर्मलता एवं अविलुप्तता को सुनिश्चित करने हेतु हमारी सरकार ने "नमामि गंगे" परियोजना की परिकल्पना की। सरकार ने इस कार्यक्रम के लिए निर्मित उड़ी झील, हावड़ा के रूपांतरण निर्माता के लिए भयंकर उम्मीदा किए, जिसके अंतर्गत अभिमत प्रयास के गांडवियाँ समाप्ति की की गईं, जिससे गंगा की निर्मलता एवं अविलुप्तता का इंतजार अंतर्गत करने की प्रायो शिक्षा जा रही है। नमामि गंगे मिशन के अंतर्गत सभी प्रकार के प्रदूषण निराकरण, वनीकरण, नदी तट के क्षेत्रों, गंगा की अविलुप्तता के कार्य, जो विविधता के संस्करण, नयी तकनीक के प्रयोग तथा जन-जागरूकता एवं जन भागीदारी को सुनिश्चित करने के लिए प्रमाणी दंग से निरंतर प्रयास किये जा रहे हैं।...(व्यवहार)...

श्री जयराम रमेश: सर, इसे circulate करवा दीजिए।...(व्यवहार)...

श्री रतन लाल कटारिया: अभी तक 299 परियोजनाओं को लगभग 28,481 करोड़ रुपये की लागत से क्रियान्वित किया जा रहा है। इनमें 101 परियोजनाओं को पुरा किया जा चुका है। Sewage की समस्या, जो कि सबसे बड़ा प्रदूषण का खोज है, का निदान भी प्रभावी तौर पर किया जा रहा है।...(व्यवहार)...

PROF. MANOJ KUMAR JHA (Bihar): Sir, ask him to lay the reply on the Table of the House.

श्री रतन लाल कटारिया: इसके अतिरिक्त पुरानी परियोजनाओं के rehabilitation के कार्य एवं साथ ही निर्माण किए जा रहे STP इंस्टेट द्वारा दौरान संचालन एवं रेक़राइफ को भी परियोजनाओं का हिस्सा बनाया गया है। यह भी सुनिश्चित किया जा रहा है कि STP का केवल निर्माण ही न हो, बल्कि भविष्य में इसे सुवर्ण दंग से बचाया भी जाए। Hybrid Annuity Model तथा one city-one operator के द्वारा sewerage को सही दंग से बचाने का काम भी सुनिश्चित किया जा रहा है।

गंगा की निर्मलता एवं अविलुप्तता ‘नमामि गंगे’ कर्मयोग के दो मुख्य लक्ष हैं, जिनकी पारंपत्र के लिए सरकार ने एक बहुआयामी एवं व्यापक कर्मयोग launch किया है। माननीय उपसभापति
महोदय, इस कार्यक्रम के द्वारा गंगा की अधिरितता सुनिश्चित करने के प्रयास के महत्वपूर्ण घटकों की जानकारी से मैं इस सदन को अर्गुत कराना चाहता हूं।

श्री मधुसुदन मिश्री (मुजफ्फर): सर, माननीय मंत्री जी जबाब दें हैं। चेयरमैन साहब तो सदस्यों को भी नहीं पढ़ने देते...(व्यवधान)...

श्री रतन लाल कटारिया: गंगा में नूनतम ई-प्रवाह बनाए रखना...(व्यवधान)...

श्री मधुसुदन मिश्री: माननीय मंत्री जी सारा जवाब दें हैं।...(व्यवधान)...

श्री उपसभापति: माननीय मंत्री जी, आप इसरोल देखकर अपना जवाब दें...(व्यवधान)...

श्री रतन लाल कटारिया: नदी के तट पर अवशेष खनन को समाप्त करना, नदी में अवशिष्ट निर्माण के कार्य को रोकना और कृषि को water use efficient बनाना है, क्योंकि इसमें हमारे 80 लक्षित जल का उपयोग किया जाता है। महोदय, गंगा एक्सीन में जल स्टेट, जैसे सिंहल, तालाब, wetland इत्यादि के संरक्षण के लिए भी विकास के काम किए जा रहे हैं...(व्यवधान)...

श्री मधुसुदन मिश्री: आप देखकर बोलिए। कॉली को क्यों देख रहे हैं?

श्री वि. श्यामवरिया (परिषद बंगाल): मंत्री जी को गंगा स्नान करने के लिए बोलिए...(व्यवधान)...

श्री रतन लाल कटारिया: अतः: गंगा की अधिरितता को बनाए रखने के लिए सरकार दृढ़ संकल्पित है और इसके लिए एक के बाद एक कदम उठाए जा रहे हैं। इसके अंतर्गत मात्र सदन की भी महत्वपूर्ण भूमिका होती है। साधु-संपत्तों से विचार-विमर्श करने के बाद जो भी मात्र सदन के सुझाव आए, उन सुझावों पर भी सरकार काम कर रही है। उस दिशा में कई कदमों कदम सरकार के निवेश के अन्दर उठाए हैं और अगले भी जो सुझाव इस विषय में आएगे, उनके ऊपर भी सरकार काम करने के लिए प्रतिबद्ध है। महोदय, गंगा नदी में जल विविधत की जो परियोजनाएं हैं, उनके कारे में मैं इतना ही कहना चाहूंगा कि कुल 70 योजनाएं बनी थीं, निम्नसे 19 complete हो गई थीं और 7 पर काम चल रहा है। इसके अतिरिक्त बाकी 44 के ऊपर कोई काम नहीं चला है। जो 7 परियोजनाएं अभी चल रही हैं, उनका मामला अभी सुमित कोर्ट में विचाराधीन है। जैसे ही इसके संबंध में कोई निर्णय आएगा, उसके अनुसार कार्य किया जाएगा।

महोदय, सरकार इस दिशा में भी प्रगतिशील है कि अधिरित धारा में किसी प्रकार की कोई वाचा न आए - उसके लिए सरकार वचनबद्ध है।

श्री उपसभापति: माननीय सदस्यगण, जिन्हें लोगों के रूप से अपने नाम दिए हैं, उन्हें सवाल पूछने का मौका मिलेगा और वे सवाल सर्फ सवाल के रूप में हों, विचार न हों क्योंकि उसके बाद माननीय मंत्री जी को जवाब देना होगा। लौक सवाल बहुत बहसा conclude हो जाएगी। प्रे. मनोज कुमार जी सबसे पहले अपना सवाल पूछें। माननीय मंत्री जी, आप सारे सवाल नोट करके एक साथ ही जवाब दें।
SHRI BUBANESWAR KALITA (Assam) : Sir, I have a point of order under Rule 258. The point here is Rule 174, which is about “Time-limit for speeches”. The Chairman may, if he thinks fit, prescribe a time-limit for Minister’s speeches also. So, when Minister replies in the House, the Chair can fix time that he can speak for five minutes of seven minutes. But, if he goes on and on, then the entire half-an-hour is gone. Thank you, Sir.

Prof. Minooz Kumaar : शुक्रिा, सर। फुरसत मिले तो पानी की तहरीरों को...(व्यवहार)...

Prof. Minooz Kumaar : “अगर पुरस्त मिले, तो पानी की तहरीरों को पढ़ लेना, क्योंकि हर एक दरिया हजारों साल का अक्रम लिखता है।” ये तो दूसरी मां हैं- गंगा। सर, निर्मलता तब सुनिश्चित होगी, जब अविलोकन हो। हमने नहीं समझा कि अविलोकन के लिए क्या किया जा रहा है। वांछित निर्देश के बारे में हम कहना चाहता हूँ कि उसमें आपके observations हैं, सुप्रीम कोर्ट के observations हैं, तो आप क्यों नहीं रोक रहे हैं? संस्कृति का बाजारीकरण क्यों हो रहा है?...(व्यवहार)...

Prof. Minooz Kumaar : आप अपना सवाल पूछिए, otherwise हम दूसरे speaker पर move करेंगे।

Prof. Minooz Kumaar : सर, ये सारे सवाल ही थे।

Prof. Minooz Kumaar : जो प्रक्रिया है, अगर आप विचार देंगे और specific सवाल नहीं पूछेंगे, तो हम जरूरत नहीं कर पाएंगे, यह चर्चा सवाल चार बजे खत्म हो जाएगी और आपके सवालों में ही खत्म हो जाएगी।

Prof. Minooz Kumaar : सर, मिनिस्टर साहब ने Half-an-Hour डिस्क्लाइन की आलम का क्लास कर दिया।...(व्यवहार)...

श्री संजय सिंह (राजस्थान राज्याध्यक्ष दिल्ली) : सर, इस पर चर्चा हो रही है या सवाल पूछना है।

श्री उपसभापति : सिर्फ सवाल पूछना है। जो नियम है, जो प्रक्रिया है, यह चर्चा नहीं है। संजय जी, इसमें सिर्फ सवाल पूछेंगे और उसका मंत्री जी जवाब देंगे और सवाल साफ्टेंटी जैसे होता है, वैसा होगा।
श्री संजय सिंह : मान्यजय, मैं आपके माध्यम से माननीय मंत्री से पूछना चाहता हूं कि गंगा की अविरलता और निर्मलता के लिए इसी सदन में हम लोगों ने सवाल उठाया था। मैंने विशेष तौर पर अनुरूप किया था कि प्र. जी.डी. अप्रवाल जी गंगा की अविरलता और निर्मलता के लिए शहद हो गए। उन्होंने यह कहा था कि बांध अनवासक ढंग से गंगा के गंगव को, अविरलता को खत्म करने के लिए बनाए जा रहे हैं। यह बांध बनाने का काम रोका जाए, क्योंकि गंगोत्री से जो गंगा निकलती है, वह अपने गंगाजल को लेकर गंगा सागर तक नहीं पहुँच पाती है।

श्री उपसमाधिति : आप अपने सवाल पर आएं, हमें और सदस्यों को भी मौका देना है।

श्री संजय सिंह : मैं यह पूछना चाहता हूं कि जो बांधों को अंशांशव तरीके से बनाया जा रहा हैं, दूरीमें प्लाट बनाए जा रहे हैं और गंगा के रास्ते में...(व्यवधान)...

श्री उपसमाधिति : अगर आपका सवाल लंबा होगा, तो दूसरे को मौका नहीं मिलेगा।

श्री संजय सिंह : सर, मैं सवाल ही पूछ रहा हूं। जंगलों के कटना किया जा रहे हैं। क्या उसको रोकने की सरकार की कोई योजना है? गंगा की अविरलता और निर्मलता तभी सुनिश्चित हो पाएगी।

श्री उपसमाधिति : श्री प्रदीप टंडा जी। आप अपना सवाल पूछें। यह चर्चा सवा चाहे बजे तक conclude करनी है।

श्री प्रदीप टंडा (उत्तराखंड) : सर, मैं सवाल ही पूछ रहा हूं। मंत्री जी ने जवाब देते हुए "नमक गंगा" की बड़ी-बड़ी बातें की हैं। में सवाल उसी से जुड़ा हुआ है। "नमक गंगा" के दो पूरक हं- निर्मलता और अविरलता। गंगा की निर्मलता तभी सुनिश्चित होगी, जब उसकी अविरलता बनी रहेगी। मैं माननीय मंत्री जी से भी...आपने सिफर इसका बोलों के लिए प्रयोग किया है, नहीं तो इस पर answer देने के लिए माननीय कैबिनेट मंत्री जी यहां पर उपस्थिति होने बाहिर है। ये इस पर उत्तर नहीं देना चाहते हैं, इसलिए सदन में नहीं आएं। मैं दो चीजें कहना चाहता हूं। यहां पर सदन के नेता भी हैं। सुप्रीम कोर्ट में मंजूल का एक हलफाना है, जिसमें सरकार की ओर से कहा गया है...

श्री उपसमाधिति : अगर आपका सवाल नहीं होगा, तो मैं दूसरे स्पीकर पर मुख करूंगा। यह चर्चा सवा चाहे बजे तक कन्फ्यूज होनी है। मैं आपसे बार-बार प्रश्न रख रहा हूं।

श्री प्रदीप टंडा: सर, आप मुझे शोध और बोलने दीजिए...(व्यवधान)... मैं आपसे कह रहा हूं कि Ministry of Water Resources ने देश के सर्वोच्च स्तर पर 2016 को affidavit दिया था कि गंगा के अविरलता के लिए जितने हाइड्रो पॉवर प्रोजेक्ट्स हैं, उन पर तकाल रूप से पुनर्विश्लेषण किया जाना चाहिए। सुप्रीम कोर्ट में उस पर निर्णय होना है। 2016 से अभी तक उस पर निर्णय नहीं हुआ है। नेता सदन यहां पर हैं...(व्यवधान)...

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श्री उपसभापति : ठीक है। आज कूट टंदा जी। श्रीमती कहकृष्ण परवीन।

श्री प्रदीप टंदा : नेता सदन यहां पर हैं। सर, एक मिनट मेरी बात सुन लीजिए!...(व्यवहार)...

श्री उपसभापति : अब आपकी बात रिकॉर्ड में नहीं जाएगी। श्रीमती कहकृष्ण परवीन, आप अपना सवाल पूछिए।

श्री प्रदीप टंदा : *

श्री उपसभापति : मैंने आगह किया है कि विचारों के लिए वक्त नहीं है।

श्री प्रदीप टंदा : *

श्री उपसभापति : आपकी कोई बात रिकॉर्ड में नहीं जा रही है।

श्रीमती कहकृष्ण परवीन (बिहार) : उपसभापति महोदय, मैं माननीय मंत्री जी से यह जानना चाहती हूँ कि बिहार में फरक्का बैराज की वजह से काफी परेशानी हो रही है और हमेशा बिहार और झारखंड का बाद चला रहता है...(व्यवहार)...

†हमथुरु किस्की युविन (बिहार) : घर से पहुँचा, मुझे मेले में मिला कि जनता बालिका बने हं। फरहाद बिराज की जिम्मेदारी हो रही है।ई में केंद्रीय कार्यालय का पूरा पूरा हो रहा है।

श्री प्रदीप टंदा : *

श्री उपसभापति : आपकी बात रिकॉर्ड में नहीं जा रहा है। आप विना permission के बोल रहे हैं।

श्रीमती कहकृष्ण परवीन : हमारे नेता माननीय मुख्य मंत्री जी ने भी यह विचार पर बड़ा चिंतन किया है। Economics Times में एक साहब छोटी सी, हिंदूस्तान तहसील जी, जो एक पर्यावरण विशेषज्ञ हैं, उन्होंने कहा है कि 42 साल पहले वे फरक्का की समीक्षा होनी चाहिए। मैं माननीय मंत्री से यह कहना चाहती हूँ कि जो बिहार में जो तबाही हो रही हैं, फरक्का की वजह से, क्या आप उसकी समीक्षा करेंगे?

†*मुख्तरम चैंकी, पियरियन: बमबे नवा मेले में फरक्का में मंत्री बालिका है जिसे अपने से विश्वास करना है। उन्होंने कहा है कि फरहाद बिराज की जिम्मेदारी हो रही है।ई में केंद्रीय कार्यालय का पूरा पूरा हो रहा है।

*Not recorded.
†Transliteration in Urdu Script.
ए चरण प्रकाश वर्मा (उत्तर प्रदेश) : सर, CAG ने इस बात को सामने रखा है कि जो नहाने योग्य पानी गंगा में होना चाहिए, उसमें 100 लीटर पानी में 500 MPN (Most Probable Number) E. coli होते हैं, facal coliform की मैगजुड़ी होनी चाहिए, तो यह निर्मल होता है, यह नहाने के लायक होता है। सर, यहाँ पर Prof. V. B. Mishra हैं, जो Sankat Mochan Foundation head Professor of Electronics BHU हैं, उन्होंने जो monitoring की है, उसमें यह पता लगा है कि जून, 2016 में, जो facal coliform level है, वह 41,00,000 per 100 m/l water में था। सर, यह अरसी घाट के पास में है, और सर, 53,00,000 per 100 m/l water में, जो facal coliform था, वह वर्ण घाट के आसपास में था। कहाँ 500 की रिक्वायरमेंट है और कहाँ 50,000 facal coliform उसके अंदर मिल रहा है। सर, मैं आपसे जानना चाहता हूँ कि जो आपने पानी-पानी हजार करोड़ रुपया खर्च किया है, माननीय प्रधान मंत्री जी ने वहाँ जाकर ऐलान किया था और पुर्व मंत्री ने कहा था कि...

**श्री उपसभापति : धन्यवाद।**

**श्री रवि प्रकाश वर्मा :** सर, इसका सब क्या है? इसके बारे में हमें बताया जाए।

**श्री उपसभापति :** धन्यवाद। श्री मूर्तेंद्र यादव जी। अंतिम समारोह। बहुत सारे माननीय सदस्यों के साथ अब आ रहे हैं, जो पहले आए थे, उनको ही मौका दिया जा रहा है।

**श्री मूर्तेंद्र यादव :** उपसभापति महोदय, माननीय मंत्री जी ने बहुत विस्तार से हमको बताया है; फिर भी, जो मूल प्राण गंगा के गंगव का, माननीय मंत्री जी से मैं यही आपस करना चाहूँगा कि नीति आयोग की जो रिपोर्ट आई है, जिसमें इस बात की ओर ध्यान दिलाया गया है कि हिमालय के जो glaciers हैं, उनका जो मूल स्थल है, वह सुबह रहा है। यह एक बड़ी समस्या है, अगर माननीय मंत्री जी इसके बारे में विस्तार से सरकार के द्वारा किए गए प्रयासों के बारे में बताएंगे, तो अच्छा रहेगा।

**श्री उपसभापति :** माननीय मंत्री जी।

**प्रो. राम गोपाल यादव (उत्तर प्रदेश) :** सर, मेरा आये मिनट का सवाल है।

**श्री उपसभापति :** आपकी पारंपरी से पहले ही रवि प्रकाश वर्मा जी पूछ चुके हैं।...(व्यवधान)

**प्रो. राम गोपाल यादव :** क्या माननीय मंत्री जी के संज्ञान में है कि अभी कुछ दिनों पहले, गर्मियों में बारिश गुल होने से पहले,...(व्यवधान)

**श्रीमती विजयलक्ष्मी सत्यांत्त (तमिलनाडू) :** सर, मेरा भी एक सवाल है।...(व्यवधान)

**MR. DEPUTY CHAIRMAN: Not permitted. ... (Interruptions) ... It is not going on record. Plese sit down. ... (Interruptions) ...**

SHRI B. K. HARIPRASAD (Karnataka): Mr. Deputy Chairman, Sir, I am on a point of order.

MR. DEPUTY CHAIRMAN: Let him move the motion and then you can raise it.

SHRI B. K. HARIPRASAD: No, Sir. Before he moves it because it is a defective Bill.

MR. DEPUTY CHAIRMAN: Under which Rule?

SHRI B. K. HARIPRASAD: It is under Rule 258. The Minister has brought an amendment in Clause 93, sub-section (4). This Clause 93 sub-section (4) is neither in the
Act of 1988 nor is it there in the Bill which has been passed by Lok Sabha. It has come to this House without taking the approval in Lok Sabha. So, there is a lot of defect in this Bill.

SHRI JAIRAM RAMESH: Sir, how can it happen?

SHRI B. K. HARIPRASAD: I am mentioning page 37 of the proposed Amendment Bill No. 154-C of 2019 as passed by Lok Sabha. In Clause 77, Section 193, sub-section (3), line 23, it says that whoever, while operating as an aggregator, contravenes a condition of the licence granted under sub-section (4) of Section 93, shall be penalized with a fine of five thousand rupees. There is no Section 93 sub-section (4) in the proposed Bill or in the Act.

(MR. CHAIRMAN in the Chair)

Amendment was made on non-existent statute. Hence, the Bill is defective. Sir, the second point is this. Section 41 sub-section (7) provides that transport vehicles are not subjected to inspection to obtain revalidation of the registration certificate.

THE MINISTER OF ENVIRONMENT, FOREST AND CLIMATE CHANGE; AND THE MINISTER OF INFORMATION AND BROADCASTING (SHRI PRAKASH JAVADEKAR): Sir, he can raise this issue in the debate. ...(Interruptions)...

SHRI B. K. HARIPRASAD: No, No. ...(Interruptions)... The Bill itself is defective. ...(Interruptions)...

MR. CHAIRMAN: What is your point? ...(Interruptions)... You please tell me what your point is.

SHRI B. K. HARIPRASAD: Sir, I am mentioning Section 41 sub-section (7), page 7, line 7, point (a) of Bill No.154-C of 2019 as passed by Lok Sabha. Sir, the amendment passed by Lok Sabha is for omission of words "other than a transport vehicle". Sir, this was passed only in Lok Sabha and this amendment is yet to be passed by Rajya Sabha and yet to get the assent of the President. But, the Ministry has issued a notification. It is notification GSR No. 523 dated 24.7.2019. Sir, they are not taking the House seriously. They have hoodwinked Lok Sabha. There is a defect in the Bill. So, he should redraft the Bill and come back to the House.
MR. CHAIRMAN: No, no. I have allowed the Bill. ...(Interruptions)... Any point or any defect which is there, you have every right to highlight that defect and then the Minister is duty-bound to respond. ...(Interruptions)... Now, the Minister. ...(Interruptions)...

SHRI JAIRAM RAMESH: This is not the Bill that was not passed in the Lok Sabha. ...(Interruptions)...

DR. K. KESHA V A RAO (Andhra Pradesh) : Sir, please try to understand this. ...(Interruptions)...

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GOVERNMENT BILL

The Motor Vehicles (Amendment) Bill, 2019

SHRI B. K. HARIPRASAD (Karnataka): Sir, it is a defective Bill.

SHRI BHUBANESWAR KALITA (Assam): Sir, it will be challenged in the court.

SHRI JAIRAM RAMESH (Karnataka): This is the first time it is happening.

MR. CHAIRMAN: Mr. Hariprasad has highlighted that. ...(Interruptions)... What is this? ...(Interruptions)... Please. ...(Interruptions)... I have not allowed you to speak. ...(Interruptions)... I allowed only Mr. Hariprasad. He made a point. I have taken note of it. But the only thing is that the rule says that once a Bill is introduced and if there is some defect or something wrong or if you feel that the Minister is misleading, etc., those things can come up in the discussion. I will take note of them. Then, the Minister would respond to that. ...(Interruptions)....
श्री नितिन जयराम गडकरी: महोदय, जो बिल लोक सभा में पास हुआ है, वही बिल मैंने राज्य सभा में विचार के लिए प्रस्तुत किया है।(व्यवधान)... मैं आपको यह...(व्यवधान)...

श्री समाप्ति: मंत्री जी, कृपया आप चेयर को संबोधित कीजिए।(व्यवधान)...

श्री नितिन जयराम गडकरी: समाप्ति महोदय, मैं धन्यवाद करता हूँ कि उन्होंने इस आम बिल को सदन में रखने का समय दिया है। ऐसे यह मामला...(व्यवधान)...

MR. CHAIRMAN: He is saying that it is the same Bill. ...(Interruptions)...

SHRI JAIRAM RAMESH: It is not the same Bill. ...(Interruptions)...

MR. CHAIRMAN: He is the Minister. ...(Interruptions)... You are a Member. ...(Interruptions)... You have to speak later. ...(Interruptions)... Please. ...(Interruptions)... This is not the way. ...(Interruptions)... Please be seated. ...(Interruptions)... What are you all doing? ...(Interruptions)... Nothing shall go on record. ...(Interruptions)... Nothing shall go on record. ...(Interruptions)... I know my duty and my responsibility. ...(Interruptions)... Mr. Minister, please. ...(Interruptions)...

SHRI NITIN JAIRAM GADKARI: Sir, already, the Parliament has passed the Bill. ...(Interruptions)... The same Bill, I have already presented in the House. ...(Interruptions)...

MR. CHAIRMAN: No, you please do not.....(Interruptions)... It is not authorized. ...(Interruptions)... They are not authorized. ...(Interruptions)... You please go ahead Mr. Minister otherwise you would not be able to. ...(Interruptions)...

श्री नितिन जयराम गडकरी: सर, हमारे देश में हर साल 5 लाख...(व्यवधान)... एक्सटेंडेड्स होते हैं और ढें लख मौतें होती हैं। टुमें यह मान सकेंगे ज्यादा...(व्यवधान)... मौतें भारत में होती हैं...(व्यवधान)... इन मौतों को रोकना और सड़क सुरक्षा को बढ़ावा देना...(व्यवधान)... हम सबकी जिम्मेदारी है।...(व्यवधान)...

MR. CHAIRMAN: Please. ...(Interruptions)... Before it becomes effective, it will be discussed by the House. ...(Interruptions)...

श्री नितिन जयराम गडकरी: मैंने लोक सभा में भी यह कहा था...(व्यवधान)... कि तमिलनाडू की राज्य सरकार ने accident deaths पर काम करने में बहुत अच्छा काम किया है। तमिलनाडू राज्य सरकार के प्रमाणों के कारण, पिछले दो सालों में वहां लगभग 29 प्रति केंद्र मौतें कम हुई हैं, जो कि बहुत ही सराहनीय कदम है। तमिलनाडू राज्य में जो experiment किया गया है, हम वही experiment पूरे देश में करने जा रहे हैं।
राष्ट्रीय महामार्ग पर 40 परसेंट एक्सिडेंट्स होते हैं और ये accidental spots improve करने के लिए हमने World Bank और ADB को 14 हज़ार करोड का प्रस्ताव दिया है। इनमें से ADB ने 7 हज़ार करोड रुपये एबीएस फ़ेरे हैं...। नाशिक रेगिस्ट्री में principally 7 हज़ार करोड रुपये accept किए हैं और हमे World Bank का भी principle मिलेगा।

माननीय समाप्ति जी, लड़ाई में, दंगों में naxalite activities में हमने लोग नहीं मरते, जितने कि accidents में मर रहे हैं। इसमें हमारे लगभग इलाके लोग मर रहे हैं। इसके कारणों का अध्ययन करते हुए, उसको सुधारने के लिए हमने इस मिल के लिए प्रावधान किया है। इन नियमों के उल्लंघन के लिए कोटोर प्रावधान हैं, good Samaritan के लिए कानूनी प्रावधान हैं, cashless treatment during golden hour, dangerous driving, juvenile driving से संबंधित कुछ बातें हैं।

Over speeding ड्राइविंग करने समय mobile पर बात करना, seatbelt के नियमों आदि के उल्लंघन पर भी कहें नियम बनाए हैं और license निलंबन जैसे प्रावधान भी इसी दिशा में एक कदम है।

माननीय समाप्ति जी, पूरी दुनिया में लोग हमारे देश का उल्लेख करते हैं कि जहां आसानी से लाइसेंस मिल सकता है, अकांस कोई देश है, तो उसके लिए हिंदुस्तान का नाम लिया जाता है। दुनियव्य विश्व से जो जननकारियां मिली, उससे ध्यान में आया है कि एक यथार्थ लोग-लोग, दार-दार लाइसेंस लेता है और यह भी ध्यान में आया है कि 30 परसेंट लाइसेंस bogus हैं।

Driving license से पहले जो प्रशिक्षण लेना चाहिए, टेस्ट होना चाहिए, वह भी scientific तरीके से ही हो रहा है। अभी हमने इसमें computerized test का भी प्रावधान किया है और हम driving training centre के लिए भी प्रतिस्पर्धा कर रहे हैं। इस समय देश में सामाजिक रूप से 22 से 25 लाख drivers की कमी है। अगर हम driving training centre, विशेष रूप से backward area tribal area, rural area में खोले और वहां के नीचे गुणवालों को ठीक प्रशिक्षण से driving की training दें, तो उन्हें इसके कारण रोजगार भी मिल सकता है।

महोदय, भारत सरकार ने 2016 में Group of Transport Ministers का गठन किया था, जिसमें श्री गुप्ता खान नामक, जो उस समय राजस्थान के ट्रांसपोर्ट मिनिस्टर थे, वे उनके अध्यक्ष.
सर, इसमें राज्यों को अधिकार देना और उनके हाथ कैसे मजबूत करने हैं, यह भी additionally दिया हुआ है। में बहुत स्पष्ट रूप से यह कह देना चाहता हूं कि राज्य के किसी भी प्रकार के अधिकार को हम नहीं लेना चाहते हैं। इसमें दो बातों पर बहुत से माननीय सरकारों ने आपकी जताई है। अभी present law में यह नियम है कि अगर आप नई गाड़ी खरीदते हैं, तो उस गाड़ी को RTO Office में ले जाना पड़ता है और RTO Office उसका inspection करता है और उसके बाद उसको kina टैक्स भरना है, इसकी receipt देने के बाद उसका number allot करता है। Actually, कोई गाड़ी दीलर के यहां से निकलने के बाद RTO Office नहीं जाती है। ऐसा न करने के बदले में क्या होता है, यह आपको विदित है। अभी हम लिस्ट को online कर रहे हैं। इसमें registration की जिम्मेदारी, जो पहले consumer की थी, वह हम दीलर पर डाल रहे हैं। स्टेट का जो भी टैक्स होगा, उतना उसके online स्टेट के एकाउंट में जमा होगा। सर, मुझे government की competent authority जो RTO Office होगा, वह नम्बर देगा, वह नम्बर गड़ी को मिलेगा। हम इसमें से कोई शेयर नहीं लेना चाहते हैं, कहीं अधिकार नहीं लेना चाहते हैं, किसी को अधिकार देना नहीं चाहते हैं, प्राइवेट वाले को नहीं देना चाहते हैं। अधिकार अभी भी राज्य सरकार के पास है, उनके अधिकारी के पास है। केवल हर गड़ी के registration पीछे, जो आप सबको विदित है कि इसमें क्या तकलीफ होती हैं, हमने उसको
online किया है, ताकि इसके कारण लोगों को मुश्किल न हो, भ्रष्टाचार न हो और इसमें transparency आए। मुझे लगता है कि राज्य सरकार को कोई भी अधिकार लेने का हमारा उद्देश्य नहीं है।

दूसरा, बहुत से लोगों ने कहा कि हमने National Transport Policy बनाने की बात कही है। सभी माननीय सदस्यों को पता है कि Railway, Aviation और Waterways, ये भारत सरकार के पास है और State Transport राज्य सरकार के पास है अगर हमें multimodal hub बनाना है, तो इसमें लगभग सभी राज्य सरकारों की सहायता की जाएगी। इसमें तीन agencies भारत सरकार की हैं और एक अन्य राज्य सरकार की है। अगर तीनों को एक जगह लाना है, तो हमें इसके लिए पहले लेनी पड़ेगी।

इसके लिए इसमें प्रतिबद्धता कर दी गई है। इसके लिए हमने इसमें clear तरीके से कहा है कि हम राज्य सरकार के कोई भी अधिकार नहीं लेंगे। Already राज्य सरकार में जो Public Transport Undertaking है, उसका एक अधिकार में है। उस एक्ट के अनुसार इसके बंद करना, बावू रखना, कैसे करना है, जिले के नियम का होगा, राज्य के नियम का होगा, किसको allow करना है, नहीं करना है, यह सब राज्य सरकार के पास है। हम हमें कोई नहीं करना चाहते हैं, न राज्य सरकार का कोई भी अधिकार लेना चाहते हैं। नई technology के आधार पर multimodal hub होगा, नई Electric Transport on Public Safety में नई-नई बातें आ रही हैं, उनका उपयोग करना होगा। बहुत-सी बातें हैं, उनके लिए हमने यह पूरित होनी वाली कही है।

इस पूर्वावलोकन की stakeholders राज्य सरकारों होगी। उनसे चर्चा के बाद यह पूरित होगा। बहुत- से सदस्यों का इस पर objection था, उनसे मंत्री कहा कि अगर पूरित होता है, तो बाद भी किसी राज्य को लगता है कि हमें इसे स्वीकार नहीं करना है, तो the policy is not mandatory. इससे से choice राज्य सरकार के पास है। अगर वह नहीं बाहर है, तो स्वीकार न करें। हम हमें उपर इस प्रकाश का कोई बंद नहीं लाएंगे, में यह विवाद के साथ सदन को बताना चाहता हूं। इसलिए नई technology का विकास और उसके मेनेजर परिवहन व्यवस्था में सुधार की जरूरत है। Transportation के नए-ए उपयोग आ गए हैं। अभी हमारे यहां Doppelmayr नामक Austrian Company है, जब मैं Water Resources मंत्री था, तब हमने उसका joint venture WAPCOS नामक कंपनी के साथ चर्चा का साधन आ गए हैं।

अभी हमारे यहां Doppelmayr नामक Austrian Company है, जब मैं Water Resources मंत्री था, तब हमने उसका joint venture WAPCOS नामक कंपनी के साथ चर्चा का साधन आ गए हैं।

Government Bills

[RAJYA SABHA]
all State Transport Corporation loss making में हैं। यह बात जरूर है कि साथ में लम्बाई, केन्द्र, आप, तेलंगाना और कर्नाटक, इनका transport system उत्तर भारत के राज्यों की तुलना में अधिक है। अगर वे भी उसका उपयोग करना चाहें हैं, तो उपयोग करें। अगर वे न्यूज टेक्नोलॉजी का उपयोग नहीं करना चाहते, तो भी उसके अंग्रेज़ी अधिकार है। इसलिए जैसे हमने airports privatize किये, ऐसे ही कुछ लोगों को लगता है कि हम लोग इसे भी privatize करेंगे और corporate को लायेंगे। राजी सरकार की परवानगी के बिना कोई प्रयोग राज्य में नहीं होगा।

अब एयरपोर्ट जैसा बसपोर्ट बनाना है। भें आपके पास ही NHAI में यह काम है। बसपोर्ट बनाने के लिए आपके पास प्राइम जगह है। 2000 बसपोर्ट्स बनाने के लिए करोड़ों रुपये लगेंगे। तो वह public-private investment के बिना सम्मिलन नहीं है। अगर राजी शासन के बजट से करेंगे, तो हम इतने बसपोर्ट्स बना नहीं पायेंगे। किर भी वह अधिकार राजी सरकार का है कि पीलिसी के बावजूद उन्होंने कोई काम करना है या नहीं करना है, उसका निर्णय राजी सरकार करें।

मैं सदन को पूरी तरह से आयोजित करना बाहर हूँ कि इसमें कोई हस्तक्षेप नहीं होगा। महोदय, केवल दो-तीन मुद्दे जो हैं, अगर आप अनुमति दे तो...

**श्री समाप्ति:** डिकार्ट के बाद आप जब रिपोर्ट करेंगे, उस समय बताएगा।

**श्री नितिन जयराम गडकरी:** जैसा कहा है। परन्तु मुझे लगता है कि अगर वे बिलगर हो जायेंगे, तो रिपोर्ट नहीं होंगे।

**श्री समाप्ति:** यह बाद में करना ही बेहतर होगा। मेम्बर्स को पहले मीका मिलना चाहिए।

उनके मन में व्या-व्या शंकाएं हैं, आशंकाएं हैं, वह आप दीजिए।...(व्यवहार)

**श्री नितिन जयराम गडकरी:** मुझे लगता है कि कुछ बातें अगर हो जाएंगी, तो ठीक रहेंगा।

**श्री समाप्ति:** संस्केत में बताए।

**श्री नितिन जयराम गडकरी:** मैं संस्केत में बता देता हूँ। महोदय, उसमें बाहन resale की प्रक्रिया के सरलीकरण का एक मुद्दा है।

**श्री समाप्ति:** ये मंत्री जो ऐसे हैं कि वस को रोड पर नहीं, हवा में चलाना चाहते थे।...(व्यवहार)... तब क्या होगा?...(व्यवहार)... Really. He has got wonderful ideas and also some practical experience. He is a student of management.

**श्री नितिन जयराम गडकरी:** सर, फिलीपीन्ज़ में already वे बसें चल रही हैं। अभी हमारे अरुण सेवकाल जो यहाँ नहीं हैं। उन्होंने करीब 17 डिजिटल एक्स के लिए इसके बारे में DPR बनाने की अभी युवाजन की है। मैंने लोक सभा में अभी बताया, मैंने डिस्ट्रिक्ट न्यून में आपको बुलाया है, invitation दिया है। हमने 7 मंजिला parking plaza बनाया है। State Transport के सभी stations पर traffic jam हो जाता है, तो यह seven floor का है और उधर में 8वें FLOOR
[Shri Mittal Jyväskylä 30th]

par restaurant है। यहाँ हमारे बम जितना है, 2 मिनट के distance पर है। तो ये अलग-अलग प्रकार के नये innovation, नयी technology अगर लानी होगी, तो हमें इसके लिए...यह हमारे देश में नहीं है, यह बाहर से आयी है, तो इसका उपयोग करना पड़ेगा।

पहला, driving licence में reforms की बात है। इसमें online learning licence की सुविधा है। Identity verification का उपयोग किया जाएगा। National Register से सन्यातारण आसान होगा तथा फार्म्स लाइसेंसेज बदल हो जायेगे। Test की गुणवत्ता भी बढ़ायी जाएगी। Computer और camera के द्वारा licence की testing होगी। इसमें RTO दफ्तर का प्रभावास्तव कम करने के लिए कई कदम उठाये गये हैं। Transport licence 3 की जगह 5 साल के लिए देख किया जाएगा। Drivers की कमी दूर करने के लिए गुणवत्ता बढ़ाने के लिए इसमें training school की भी बात है। आप राज्य में कहीं भी licence ले सकते हैं। अगर आप मुब्ध हो रहे हों, तो नागपुर में ले सकते हैं और यदि नागपुर में रहते हों, तो औरंगाबाद में ले सकते हैं। इसके लिए यह सुविधा भी है। Renewal के लिए एक वर्ष के पहले या बाद तक apply कर सकते थे और जब वह valid नहीं है, तब आप गाड़ी नहीं बना पाएँगे, ऐसा था, परन्तु अब renewal के लिए यह मुद्दा भी हमें बदरा दी है। Registration की प्रक्रिया भी सरलीकृत की गयी है। Dealer द्वारा registration की प्रक्रिया की गयी है। आप राज्य में कहीं भी अपनी गाड़ी का registration कर सकते हैं। आपके लिए यह जरूरी नहीं है कि आप अपने शहर में कराए।

दिशाओं को वाहन पर्यायकरण में सुविधा दी गयी है। कम्यूटरवर्तक वाहन fitness प्रणालिक की जांच की बात है। पुराने वाहनों के scrapping के लिए नियम बनाये गये हैं। National Register से सन्यातारण किया जा सकेगा। परिवहन यात्रा के सुरक्षा में मने बताया कि integrated transport system, multi-modal hub, last mile connectivity, ये सब बातें हैं। ये जो aggragators हैं, जैसे: Ols, Uber, उनके लिए उम्मीदिय में हो नहीं हैं। इसमें हमें नियमित करने के लिए नियम भी लेयार किये गये हैं। विशेष रूप से सुरक्षित वाहन के लिए वाहनों की जांच के नियम, testing संस्थान के मापदंड, दोपहुँच वाहनों के लिए compulsory recall, वाहन कम्पनी द्वारा अनिवार्यता होने पर जांच के अधिकार रखे गये हैं और penal provision सक्रिय किया गया है।

विशेष रूप से जो accidental spots हैं, उनके बारे में मने आपको बताया है। पदयात्री और non-motorised वाहनों के लिए भी नियम लेयार किये गये हैं। Over all, हमारे देश की ट्राफिकॉर्ट्स यात्रा में सुरक्षा ही है और सड़क सुरक्षा की विशेष चिंता की गयी है। Helmet पहनना चाहिए। Good Samaratins के लिए हैं, overloading रोकने के लिए भी हैं। नियम उल्लंघन नहीं होने पर कठोर प्राप्तान हैं। अभी 50 प्रयोग का जो दंड है, उसको बदरा कर 1,000 रुपये किया है, तो लोगों को एकदम लग रहा है कि यह ज्यादा हो गया। आपकी समिति में इसकी चर्चा हुई है। खतरा सड़कों और दुर्घटना की सिफारिश में contractor को जिम्मेदार बनाने का provision किया गया है। जो penalty है, उसको हर वर्ष 10% प्रतिशत बढ़ाने का अधिकार दिया गया है। इसमें Electronic Enforcement की यात्रा है। National Road Safety Board गठित करने की बात है। रेड्स रेड्स पर Ambulance को रास्ता देने का प्राप्तान है। Ambulance को रास्ता न देने पर कठोर प्राप्तान
There are two Amendments by Shri Elamaram Kareem and Shri Binoy Viswam for reference of the Motor Vehicles (Amendment) Bill, 2019, as passed by Lok Sabha, to the Select Committee of Rajya Sabha. Members may move the Amendment at this stage without any speech. Are you moving?

SHRI ELAMARAM KAREEM (Kerala): I am moving...

"That the Bill further to amend the Motor Vehicles Act, 1988, as passed by Lok Sabha, be referred to a Select Committee of the Rajya Sabha with instructions to report by the last day of the first week of the next Session of the Rajya Sabha."

SHRI BINOY VISWAM (Kerala): Sir, I move:

"That the Bill further to amend the Motor Vehicles Act, 1988, as passed by Lok Sabha, be referred to a Select Committee of the Rajya Sabha, with instructions to report by the last day of the first week of the next Session of the Rajya Sabha."

SHRI B. K. HARIPRASAD (Karnataka): Sir, I am on a point of order...

MR. CHAIRMAN: I will tackle it. I know how to tackle it. First, the motion for consideration of the Motor Vehicles (Amendment) Bill, 2019, as passed by Lok Sabha, and the amendments moved thereon, are open for discussion. What is your point of order?

The questions were proposed.
SHRI B. K. HARIPRASAD: Sir, my point of order is this. Rule 69 provides "that no such motion shall be made until after copies of the Bill have been made available for the use of members, and that any member may object to any such motion being made unless copies of the Bill have been so made available for two days before the day on which the motion is made, and such objections shall prevail, unless the Chairman allows the motion to be made." Sir, I just want your ruling on this.

MR. CHAIRMAN: I have already permitted.

SHRI B. K. HARIPRASAD: Sir, I need your ruling on this. In Lok Sabha, when the Bill was passed, Clause 94, sub- clause 3 was not there. Even in 1988 Act, it was not there. Even in the Bill introduced in the Lok Sabha, it is not there. It has come up in Rajya Sabha, Sir. Have they hoodwinked the Lok Sabha or are they misleading the Rajya Sabha? Sir, it is the prestige of Rajya Sabha. I need your ruling on this.

MR. CHAIRMAN: Right. I will give you the ruling, but, initial information is, this Bill was circulated on 25.7.2019. Today is 31.7.2019. So, more than two days' time has been given. With regard to the changes which you are making, let me go through it, and then, I will give a detailed ruling about that.

SHRI B. K. HARIPRASAD: Sir, it is a defective Bill.

MR. CHAIRMAN: Shri B. K. Hariprasad to initiate the discussion. (Interruptions)...
He has made a point of order. Why are you supplementing it? There is no supplementation to the point of order. He has to bring it to my notice. He brought it to my notice. I will go through it... (Interruptions)...
Mr. Ripun Bora, please sit down.

SHRI B. K. HARIPRASAD: Mr. Chairman, Sir, you have been in this House for a long time. You are the Chairman. I am expecting some ruling.

MR. CHAIRMAN: Mr. Elamaram Kareem and Mr. Binoy Viswam, if you want to refer the Bill to the Select Committee, both of you have to give the names. You are also supposed to propose the names whom you want in the Select Committee. That is the part of the Resolution you have to make. That is the Rule position. So, if you want to give the names, you have to give before.

SHRI JAIRAM RAMESH: What is the ruling, Sir?

MR. CHAIRMAN: I have allowed the Bill to be taken up. The Minister proposed it... (Interruptions)...

MR. CHAIRMAN: The Bill was circulated on 25.7.2019. Today is 31.7.2019. So, more than two days' time has been given. With regard to the changes which you are making, let me go through it, and then, I will give a detailed ruling about that.
SHRI B. K. HARIPRASAD: I agree, Sir. But, Clause 94 was not discussed in the Lok Sabha. I am speaking on a defective Bill.

MR. CHAIRMAN: No, no; it will become effective after the defect is removed. Don't worry.

SHRI B. K. HARIPRASAD: Sir, I rise to speak on the defective Bill introduced by the Minister. I don't think this defective Bill will solve any problem in this country. Sir, whenever the Minister speaks on the Road Safety Bill or the Motor Vehicles Act, he talks of accidents in the country. He also quotes about five lakh accidents taking place. Ninety two Clauses have been brought in this Bill. The Minister was very keen that he wants to bring down the accidents as far as possible. Out of these 93 Clauses, please go through and find out the Clauses which speak of road safety.

MR. CHAIRMAN: Who is the new Minister here?

Along with grammar, there has to be a bit of humour too in the House! Sorry, Hariprasadjji, you may continue.

SHRI B. K. HARIPRASAD: Sir, the Minister was talking about a huge number of accidents taking place. He wants to amend the Motor Vehicles Act. He has tried to amend almost 93 Clauses. Out of 93 Clauses, as far as the road safety is concerned, only five Clauses are there. I just wanted to know about the remaining 88 Clauses. These five road safety Clauses also are not very clear. The accidents take place on the roads, whether National Highways or State Highways. On the National Highways, he should have brought in some amendments about the capacity of the roads. According to the notification by Government of India, the capacity of the roads for a commercial transport vehicle is 80 kilometres and for the regular transport vehicle is 100 kilometres. Sir, it is the 21st Century. Most of the vehicles manufactured in India have got the speed limit of 200 kilometres to 250 kilometres. There are motorcycles in this country which, within ten seconds, can go upto 100 kilometres speed. The Minister is very silent on this. The Minister is very particular about the road safety and corruption in RTO. He is right, I agree. I am not saying it is not there. My point is, on road safety, you have brought only five Clauses out of 93 Clauses. 88 Clauses refer to other issues on the transport sector. Is it enough to bring down the casualties or accidents on the National Highways and the State Highways?

Sir, as rightly pointed out by Gadkariji, this Bill has travelled a long way from 2014 to 2019, through the Standing Committee, through the Select Committee. He was kind
enough to come to the Select Committee. I was also there. Sahasrabuddheji was the Chairman. He tried his best to come to a conclusion but we agreed for disagreement in that Select Committee. The blue-eyed boy of TMC is the blue-eyed boy of NDA! But, even in the Standing Committee, Mukul Roy gave some suggestions and even then these have not been included. I will come to that point a little later.

Sir, he was talking about eradication of corruption in RTO. Wonderful! Your Government is doing a wonderful job on corruption charges. You have brought in the Lokpal Bill at the fag-end of the 2014 Government! But, what alternative are you giving when you talk of dealers? You are giving powers, entirely, to dealers. I agree, there is corruption in RTO and I am ashamed of this. If I go to an RTO, apart from the registration fee of ₹ 500 to ₹ 600, I may have to shell out ₹ 2,000 to ₹ 3,000 more. If I want a fancy number, if I have got ill-gotten money, I can take that number by paying a lakh or two lakh rupees. But, the dealer, for no reason or rhyme, is charging between ₹ 5,000 and ₹ 7,000 for the registration of the vehicle. Where does this money go? Can a customer afford to pay this much amount to the dealers? This is not a safety Bill. This is only to help the corporate sector. They are trying to reverse the decision of the Motor Vehicles Act. I had spoken to the Minister also in the Select Committee and he was talking of the inspection of the vehicle. Nowadays the local inspector goes to the dealer's place, identifies the vehicle and clears the vehicle. Now, without the inspector he will register the vehicle. What will be fate? He stated that the amount and the fees and tax collected through dealer will be credited to the State Government without loss of money on real time basis that the Central Government is not taking any money from the collected amount. Fine! But at present, in each and every State, they are collecting fees and the tax on new registration of vehicle by online through Parivahan web portal. It is already there. There was no necessity for any amendments there. The collected fees and tax is being credited to State Government account on real time basis without any revenue loss. If such is the case, what is the necessity of the Central Government to collect fees and tax by any agency, company owned which is against the Constitution?

SHRI B.K. HARIPRASAD: Sir, earlier, the tax was to be collected by the Government servant. There is a vast difference between the Government servant and the public servant. Now, the Government can appoint any public servant as a tax collector. He is not accountable. We have seen many heads of the corporate sector running away from
this country. What would be the fate of the people who are paying tax if he runs away? It should not dilute the whole thing. The collection of tax should be with the Government servant only. If they don't have belief in the Government servant, I don't think they will have any belief in the Government itself. The other day I was attending one of the seminars, there was one Bihari person. He nicely pointed out saying, सर, आप लोग वहां होस्पिटल्स नहीं चला पाए, इसलिए प्राइवेट होस्पिटल्स आ गए। सरकारी स्कूल नहीं चला पाए, अब प्राइवेट स्कूल्स आ गए, अब आप सरकार भी नहीं चला पा रहे हैं, तो प्राइवेट सेक्टर को दे दीजिए। हां, हो सकता है, नागपुर में एक दूरबीनस्टेट है, वह ले सकती है, मगर हम सब लोग यह नहीं कर सकते हैं। जो हैं, वे ले सकते हैं। क्योंकि मंत्री जो नागपुर से मेजुरेट हैं, इसलिए मैं उनका ध्यान आकर्षण करना चाहता हूं।

MR. CHAIRMAN: Shri Hariprasad, your ten minutes are over from the 30 minutes. You have five speakers from your Party. I leave it to you. If your Party permits, you can speak.

SHRI B. K. HARIPRASAD: Mr. Chairman, Sir, I am concerned about the life and death of the people of this country.

MR. CHAIRMAN: I agree.

SHRI B. K. HARIPRASAD: Sir, I am not making any caustic remarks or anything. I will confine to my subject. Though I have said that the Bill is a defective Bill...

MR. CHAIRMAN: You have got every right to speak for 30 minutes. I am just telling your Party time. आप दूरे लीस मिनट बोलिए। कोई प्रोलख्म नहीं है। बाकी लोगों को मीना नहीं मिलेगा।

SHRI B. K. HARIPRASAD: Sir, I am speaking on the defective Bill to correct the flaws in the Bill. That's all. If you don't want, Sir, I can sit down. I can happily...

MR. CHAIRMAN: I don't know whether I was able to communicate to you better in English or Hindi or you want me to speak in...

SHRI B. K. HARIPRASAD: In Telugu, Sir.

MR. CHAIRMAN: The point is, your Party has been given 30 minutes' time and you are the first speaker. You have taken ten minutes. I am just telling you. Keep that in mind. Your Party has given another five names. Keep that in mind. Shri Anand Sharma has taken note of it. You please carry on.

SHRI B. K. HARIPRASAD: Sir, why I am saying is, this is also not in the interest of the road safety for the following reasons:- In motor cycles during inspection, it will
be ensured that the motor cycle is fitted with rear view mirrors, saree guard. It will also be ensured that there are no unauthorised alterations to the motor cycle like noise polluting silencers, horns with high decibels and fitment of extra lights. In motor cars/cabs, during inspection, it will be ensured that there are all the active and passive road safety accessories like seat belts, speed governor, vehicle location tracking devices, panic buttons etc. It will be ensured that the vehicle headlamp is not fitted with dazzling type additional lights, unauthorized alterations of vehicle, such as seating capacity, fitment of video devices in driver's view and multi-toned horns, etc. It will be ensured that in case of heavy goods and passenger vehicles and school buses are fitted with proper seats, safety devices like first-aid box, fire extinguishers, spark arrestor, ABS brakes for hazardous goods vehicles, etc. Sir, it should also be ensured the seating capacity as per the design, chassis extension, if any, rear and side under-run protector.

When this Clause was reviewed by the Parliamentary Standing Committee, it recommended that this proposal should be made optional for States to decide on the basis of infrastructure and manpower available and the Committee further recommended that it should not be made mandatorily to be followed by all the States. Also, dealers will manipulate the system or vehicle configuration to suit their needs.

Sir, hon. Mantriji was kind enough to give all the credit to Southern States for running a good public transport. ...\textit{(Interruptions)}...

AN HON. MEMBER: Include Maharashtra also.

SHRI B. K. HARIPRASAD: He rightly pointed out that I should even include Maharashtra also. Sir, Mantriji was saying that almost ten States have agreed to these amendments. Sir, his own Maharashtra Minister wrote a letter, which I can place on the Table of the House, and opposed this Bill. Most of the States, including Kerala, Karnataka, Tamil Nadu – I don't know about Andhra Pradesh and Telangana – have opposed this amendment Bill.

Sir, as far as permits are concerned, now, he wants to centralize it. Earlier, they used to say it was 'permit raj.' Now, we are running a good public sector bus services in the Southern part of the country. Now, he wants to centralize and allot permits from the Centre. It is only to help the private bus operators, not public sector.
So, Sir, I would say that this Bill is a defective Bill. In case he accepts some of our amendments we have moved, we have no problem in supporting it. Or else, please, don't pass this Bill today. After the discussion, please give a thought. You talk to your own 'Table Office.' If they agree, we can pass it tomorrow. This is my earnest request. Thank you.

(MR. DEPUTY CHAIRMAN in the Chair)

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(MR. DEPUTY CHAIRMAN in the Chair)

\(\text{वा. विनय पी. सहवन्यवेद (महाराष्ट्र): माननीय उपसभापति जी, एक ऐतिहासिक प्रस्ताव सदन के समुख है और अगर विवाद कुछ महीनों में, विवाद कुछ दिनों में जितने सारे बिल इस सदन के सामने चर्चा के लिए आए, उन पर अगर हम निगाह ढालें, तो मुझे लगता है कि प्रावधान मंत्री नंदन मंदी जी के नेतृत्व की सरकार को governance reforms का जो एक बहुत पूरा बैकलॉग तेयार हुआ है, उसको बिल्ठर करने में अपनी सारी मेहनत और अपनी सारी ताकत खर्च करना स्वाभाविक हो गया है।}

हमें मत है कि दो दिन पहले हमने Bankruptcy Code के बारे में चर्चा की। उस पर जो चर्चा और परिवर्तन होना चाहिए था, वह देश लम्बे समय से प्रतीक्षा कर रहा था, लेकिन वह नहीं हुआ। अगर मैं New Education Policy की चर्चा करूँ, तो 1985 के बाद इस देश में नई शिक्षा नीति आनी चाहिए थी, मगर किसी ने काम ही नहीं किया। हमने कल के बिजली तलाश बिल के संबंध में देखा कि उसके बारे में सुप्रीम कोर्ट ने बार-बार निर्देश दिए, मगर हमने अंखे मूंद ली, तो वह भी एक बैकलॉग बन गया। अब यह Motor Vehicle Act है, जिसमें 1988 के बाद हम इस कानून से जिस तरीके का आमूल-भूल परिवर्तन प्राप्त किया कर रहे हैं, मैं मानता हूँ कि पूरा देश इसकी प्रतीक्षा कर रहा था। यह जो clearance of backlog का एक ऐतिहासिक दायित्व हमारी सरकार के ऊपर आया है, उस दायित्व को निमाने के लिए यह बिल सदन के सामने आया है।

महादेव, मैं आपके कहने चाहता हूँ कि किसी भद्दति का एक status quoism, एक यहांत्रयितवाद, जो चल रहा है वह अच्छा ही चल रहा है, क्योंकि जो भी vested interests हों, जो भी हिस्सांबंध हों, उनको धक्का लगाने की न किसी में हिंसा थी, न किसी में असमसाधित थी, न किसी में ताकत थी और यह एक सरकार है, जिसने इन हिस्सांबंधों को, जो vested interests हैं, उनको ध्वस्त करते हुए जो जनता के हित की बात है, उसको अंजाम देने के लिए इस तरीके का एक ऐतिहासिक कानून इस सदन के समुख प्रस्तुत किया है। मैं इसके लिए समानानीय मंत्री जी का अभिनंदन करना चाहता हूँ।

मानवर, हम जानते हैं कि इस विवाद का दायित्व संभालने वाले श्री नितिन गडकरी जी, जब महाराष्ट्र में परिवहन मंत्री थे, तब वे रोड ट्रास्पोर्ट के विषय में एक क्रांतिकारी बदलाव लाए और कई फलाई आवश्यक बने। मैं मानता हूँ कि इस विषय में एक गहरी सोच होने के कारण उन्होंने
Sir, I would also attract your attention to the fact that the scenario, in so far as road safety is concerned, is really very frightening; it is terrifying, if I may say so. For example, many figures have already been mentioned by the hon. Minister. I need not repeat them. But the number of road crash deaths, according to the statistics available in the public domain, have increased by 31 per cent, from 2007 to 2017.

Mahavir, I think this is a stark reality that we need to be aware of. The World Health Organization has stated that road safety is a global public health issue, and the figures you mentioned are alarming. I believe that the House need to be aware of the qualitative changes that are occurring.
are being introduced through this Bill. On the basis of the quality of the provisions that have been made in this Bill, the House should support this proposition. Sir we are aware that better driver training system is the crux of the whole issue. For decades, fines for behaviour that results in fatalities and serious injuries have remained minimal, largely unrevised and have consequently failed to deter violators. The very purpose of these kinds of provisions is to have some kind of an element of deterrence.
[इ] विनय भी. सहरस्वदूँ

करने में हमारे लिए इस कानून के अंदर जो प्रीमियर बनेंगे, जो subordinate legislation बनेंगे, उसमें इसकी विचार करनी चाहिए। जितने सारे हमारे रोडव्ह रहते हैं, अभी राइट टर्न करना है, तो केवल राइट साइड में राइट टर्न बालों को ही जाने देना चाहिए, जिसके लेना चाहिए है। उसके ही केवल लेफ्ट टर्न में जाने देना चाहिए और इसके लिए यहाँ पर आरेखित होता है।

उत्साहमयता महादेव, मैं मानता हूँ कि कभी-कभार अगर प्राइवेट वीकल्स का भी commercial vehicle का usage है, कई बार आपको यह पीले रंग की जो नंबर प्लेट है, वही रखने से आप commercial usage कर सकते हैं।

महादेव, अंत में यह जो ट्रैफिक और ट्रांसपोर्ट को लेकर जितनी सारी समस्याएं हैं, वे केवल हमारे देश से संबंधित नहीं हैं। पूरी विषय की आबादी इन समस्याओं से जुड़ी रही है और हम सब जानते हैं, इस सदन में बैठे हुए कई मन्त्रियों को पता है कि कोलंबिया में, बोगोटा में Enrique Penalosa जो वहाँ के मेरो थे, उन्होंने इस विषय में बहुत अच्छे प्रयास किए और लोगों को... मतलब उनका यह कहना था कि लोगों का वीकल्स में बैठक ही गति मिलती है, ऐसा नहीं है। आप पैलैंट देखें, तो भी आपको नहीं है कि रास्ता और आवाज होना चाहिए और इसलिए pedestrian-centric इस विन में यह प्रावधान है कि जो पादवाही है, जो पेयरों से चलना चाहते हैं, उनके लिए भी, व्यक्ति यह तो हमारा आम आदमी है और उसकी ही विचार इस विन में की गई है।

मैं मानता हूँ कि इस विषय में और कुछ करने की जरूरत है, जिसके कारण जो pedestrians हैं, पादवाही है, केवल वीकल्स में बैठने वालों के लिए यह कानून नहीं है, तो पादवाहियों के लिए भी जो पैर से चलना चाहते हैं, पद-मय का उपयोग करना चाहते हैं, उनके लिए भी इस कानून में प्रावधान है। इसको और लम्बा किया जा सकता है।

मान्यवर, हम महात्मा गांधी जी की 150th Anniversary मना रहे हैं और गांधी जी हर दिन 18 किलोमीटर चलने को अपेक्षा करते थे और कई बार चलते भी थे, आपकी आयु की उस स्थिति में, जब उनको चलना संयम था। मैं मानता हूँ कि गांधी जी की जन्म शताब्दी मनाते समय हमने pedestrians को केंद्रीयता रखते हुए इस कानून में और भी सुचार करना चाहिए। यह बहुत अच्छी
SHRI MANISH GUPTA (West Bengal): Sir, I rise to oppose this Bill.

Sir, we have no difficulty, as the Minister has pointed out, regarding the measures taken for safety and the provisions for saving lives of the travelling public. The Minister has also mentioned in his opening remarks that this issue was raised in the Conference of Transport Ministers of India. But, Sir, we find that there is an increased incidence of not referring such inter-State cases, cases involving States of the Union, to the Inter-State Council. Our Chief Minister has repeatedly said that the Inter-State Council is a constitutional body, created under Article 263 of the Constitution. So, rightly, when such sweeping changes are being brought to the Motor Vehicles Act, this matter should have been discussed in the Inter-State Council.

Sir, in 2014, the Road Transport Safety Bill had been brought. Several States raised objections and, finally, the ruling dispensation had the sense to drop the Bill. Likewise, in this Bill too, as some speakers have pointed out, road safety is a facade. Nobody has any difficulty with road safety. It is a welcome move. It should be done. But the Budget outlay is only ₹ 364 crores, and most of the provisions in the Bill do not relate to road safety. They relate to measures being taken to curtail the independence of the State Governments.

Sir, all States in the Union, over a period of time, in the last 72 years, have done a sterling job in bringing about social transformation and economic development, creating livelihoods and rehabilitation and bringing poorer people into the mainstream. But this has been ignored and lack of trust has gained more space as far as the Centre and States are concerned. Cooperative federalism has taken a backseat. I would be going into
[Shri Manish Gupta]
details of particular clauses, but, Sir, economic growth is something which the State Governments are responsible for. This particular Amendment Bill seeks to bring in permits, licenses and various other measures, which are entirely in conflict with our axioms, our idioms and our belief that regulations must be reduced. That is the drift of rule-making. As society progresses, you have to bring down the controls. You have to give independence to the people. That is not happening. Exactly the opposite has been reflected in this Bill. Instead of deregulating the stringent and archaic provisions, they have brought in more and more controls.

Sir, Clause 66(a) seeks to evolve a National Transportation Policy. The Hon’ble Minister has stated that those States which are not interested need not participate. This is the same statement which was made by him in the Lok Sabha. But there is no provision in the Amendment Bill to say specifically that those States which are not interested can opt out.

Sir, in this country, we have a monetary policy; we have a fiscal policy; we have a foreign policy; we have an export policy. None of these policies is enshrined in any Statute. Therefore, why does this National Transportation Policy require additional legislative legitimacy? This is not justified. In fact, there are many policies. This policy could have been way outside this Bill, so that it has the scope for developing what all the States feel needs to be done.

Sir, the Parliamentary Standing Committee had dwelt on these amendments. Not a single recommendation, I repeat, not a single recommendation, of the Standing Committee on this particular Bill has been incorporated in this Amendment Bill. We had several meetings of the Select Committee too. I was a Member of the Select Committee and the Chairman is here too. We observe that although the State Governments made several recommendations and raised several objections, not a single objection has been converted into any word, letter, amendment or change in this Bill. So, the spirit of cooperative federalism was lost even before this Bill was brought to the House. That is why there is a need to put forward in front of people the that there is a move to privatise the transport sector and corporatize the transport sector. Several Sections are there like 66A and 88A. The State Governments have been provided with several powers under Section 67 (3) of the Motor Vehicles Act. Sections 66A and 88A tend to override the State's power entirely. In this respect, the Minister has stated that the States have State
Transport Corporation Acts. But that is not enough. Encroachment on the powers of the State means you don't trust the States. If you have to develop this country, then you need to have trust between the States and the Centre. The entire drafting seeks to demean the position of the State. In Section 136, the Central Government seeks to put out the expenses of maintaining, monitoring and repairing National Highways on the State Government. There is no source of funds. But they are also trying in other clauses here to circumvent the State's power to levy taxes. States levy motor vehicle taxes under the State List of the Constitution. The Concurrent List provides for administration of motor transport. But those have been given short shrift and the basic power of the States to levy taxes has been passed on to private dealers. So, this is very unfortunate. There are sections like Section 56. It is extremely dangerous. It was discussed in the Select Committee. This Section 56 refers to non-transport vehicles which deals with administering a certificate for fitness. More than 80 per cent of the vehicles in this country are non-transport vehicles. When this matter was brought before the Select Committee, unfortunately, the officials who came from the Transport Ministry said, "Don't worry; this is just an enabling clause." What is this enabling clause? Enabling clause means you, on your own sweet will, can decide to impose if the category of all vehicles on your own as they are all non-transport vehicles. Sir, Clause 23 deals with non-transport vehicles. Under Clauses 66A and 66B State's arena of operation is grossly encroached upon by the Central Government. Section 88A is very interesting. This clearly shows that the Central Government wishes to get into matters like last-mile connectivity, rural transport and improvement of the quality of life in the States. How can a statute like the Motor Vehicles Act circumvent the power of the State through an Amendment like this? Rural transport is the responsibility of the State Government. Quality of life, environment and everything is listed here. We brought this up in the Select Committee and asked, "Why don't you delete these clauses; why are you encroaching upon the arena of the State? But this was not heeded. Therefore, Sir, I oppose this Bill. There is also a small issue. During the pendency of this Bill, the Government made certain rules. You cannot make rules during the pendency of the Bill. This is in direct violation of parliamentary procedure. But this has been done. I don't know what Parliament is going to do about this violation. But this is certainly a serious matter and the dignity of Parliament is being encroached in a Machiavellian manner. Thank you, Sir.

SHRI DEREK O'BRIEN (West Bengal): Sir, I have a point of order.
THE VICE-CHAIRMAN (SHRI SUKHENDU SEKHAR RAY): Under which Rule?

SHRI DEREK O’BRIEN: This is under Rule 69. This is a serious issue raised by an hon. Member from the Congress Party. We are discussing a Bill passed in Lok Sabha, but the text of the Bill in Rajya Sabha is not the same as the Bill passed in Lok Sabha. (Interruptions)... If there is a problem, let us solve it. Let the Minister move (Interruptions)... If there is a problem, let us solve it. Let the Minister move (Interruptions).... (Interruptions)...

THE VICE-CHAIRMAN (SHRI SUKHENDU SEKHAR RAY): The Minister is on his legs.

SHRI DEREK O’BRIEN: I am suggesting if that is the difference, if there is a numbering issue, let the Minister bring an amendment. This is the problem when you do hadbad legislation.

THE VICE-CHAIRMAN (SHRI SUKHENDU SEKHAR RAY): Let the Minister reply.

Shri Ravi Prakash Verma (Uttar Pradesh): Sir, यह जो कानून है, यह ऐसा कानून है, जो लगभग सभी लोगों की जिंदगी से मलबर रखता है। हर व्यक्ति को आज की तारीख में, अपने रोजमर्रा के काम के लिए, सामान्य जीवन में भी सड़क पर आना होता है। जो हालत समान दिखाई पड़ रहे हैं, जिनका जिक उसके लायक समानित नहीं किया गया है, इस देश में लगभग ढेढ़ लख से ज्यादा लोग हर साल दुर्घटनाओं में मर जाते हैं और इससे दोगुनी लादाम में वे disable हो जाते हैं। गैर समझ में यह बात नहीं आती है कि आखिर लोग क्यों नहीं समझ पा रहे हैं कि सड़कें बनाने के लिए हैं, मरने के लिए नहीं हैं। जो गाड़ियां लेकर हम चलते हैं, वे हमें किसी मुकम पर पुरुषबाती हैं, वे यात्रा करने के लिए हैं, वे मरने के लिए नहीं हैं। मुझे नहीं लगता है कि इसने ज्यादा मौतों लगाई है होती गयी, शायद बीमारी में भी इसने ज्यादा मौतों नहीं होती
Government Bills

31 July, 2019

SIR, Kaunum में माननीय मंत्री जी ने राष्ट्रीय रस्ते के बारे में आयोजित बॉडी का विषय किया है। कई किस्म की एडवाइजरी बॉडीज़ already काम कर रही हैं। सर, इस बिल के अंदर कई सारे loose ends हैं, लोगों का traffic behaviour है, रस्ते के designs हैं, traffic की density है, ड्राइवर्स का behaviour है, जो regulating authorities हैं, उनकी लापरवाही है, इतने सारे loose ends हैं, आपके advisory nature का जो Body प्रयोज्य किया है, जिसे उससे एडव्यान्स की भी पाए जा सकते हैं।

मेरी आपसे रिक्वेस्ट है कि बजाय बॉडी बनाने के इसके लिए आयोज बनाए, जिसमें tooth भी हो। हमारे अंदर बहुत सारे चीजें ingrained हो रही हैं, मोटरसाइकिल लेकर निकलना है, लेकिन हेलमेट पहनकर नहीं निकलना है।

भी नितिन जयराम गडकरी: हमने जो किया है, उसके लिए ही राज्य सरकार कह रही है।

भी रवि प्रकाश वर्मा: सर, मैंने रिक्वेस्ट की है और आप केस रास्ता निकालते, वह आपकी headache है, लेकिन मैंने लाजपत बात कही है। चूंकि इतने सारे loose ends हैं, ultimately आपकी राज्य सरकार के साथ मिलकर ही काम करना होगा, लेकिन जो तथ्य है, वह म्यूजिक है। खिले 10 वर्षों में 16 लाख लोग मरे हैं। यह तो किसी अच्छे खास नगर की आदेश है।

किसी का मर जाना और हमारा संबंधकीमल न होना, यह हमारा राष्ट्रीय चरित्र कभी नहीं रहा, लेकिन यह चीज रिपोर्ट होकर सामने आ रही है, इसलिए मेरी आपसे यह गुजारिश है कि जो भी आपने बॉडी बनाया है, इस बॉडी की इस तरह से शेयर कराए कि इसमें थोड़ा tooth हो और जो concerned authorities हैं, उनको भी वे रेग्युलेट बनाकर सकें या उनको ऐसी इंस्ट्रूक्शन दे सकें, जो बायकारी हो।

जहां तक राज्य सरकार की बात आई, मुझे याद है हमारे उत्तर प्रदेश में एक बार overloading का परिमाण राज्य सरकार के द्वारा दिया गया था। उस overloading परिमाण का यह फर्क पड़ा था कि सड़कों की जो नोर्मल लाइन होती है, उससे पहले ही वे सड़कें खराब हो गई थीं, तो जितना राज्य सरकार ने कमाया होगा, उससे कहीं ज्यादा, कई मुदा ज्यादा तुकसान इस तरह तो सड़कें दोबारा बनवाने पर मुहरत पड़ा। हम इस व्यापार को समझ सकते हैं कि हरस्तेप की जरूरत है। माहौल कभी-कभी बहुत dangerous दिखाई पड़ता है। खास तौर पर जिनका जिक आप कर रहे थे, जो खतरनाक प्लाइट्स आपने बनाए हैं, जो prone to accidents इसके ही महदाव, उन्हें identify करके, वहां पर विशेष तौर पर सड़कों की जो वायविक है, यदि गोद हैं, तो उन्हें डंग से ज्यादा करना वाली रीति से देखने की जरूरत पड़ती है। मैं देख रहा हूँ कि सड़कों पर जो डायवर्स का विहेंचिक है, वह ठीक नहीं है। रस्ते पर एक लेन होती है नोर्मल ट्रैफिक के लिए और राइट साइड से overtaking का provision होता है, लेकिन जितनी ही गाड़ियाँ हैं, तोड़े ट्रक्स, बसें या अन्य गाड़ियाँ, वे सभी overtaking lane का ही होता है।
[श्री रवि प्रकाश वर्मा]
करती हैं, जबकि overtaking का जो process है, वह बाई तरफ से है। यह सर्वाधिक प्रक्रिया हो गई है कि वे तेक्ट साइड का इंडिकेटर जलाकर या राइट साइड का इंडिकेटर जलाकर आराम से बहुत तेज गति में पीछे से निकल जाते हैं या पीछे से honking करने लगते हैं। यह जो traffic behavior है, इसी regulate करने के लिए आपको विशेष प्रयास करने पड़े।

महोदय, अब ऐसी स्थिति है कि सड़क के बिना तो हमारा काम नहीं चल सकता है, हमें सड़क पर तो निकलना ही निकलना है, लेकिन जो लोग सड़क का इस्तेमाल कर रहे हैं, उनका ग़ौंड़ा करा है, उनकी मानसिकता क्या है और इससे किसी दुर्घटनाएं घट रही हैं, किसी मौसम हो रही है, यह भी देखना पड़ेगा। आपने compensation के प्राक्काल लिए हैं। हाई कॉर्ट ने भी कहा है कि जो सड़कों पर मौसम होती हैं, उनके लिए compensation का प्राक्काल करना पड़ेगा।

बहुत सारी दीजेआ आप इस बिल में लेकर आए हैं।

महोदय, चूंकि मेरे पास समय कम हैं, इसलिए मैं विस्तार में नहीं जाना चाहता हूँ, लेकिन जब आपने highways के ऊपर भी traffic regulations maintain किए हैं, तो आप देखिए कि जो नई-नई गाड़ियाँ आ रही हैं, उनके मौसम में तीन से बार मुगी जयदा स्कीड दी हुई है। तबके उसका दृष्टांकन करते हैं। आप किसी भी highway पर जाकर देख सकते हैं कि इसके कारण बहुत खतरनाक स्थिति होती है।

महोदय, जो traffic culture है और चूंकि traffic हमारी रोजमर्रा की जिंदगी का हिस्सा है, इसलिए मेरा आपसे आग्रह है कि केंद्र सरकार के जो मानव संसाधन विकास मंत्री हैं, उनसे बात कीजिए और traffic और उसका culture हमारे curriculum में बहुत शुद्धित से आना चाहिए। मैंने बाराज जाकर देखा है कि जो लोग सड़क पर खड़े होते हैं, जब तक उन्होंने हरेम नहीं होती है, तब तक वे सड़क क्रोश नहीं करते हैं, वाहे traffic चल रहा हो वा नहीं। यह जो self-discipline है, traffic का यह जो discipline है, यह हमारे नागरिकों से सीखे जुड़ा हुआ है और उसकी संवेदनशीलता से जुड़ा हुआ है। इस चीज को हमें बहुत बचपन से कहाएं में पढ़ाना होगा, इसलिए जिस प्रकार के culture की जरूरत है, उसे हमें देखना पड़ेगा।

महोदय, अभी बता रहे थे कि आजकल तो हमारी सड़कों मरी हुई हैं, व्यक्ति कांपिंग चल रहे हैं। हमारी बड़ी messy state है, वहां इसके कारण बहुत से लोग मर रहे हैं। जो मर गए हैं, इस बिल के अंतर्गत हम उनके compensation दे, मुझे यह समझ में नहीं आ रहा है, इसलिए मेरा निर्देश है कि इस बात पर जाकर गौर कीजिए।

महोदय, चूंकि समय बहुत कम है और केवल एक ही मिनट बचा है, इसलिए मैं व्यायाम ने बोलते हुए, केवल यह कहना चाहता हूँ कि traffic की जो व्यवस्था है, वह मुझे लगता है कि हिंदुस्तान में जिनमे पुराने highways बने हुए हैं, जिन्हें आज से 20 या 25 साल पहले
THE VICE-CHAIRMAN (SHRI SUKHENDU SEKHAR RAY): Please conclude.

SHRI RAVI PRAKASH VERMA: I am just concluding, Sir. Aajkal jo digital data hai, kisne crime kiyा hai, kisne kya record hai, kisneka behavior kesa hai, vaha sab Aapke paas hai, in sab batao ko usek baam se manage kiyा ja sakta hai.

Mohoday, M. Aapke manayam se manta nishchay M. jee ke sanman mein lana bahat ho ki motorcycles bechne wali jo company hen, ye aajkal TV par viwashpan de rahi hai aur zis prakar se TV ke manayam smarketing kar rahi hai, ye daredevil driving ki practice kara rahi hai ki yadi Aap himmat karenge, to Aapko kamyabi milenge. Sir, yeh bhi mat ka ek bahut badna kaaran hai. Sir, guzo ek minnit mein conclude karyen deejayen. Sir, baajr. M. jo badee wali sukhdeep bahut badi taadad mein aa gai hain, jinhen lekar 12, 13 aur 14 saal ke bacho saheko par nikal rahi hain, n laisay se, n koi provision hai aur n unki jaankari hai.

Sir, ye dangerous driving bhi karyen hain. M. M. jee se is baat ka bhi Aapah karana bahat ho ki jo naye shreni ki log nikalkar aaye hain, jo naye bacho hain, unhe to disciplines manane chaahie, rules manane chaahie. Koi ek vishay, bhae Learner’s license bahut bhi manayam hai, bhae to Aapke jo suvansa kender hain, vaha se hindi kriya hai... (vishay)… application develop kar deye.

UPPRAVDAV ITU (SHRI SUKHENDU SEKHAR RAY): Shri E. navigationkriya.

Shri Suvraj Prakash Verma: Sir, ye ek bahut hi jashnri chhawchh hai... (vishay)... Sir, bacho kaam se kaam laisay to le le, unhe to roles to genuine hain... (vishay)...

THE VICE-CHAIRMAN (SHRI SUKHENDU SEKHAR RAY): Your time is over. There are three speakers from your party and the time of your party is only seven minutes.

Shri Suvraj Prakash Verma: Sir, Aapne prashwas kiyaa hai ki nizgi maadhi inke bhi komon dhehring sirast loanh hain... (vishay)... Ussne ish yeh dohe hai ki agar kamy abnajan Aadmii gadi insh aajayega... (vishay)...

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SHRI A. NAVANEETHAKRISHNAN (Tamil Nadu): Thank you, Mr. Vice Chairman, Sir. This Bill is a very good Bill. I am going to support it, subject to certain objections. We also met hon. Minister for Road Transport and Highways, Mr. Nitin Gadkari and he has agreed to place the amendments and also to frame the rules as we requested him. I would like to point out that a new Section, *i.e.*, Section 44 is now being substituted. The powers have been given to the State Government. Also, with regard to, production of the vehicle at the time of registration, he said that suitable rules will be framed and issued by the Central Government to enable the State Government officials to make inspection of the vehicle before registration. I am thankful to the hon. Minister. Sir, there is a new Section 66A, which is about the National Transportation policy. The Section reads “The Central Government may develop a National Transportation Policy consistent with the objects of this Act in consultation with State Governments and other agencies with a view to” and so on and so forth. Now, we have made a request to the hon. Minister that instead of the word “consultation”, the word “concurrence” must be substituted.

Now, the hon. Minister has agreed to. Then, with regard to the new Section 88A, I may be permitted to read the minimum sentences which are required for my purpose. Sir, it deals with ‘power of Central Government to make schemes for national, multimodal and inter-State transport of passengers and goods’. In that Section also, it is written “Provided that the Central Government may, before taking any action under this sub-section consult the State Governments”. So, we made a request that instead of the word ‘consult’, the word ‘concurrence’ should be there. He has very generously agreed to. We are thankful to the hon. Minister.

DR. K. KESHAVA RAO: He has agreed that we will change our version also.

*Not recorded.*
SHRI A. NAVANEETHAKRISHNAN: Yes, he has agreed to, and I hope he will make a statement, and he will circulate the amendments. He will frame the rules as per our request. Thank you, Sir, we thank the hon. Minister also.

SHRI SASMIT PATRA (Odisha): Sir, this is regarding a very wonderful Bill that has been brought in. It has been there for a long time in waiting. It is a mix bag, but, I will start with one of the good salient features and areas where more work is required. Sir, when we look at the positive side of the Bill, i.e., the increase in compensation for road accidents and increase in allocation in terms of death and grievous injury, that has been improved. This is a welcome sign. Sir, in terms of compulsory insurance, the motor vehicle accident fund that is being talked about, we hope, that will come through and that will help. The good Samaritans being identified and not being victimized. This is another feature of this Bill. It is a positive step. The recall of vehicles from manufacturers, especially for any defect, National Transportation Policy, road safety boards, these all are welcome steps. But, these need to be worked on by the Government. Sir, in terms of offences and penalties, stronger deterrence has come about by more stronger penalties and offences which would be created thereof. As far as the licensing of tax aggregators is concerned, it is also a welcome step. We hope the hon. Minister will take it up strongly. Apart from this, Sir, there are a couple of areas, which I would like to bring to the notice of the hon. Minister. Shri Navaneethakrishnan ji has already talked about it. If we specifically look into Clause 34, which seeks insertion of New Section 88A, various aspects have been talked about like last mile connectivity, rural transport, etc. In that Clause, the hon. Minister has already agreed that he is going to change the word 'consult'. At present, it says "Provided that the Central Government may, before taking any action under this sub-section, consult the State Governments". The hon. Minister has agreed to change the word 'consult' to 'concurrence'. But, I want to give another suggestion. It says, "Provided that the Central Government 'may'...". I think, the word 'may' also needs to be deleted. Otherwise, these two words 'concurrence' and 'may' do not go alike with each other. So, I think, the hon. Minister should make it, "Provided that the Central Government, before taking any action under this sub-section, takes the concurrence of the State Governments." That is a very important aspect, Sir.

Sir, in Clause 90, new section 211A, I would like to stress that there is a specific requirement which says, "all documents, forms and applications under this Act may be filed in an electronic format to be prescribed by the Central or State Governments." Sir,
there are different State Governments and they have different capacities. Some of them might have digitized themselves while some might be in the process of it. There is also a requirement that these State Governments be allowed to introduce it in a phase-wise manner rather than pushing it from day one.

Sir, there is another aspect. Clause 92 seeks to insert new provisions, that is, section 215A, 215B and 215C in the Act. In section 215A, the clause says, "Notwithstanding anything contained in the Act, the Central Government will have the power to delegate any power or function, that is conferred upon it by the Act, to any public servant or public authority and authorise any public servant or public authority to discharge any of the powers, functions, or duties." Sir, the question was also brought up in the Select Committee. Sahasrabuddhe ji is sitting here. I was going through the report where the question was about public authority and public servant. The question is, tomorrow, if the Government decides and a private body is authorised by the Government to undertake such activities, would that private body constitute as the public authority?

So, that is the bigger concern because this clause specifically indicates that the powers of the State Government have been provided to such people including the Central Government to undertake such responsibilities. ...(Time-bell rings)...

Sir, I am concluding. Sir, there are a few suggestions that have been brought in. One is in terms of electronic monitoring that has been talked about. The resources required to bring about electronic monitoring at the State level need to be found out and the Central Government might help. Protection to cyclists, pedestrians and bus users has to be given. Shri Sahasrabuddhe ji was talking about it. In terms of consultative mechanism for subordinate legislation, there needs to be a format when subordinate legislation would come in, how we can do that. Toilets on long-distance buses, clarity on contract carriage, rules to ensure safety for children below the age of four riding on a two-wheeler, many a times, we find little children, babies on two-wheelers. It is very unsafe, Sir. What is the Government thinking about it?

THE VICE-CHAIRMAN (SHRI SUKHENDU SEKHAR RAY): Please conclude.

SHRI SASMIT PATRA: Just a minute, Sir. Some other suggestions are relating to rules and control on speeding, community service as a component of an offence, and,
provision of two drivers on large commercial vehicles for more than 500 kilometers and more. Thank you, Sir.

Shri M. Mahathir (Kuala Lumpur): The Bill should incorporate the requirement that two drivers are to be provided for long journeys, i.e., more than 500 kilometers. Thank you, Sir.
[प्रधानती कहकर परवीन]
बनावट ऐसी होती थी, जैसे LML Vespa या बजाज के स्कुटर की जो सीटें होती थीं या मोटरसाइकिल की जो सीटें होती थीं, वे थोड़ी ऊपर-नीचे होती थीं, या दोनों करीब-करीब बराबर होती थीं। लेकिन आज जितनी मोटरसाइकिल्स बन रही हैं, उनकों जो चलते दिख रहे हैं, उनकी सीटें नीचे होती हैं और जो पीछे बैठने वाले हैं, उनकी सीटें ऊपर होती हैं और बाइक भी तेज़ रफ्तार की होती हैं। युवा तो इसे तेज़ रफ्तार में बल्कि रह रहे हैं, लेकिन जब वे अपने ब्रेकें लगाते हैं, तो उससे एक्सिडेंट जाता है और इसके कारण कहीं न कहीं दुःखित हो जाती है।

इसकी पर भी लगाम लगानी चाहिए। जो मोटरसाइकिल्स बनाने वाली कंपनियाँ हैं, उनकों भी हिंदीगत दी साझा कि हम नियम-कानून बना रहे हैं, लेकिन साथ ही साथ आप उसकी बनावट पर भी ध्यान दें, ताकि सड़क दुःखित्त एवं एक्सिडेंट्स कम होइ (समय की घटी), सर, एक मिनट।

माननीय मंत्री जी, अक्सर मिलिशन काल और गरीब परिवार के लोगों के यहाँ जब शादी होती है, तो वे अपनी बेटी और अपने मामा को तोहफे के रूप में एक मोटरसाइकिल दे देते हैं। अब उस मोटरसाइकिल्स से उनकी बेटी के जो शरीर हैं, वे बच्चे या फिर उनके साथ कोई हादसा हो जाएगा, इसको देखने की जरूरत है। माननीय मंत्री जी, उस बहुत जमीनी स्तर की यह बात आपको बल्कि रही हूँ।

मैं आखिरी बात कह कर अपनी बात खत्म करा चाहूँगी। कि जब हम लोग हिन्दिएं इंडिया की तरफ जा रहे हैं, हर बीजेट में हिन्दिएं की बात हम सोचते हैं, हमारा सपना नये भारत का है, तो फिर कोलकाता जैसे शहर में आदमी, आदमी को जो धीयता है, उस पर भी रोक लगाने की आवश्यकता है। आपने ये बहुत बोलने का माफी दिया, बहुत-बहुत शुक्रिया।

हमें सहृदयकर्ता बुरों (बाबा) : अब सबहदेहीक महोदय, मिन अस ला का समस्ति करिक
बुरों - सब से प्री मिन किना चाहें मिन कि बुरों कि जी बुरों बुरों, बुरों कि मामले से
सरकार हाथन और कौन के के लेते किन वी है: यह सब एक हाथन की बाबरी में
जानते हैं कि बुरों कि भी, बुरों कि रहनें के के लेते
मानिया मनदरी जी बुरों बुरों बुरों, बुरों हैं, मिन गोरोम गोरोम बुरों
बुरों, मिन जीवन चाहने 69 जिसदे बुरों
मिन ने।

†Transliteration in Urdu Script.
اس کے لئے جنjalگرن ایہیں جلتا جلتا، ایک میں جلتی چلتی اور لوگوں کو
یہ بتانا چاہئے کہ اگر آپ غلط چاروں گی، اگر آپ باتیں قالتیں کا انگیڑ کریں گی، تو
آپ کو گرد ڈپوئے سزا مل سکتی ہے۔ میں آپ کے مادھم سے مانتے منتری جی ہو
یہ بتانا جانا گی کہ مجبور ایک بار عرب جانے کا موقع ملا۔ عرب میں جب میں
سے مینے گئے کی طرف گئے اور ہر جب میں نے مکے سے جنہاں کی طرف سفر کیا، تو وہ
بر گورد گی جو رفتح بیا، اس پر نظر رکھے کی لئے وہ بن لے کر جب جھیل میں مکہ
لگا با بیا۔ جو رفتح وہ ول اس بیا، اگر بماری جاری اس پر تیز رخف کر دی جانے گی،
tو انوشکیا ایس وقت آپ کا چالاں آپ کے وہ ہی جانے ہی گا۔ اس سے وہ لوگوں
kے ائیر تھر اور خوف پیدا بوتا ہے۔ ہلکا ہو جیا ہے کہ میں لوگا ہو یکہ وہ بن
ابیکسیا کو بیتا ہیا لوگ قالتی کا انگیڑ نہن کرے ہیں۔

اگر بم سڑک ہادھوں گی بات کریں، تو مین مانتے منتری جی کہ دھان اس طرف
آگرستی کرتا چاہوں گی کہ جب سرد کا حداثہ بونے بن، تو سرد کا حداثہ، بونے کے بعد
سڑک کو کئی بی بی بماری گزاروں کو چھوڑ دیتے ہیں۔ جو گزاروں مالک بونے بن، وہ
گزاروں کو وہ سی چھوڑ دیتے ہیں۔ بجلی کی بڑی ابتدا مشکل بونے بن، کہ، اس کو ہی
کرنے سے گزاروں وہ سرشار رہتے ہیں، گزاروں کے جگہ زمین پر بجلی جاتی ہے۔ تو
کہ کہ کہ بماری نئین کہ اس سے ہر کیڈی ہو رہی ہیں۔ میں اس ہرادی کو ہی
پچائی گئے ضرورت ہے۔
मैं यह बात इनका चाहता बोला कि आप नए कालाकार के खिलाफ कार्य करने के लिए वे बातें सुना लें।

जरूरतः यह बुद्धि नहीं है कि ये बहुत अच्छी बात है, लेकिन ये बहुत आवश्यक बात है।

वैसे तो हमने ये बातें सुना लिया है कि हम अपने कामों के लिए अच्छे समय बिताते हैं।

मैं यह बताना चाहता हूँ कि हम अपने कामों के लिए अच्छे समय बिताते हैं।
DR. BANDA PRAKASH (Telangana): Sir, I thank you for having given me this opportunity to speak on this Bill.

The Bill amends the law which is 30 years old. This is aimed at reducing deaths due to road accidents, imposing stiffer penalties on violation of rules, weeding out corruption, and making a National Transportation Policy, National Road Safety Board and other things.

First of all, I wish to bring it to the notice of hon. Minister. The Minister has said that they will work with the State Governments and will not take away the powers of the State Governments.

Section 88A is about the power of the Central Government to make schemes for national, multimodal and inter-State transport of passengers and goods.

(MR. DEPUTY CHAIRMAN in the Chair)

"Provided that the Central Government may, before taking any action under this sub-section consult the State Governments." It is mentioned there. Instead of 'consult', 'take the concurrence' of the State Governments. Kindly make an amendment for the role of the States. Another thing is, you are making a National Transport Policy. The National Transport Policy is totally about permits, road schemes and the overall framework of the transport sector. It should be defined as to what the role of the State Governments is when the National Transport Policy is made. Right now, States are also making State policies. When you are making a National Policy, what would be the role of the States? It should be clarified.

Sir, there is another thing which I want to bring to the kind notice of the hon. Minister. In Section 12, it is stated that driving licence schools would be accredited by the Centre. आज देश में बहुत लोग driving schools चला रहे हैं। Totally unemployed people are running the driving schools in the country. Once a school comes up, it should be accredited by the Central Government. There are so many laws. They will be on roads. फिर वह बच्चा पूरी तरह roads पर आ जाएगा। इस सूचना को भी आप ठोड़ा clarify करें।..(व्याख्यान)...

SHRI NITIN JAIRAM GADKARI: We are opening new schools.

DR. BANDA PRAKASH: Sir, I would like to bring this to the kind notice of the Minister. You are also opening the National Road Safety Board. What is the role of the
States in the National Road Safety Board? It should be clarified in the Bill. We also appreciate some good provisions brought in this Bill like hit-and-run cases. There is a provision of immediate payment of ₹2 lakh to the victims. Even there is a provision for cashless treatment of victims. It is highly appreciable. It is under Sections 162 and 164B. Another important factor is treatment in the golden hour. That also is highly appreciable. The hon. Minister has provided for so many things in the Bill. But, there are so many workers who depend on automobile sector and motor vehicle sector. Now, there are crores of people in that sector. You should also think of some organisation for the welfare of those people or try to collect something like cess from sale of vehicles. Recently, you imposed a cess on diesel and petrol. Diesel and petrol पर लगाने वाला सैस केवल वर्कर्स के लिए है। Please bring workers' welfare on par with construction workers' board. जिस तरह construction workers के लिए सरकार ने welfare बोर्ड बनाया है, वैसा ही workers' welfare board आप इन वर्कर्स के लिए भी बनाएं। On par with that board, one workers' welfare board should also be created. I request the hon. Minister to make amendments where powers of States are involved. Thank you, Sir.

SHRI ELAMARAM KAREEM (Kerala): Sir, I am opposing this Bill. Road accidents and related issues are of very serious concern. It is the need of the hour to pay proper attention to this vital issue. Sincere and suitable steps should be taken to bring down the number of accidents. But, in the name of accidents, you are handing over the entire road transport sector to corporates. That is what is happening here. The Government is now talking about cooperative federalism. But, you are slowly and slowly encroaching upon the powers of the State Governments. Several aspects are there in this Bill. You are abusing the drivers; you are penalizing the drivers; you are sending drivers behind bars. How can you blame drivers alone for the accidents? Prof. Geetam Tiwari from IIT-Delhi, who specializes in research about road accidents, proved that. Only ten per cent of the accidents happen because of the fault of drivers. I agree that there may be rash drivers, careless drivers, drunken drivers, etc. Those drivers should be punished. But a vast majority of drivers come to this job for finding their livelihood. You are punishing them. You claimed that you have consulted with State Governments on so many other sections. I would ask a simple question. Sir, forty million workers are engaged in road transport sector. I represent one of the trade unions in road transport; so, I would ask of you. Have you consulted with any trade union of road transport workers? You are not considering that the workers are the integral part of an industry. I am sorry to say that.
Secondly, in our country, accident rate is less in road transport corporations. Why? It is not conducting service for making profits. It is for serving the people but the private operators are operating a vehicle for making money, for making profit. We cannot blame them. They are spending their money. They are investing their money. The capital is an intention to make profit. What is the return over the profit is the only motive of the private capital. You are handing over the existing road transport corporations to those profit-mongering private hands. What will happen to our country? Sir, the road transport corporations– while this Bill is passed– will vanish from our country. Regarding the road accident issue, what you have claimed is that you have made so many studies. But in this Bill, Section 66A states, “safeguard the interest of the public and promote equity, while seeking to enhance private participation and public private partnership in the transport sector.” Sir, this is the hidden intention of this Bill. You are going to handover this transport sector to PPP model and private entrepreneurs.

Sir, regarding the accident issue, Section 135 states that the Central Government may, by notification in the official gazette, make one or more schemes to conduct in depth studies on the causes and analysis of road accidents. You are going to study. Then, how can you claim that this is a comprehensive legislation? You are roping the horse behind the cart because by conducting an in depth study, you are proposing so many penal clauses in this Bill.

Sir, there is another Bill related with the road transport industry, that is, Motor Transport Workers Act. According to that Act, what the condition of the working people is, you have not considered that. One of our colleagues has already pointed out that issue.

Sir, another thing I want to say is that you are imposing some aggregator. What is the relation of accidents with this aggregator? Can you reduce accidents by introducing this ‘aggregator’? You impose the genuine spare parts.....(Interruptions)...

MR. DEPUTY CHAIRMAN: Please conclude, Mr. Kareem. ...(Interruptions)...
Already you have spoken two minutes more. ...(Interruptions)... Please conclude. ...

SHRI ELAMARAM KAREEM: Yes, Sir, I am concluding. The small entrepreneurs, MSME sector producing spares, they would be closed and the road side workshops would be closed. Thousands and thousands of workers will be thrown out of the employment if the Bill is passed. ...(Interruptions)...
MR. DEPUTY CHAIRMAN: Thank you. ...*(Interruptions)*... Please conclude. ...*(Interruptions)*...

SHRI ELAMARAM KAREEM: One thing, Sir. You have to start from bottom level. The traffic rules and road safety should be included in the curriculum from fifth standard to twelfth standard in the Central and State syllabus. Such an comprehensive approach should be there to reduce accidents. But in the name of reducing accidents, you are killing the road transport industry. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Thank you, Elamaram Kareem ji. Prof. Manoj Kumar Jha.

PROF. MANOJ KUMAR JHA (Bihar): Mr. Deputy Chairman, Sir, this is the Council of States and by virtue of the fact that this is the Council of States, I rise here to speak on this Bill, seeking the indulgence of hon. Minister.

Hon. Minister, Sir, this Bill, in more ways than one, dishonours the very idea of federalism. Why I say so? Charles Kennedy was a British politician. He said that in federalism one has to put his head above parapet, and recapture and disseminate the idea of federalism; more first in the case of vocabulary than in the case of vision. So, that was my first indulgence which I thought I should seek from hon. Minister.

Sir, according to your Bill, which is going to be an Act, the dealers are made authorities to register vehicles based on the type-approval certificate without any physical verification. I do not know what makes, and I won't blame you, Sir. यह जो प्राइवेट इंजेनियर्स की पूरी गायब चली है, यह जो निजी क्षेत्र है, यह इतना परवाह है कि शायद हम इसे समझ नहीं पा रहे हैं। अब सब कुछ निजी क्षेत्र के हाथ में सौंपने को तैयार हैं। यह में आलोचना कर रहा हूं और आलोचना के विनो आपको सुझाव लगें, तो ले लीजिएगा। Clause 90, proposed Section 211, "The collection of fees by the body or agency appointed by the Central Government." As per proposed Section, it is itself un-constitutional. If you don't believe my words, Sir, re-visit the idea of distribution of revenue between the State and the Centre. You would come to know. In another Section 215 (a), (c) and (d); the Objects and Reasons contained in the Statement, firstly, it is not transparent; and secondly, it is actually going to have a major policy paradigm shift which will affect lakhs of officers and employees of the State throughout the country. Now, I am reading a few lines. "The existing powers of the State Governments to enter into Inter-State Agreements with the
neighbouring States, so as to control and regulate the operation of other State stage carriages, as well as goods and carriages would be taken away, by virtue of these provisions in Section 66A and 88A." I am not saying this. This is from the hon. Chief Minister of Tamil Nadu, Shri K. Palaniswami. Sir, the second quote is, "We have some serious concerns regarding certain provisions of the Motor Vehicles (Amendment) Bill, 2019. Most critically, we are concerned that the inclusion of the new Section 88(A) which gives widespread powers to the Central Government to make schemes for National MultiModal and Inter States Transport of passengers and goods." This is against the State's ethos and priorities. I am not saying this but the Minister of Transport, Maharashtra Government, your own Government is saying this.

Finally, when I look at your Bill; the Clauses and the matters listed there in, it is going to be a paradise for the lawyers.

MR. DEPUTY CHAIRMAN: Now, Shri M. Shanmugam. It is his maiden speech.

SHRI M. SHANMUGAM (Tamil Nadu): Before I start my maiden speech, I want to recollect here our party founder-leader, Anna, who was the first Member of the DMK in this House. Here, he spoke on many subjects in depth. He gave his data about him and his movement. I am also descended from the same movement and the party.

Secondly, my memory is turn out in this occasion about late Kalaignar. He was a philosopher and guide to me. When he was alive, he thought to push me here. But the time was not sufficient to him. Though he gave me a promise for next opportunity, the next opportunity has come, but he was not alive. The same promise carried out by the President of the DMK now Shri M.K. Stalin.

I am in this august House, standing before you, and speaking on this occasion. I submit my thanks to him. This time when I got elected, the country is facing many problems. There were no achievements in the past five years and the second time also, the BJP Government has come with thumping majority. In 1967, the DMK Government
was in Tamil Nadu. At that time, our great leader Anna, nationalized all the private bus transports. From that time onwards, from 1975 onwards, no permit has been issued to any private operator. Only the existing permits to the private operators, which are about 4,000, can be revived or renewed. They can sell. But all other routes are run by our State Transport Corporation only. The Tamil Nadu State Transport Corporation has more than 22,000 buses and about one-and-a-half lakh transport workers are working in the Corporation. We are running the buses in all the remote and rural areas. Daily, we are taking about 48 lakh school-going students for free and fulfilling so many social objectives also. In India, there are 12 Central Trade Unions. Out of those 12 Central Trade Unions, ten Central Trade Unions joined together. We placed 12-point charter of demands to the Government for discussion. Out of those 12 trade unions, our union, Labour Progressive Federation of which I am the General Secretary, we are also one of the trade unions. From 2014 onwards, we are asking the Government to discuss the 12-point charter of demands. But the Government has not listened to it so far. In our Labour Progressive Federation, the majority of union workers are transport workers. So I have to oppose this Bill. The Bill is brought only to minimize road accidents. The Statement of Objects and Reasons says, "With rapidly increasing motorisation, India is facing an increasing burden of road traffic injuries and fatalities. The emotional and social trauma caused to the family, which loses its bread-winner, cannot be quantified. India is signatory to the Brasilia Declaration and is committed to reduce the number of road accident fatality by fifty per cent by the year 2020." I agree to it that it is to minimize the road transport accidents. It is a serious issue. But to minimize the road accidents, amending the Motor Vehicles Act is not related. This is what I want to say. In 2015, this Government was very eager to bring the Road Safety Bill. All the Central Trade Unions of the Road Transport Corporations as well as other organizations agitated and, subsequently, that was dropped. Now, they have come with the amendment of the Motor Vehicles Act. Here, I would like to ask the hon. Minister: What is the necessity of the amendment? By this amendment, can we reduce the accidents? Will road accidents be curbed by empowering dealers as the registering authority? Will entrusting the inspection of vehicles for fitness certificate and issue of driving licence to private agency reduce road accidents? Will road accidents come down by privatization of the State transport undertaking by way of new schemes? Will allowing aggregator bring down the road accidents? Will curbing the self employment of taxi, auto drivers, by introducing the aggregators, such as, Uber, Ola, bring down the
rate of the road accidents? Will scrapping the regional transport offices by way of inducting public authority, public servant, save the life of the road users? Will the accidents be minimized by transferring all powers of Government, including rule-making power, to private-public authority, public servant? So, there is no connectivity between amending this Bill and reducing the road accidents.

I want to take up the first issue. The first issue is regarding issuance of the driving licence. You know who are these drivers. They are on the unskilled job. Now, you can get a B.E. graduate by paying him ₹ 3,000 or ₹ 5,000 per month. But, you cannot get a driver by paying even ₹ 15,000. Previously, for getting the driving licence, the educational qualification was matriculation. Now, they have reduced it to eighth standard due to the paucity of drivers. So, in the stage, how does a layman go and get the training for getting the licence? Now, in the driving schools, if you give ₹1,000 or ₹ 2,000, you will be trained as a driver by giving you training for three months, and within three months, you will get the driving licence, and you can drive the vehicle. But, by this Bill, to have a driving licence school also, they have prescribed some qualification. According to this amendment, only the corporate can run the driving licence schools. Secondly, for getting the licence, they have prescribed some educational qualification, and this will be prescribed by the Government of India, that is, the Central Government. By way of that educational qualification only, they have to complete the training. Then only, he will get a driving licence. So, they have to think about it as to how the road accidents are happening. I would like to mention only three points. One is, bad roads, and bad traffic system is responsible for road accidents. Secondly, the use of condemned vehicles is also responsible for these road accidents. The third reason for road accidents is due to the mistake of drivers, that too, mostly due to drunken driving. Though drunken driving has been minimized, five per cent or ten per cent accidents take place due to drunken driving. So, we have to improve the road conditions; we have to improve the traffic system. That is very necessary. At the same time, we have to improve the vehicle conditions also. That is also very necessary. Accidents on the part of drivers are taking place due to the aforesaid shortcomings.

So far as issuance of licence is concerned, nowadays, we are getting licences from the RTO office. I do not know what is the difference between the RTO office and the Government of India. The Government is giving this work to some agency. If they are
not satisfied with the RTO office, how will they be satisfied with the authority? The
authorities also belong to an agency. Another one is registration of vehicles.

MR. DEPUTY CHAIRMAN: Mr. Shanmugam, please wait for a minute.

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS; AND
THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI
V. MURALEEDHARAN): Sir, since we are discussing a very important legislation, I
propose that the House may continue to sit till it is disposed of. ...(Interruptions)...

MR. DEPUTY CHAIRMAN: Mr. Shanmugam, please continue. It is your maiden
speech. You have already taken fifteen minutes. You may continue and conclude early.

SHRI M. SHANMUGAM: Sir, on registration of vehicles, as per the Bill, we don't
have to produce the vehicle to the registration office. The registration of vehicle is not
simply giving the registration number. The registration authorities have to check all the
specifications of the manufactured vehicle whether...

SHRI ANAND SHARMA: Sorry to interrupt you. Sir, yesterday also we sat late.
We agreed and it went on well past seven o'clock when the earlier Bill was passed. Now,
the Table Office has the list of speakers. They say that there are twenty more speakers!
After twenty speakers, the Minister will reply. We can't make it a daily thing. This is an
extended part of the Session. ...(Interruptions)... Still, your expecting us to sit late is not
fair. You may continue to sit till a few more Members speak, and let the Minister give
the reply tomorrow. We are not opposing the Bill. Every day, this can't be a punishment
to the House. Every day, it can't be.

SHRI SWAPAN DASGUPTA (Nominated): Sir, I think, 'punishment' is not the right
word for a legislature. ...(Interruptions)...

SHRI ANAND SHARMA: No; the hon. Member should know that I do understand
what legislature means. I had the privilege of entering the portals of Parliament in 1984.
So, in 2019, I need not be educated about what a legislature is. Secondly, what do I have
to say today? We are not opposing the Bill as we assured the hon. Minister. It will
become law. But, before a Bill becomes law, Parliament, as a legislature, has a duty to
perform. Once it becomes law, then only the courts can adjudicate and Parliament will
have no power. Every law affects the mass of the society, the citizens of India. So, we
have to be careful. If we are to be told that so many Bills have to be passed, this is not a factory producing Bills. ...(Interruptions)...

MR. DEPUTY CHAIRMAN: Thank you, Anandji. You made your point.

SHRI ANAND SHARMA: This Legislature must be respected.

SHRI V. MURALEEDHARAN: Sir, this Bill is pending since long and that is why ...(Interruptions)... The country is facing problems. We are sitting here as legislators to solve the problems of the society and the country. So, I would propose that we all should continue discussing the very important Bill concerning the transport sector of the whole country. In that context, we will continue to sit and dispose of this Bill. ...(Interruptions)...

SHRI TIRUCHI SIVA (Tamil Nadu): Sir, we have already started debating the Bill.

SHRI V. MURALEEDHARAN: Is passing the Bill a sin? ...(Interruptions)... Legislature is meant to legislate.

SHRI NARESH GUJRAL (Punjab): Sir, whether we pass the Bill today or tomorrow, I have only one request. Smaller parties must not be short-changed. What is going to happen is, you will say, 'two minutes'. It started with eight minutes. It has come down to three minutes and I know what happens in the end. We are short-changed to one minute, two minutes. That's not the way we want to discuss. Everybody must be given at least four minutes to speak. ...(Interruptions)...

SHRI T. K. RANGARAJAN (Tamil Nadu): I agree with you.
We are talking about time and the importance of time. You know what has happened today, Sir? This Bill, even if it is passed today, has to go back to the Lok Sabha because the Minister will move two Amendments. We are all there to cooperate. The Opposition, for the last 33 days, has been a very constructive Opposition with full cooperation. This is the spirit, but these things continue to happen. Then the Minister says, 'Is it a sin to pass a Bill?' Yes, it is a sin to pass a Bill when it is not scrutinised. It is a sin to pass a Bill which has been passed in Lok Sabha and a wrong Bill has been brought to Rajya Sabha. So, don't talk about sin. Sir, our spirit is one of cooperation. Our spirit is constructive. Sir, we are constructive.

MR. DEPUTY CHAIRMAN: Thank you, Derekji. I have got your point. I will go by the opinion of the majority of the House. 

SHRI DEREK O'BRIEN: The sense of the House is never the…

SHRI DEREK O'BRIEN: Sir, you should take the sense of the House. You can't run the House like this …(Interruptions)... It is never the majority of the House. It is the sense of the House. You cannot change the rule. Always the sense of the House is taken. You said, 'majority of the House'. No, Sir. Understand our feelings.

MR. DEPUTY CHAIRMAN: Mr. Chairman has already requested… ...(Interruptions)... Please sit down. ...(Interruptions)
SHRI TIRUCHI SIVA: No, Sir, you should take the sense of the House. Now, we request you, Sir. ...(Interruptions)... We agree that the Bill should be passed. It is a very important Bill and all things cannot be decided by the majority. Understand our feelings. We agree to pass the Bill. Twenty more speakers are there. It will take at least two hours.

SHRI ANAND SHARMA: Sir, it is the sense of the House and not the majority of the House. ...

SHRI DIGVIJAYA SINGH (Madhya Pradesh): Sir, this is democracy. Please take the sense of the House.

SHRI UPAKARSHAK: माननीय आनंद जी...(विवाद)... आप सब लोग प्लेज अपनी-अपनी जागह बैठें...(विवाद)...

सामाजिक न्याय और अधिकारिता मंत्रालय में राज्य मंत्री (श्री रामदास अटावले) : सर....(विवाद)...

SHRI UPAKARSHAK: माननीय अटावले जी, आप भी बैठें...(विवाद)... प्लेज अटावले जी, आप बैठें...(विवाद)... कृपया अपनी-अपनी जागह पर बैठें...(विवाद)... तिरुची शिवा जी, कृपया बैठें। माननीय चेष्टार्गत साहब ने already कहा था कि इस बिल को पूरा कर हम आज का business पूरा करेंगे, इतने लंबे कृपया इस पर हम आगे चलें...(विवाद)... हम लोग इस पर आगे चलते हैं...(विवाद)... डा. नरेंद्र जाधव...(विवाद)...

Government Bills

[31 July, 2019]
MR. DEPUTY CHAIRMAN: Tiruchi Sivaji, please sit down.

SHRI DIGVIJAYA SINGH: Sir, I am on a point of order. ...(Interruptions)...

DR. NARENDRA JADHAV (Nominated): Mr. Deputy Chairman, Sir, I rise to support the Bill. ...(Interruptions)...

SHRI TIRUCHI SIVA: *

MR. DEPUTY CHAIRMAN: Okay. Mr. Shanmugam, please, complete your speech. ...(Interruptions).... You have five minutes more, because you have taken fifteen minutes. I am giving you five more minutes. ...(Interruptions)...

SHRI M. SHANMUGAM: Under the existing Section 44, registration of motor vehicle is done on physical production of vehicle purchased from dealer. ...(Interruptions)...

MR. DEPUTY CHAIRMAN: Let him complete his maiden speech. ...(Interruptions)....Let him complete his maiden speech. ...(Interruptions)...

SHRI M. SHANMUGAM: The inspection authorities will inspect it thoroughly. ...(Interruptions).... as per specifications of the manufacturers.

*Not recorded.
MR. DEPUTY CHAIRMAN: He did not complete his maiden speech. ...(Interruptions)...

SHRI M. SHANMUGAM: There is a proviso which says that if anything contravenes, all actions will be punishable, which is contradictory. ...(Interruptions)...
There are about one lakh conductors working. But, there is nothing for them in the Bill, be it relating to issue of licence or anything. In our State of Tamil Nadu, all the routes are owned by PSUs. But, according to this Bill, if it is a stage and passenger carrier, licence will be issued by the Centre. If it is implemented, automatically, the public sector will be washed away. ...(Interruptions)...
So, this Bill encroaches upon the powers of the States. ...(Interruptions)...
So, we are opposing the Bill. ...(Interruptions)...

The next point is, when you are amending the Motor Vehicle Act, you have to, simultaneously, amend the Motor Vehicle Workers Act also. ...(Interruptions)...
Sir, lakhs of workers are working without any timeframe; there is no time restriction. The major accidents are happening because of the time factor. ...(Interruptions)...
Drivers are driving vehicle for more than eight hours. Due to which accidents are taking place. There is no EPF, ESI facilities to them. ...(Interruptions)...
Sir, in the State of Tamil Nadu, we have an organised welfare boards. ...(Interruptions)...
for the drivers.

MR. DEPUTY CHAIRMAN: You please conclude now.

SHRI M. SHANMUGAM: I am concluding, Sir. ...(Interruptions)...
We are collecting Cess for the welfare board from the registration authority and the fitness authority. So, similarly, all the drivers should be protected and it should also be ensured that drivers should work below eight hours a day!...(Time-bell rings)...
They should also be given the benefit of social security. ...(Interruptions)...

MR. DEPUTY CHAIRMAN: I have given him more than fifteen minutes. ...(Interruptions)...

SOME HON. MEMBERS: Sir, it is his maiden speech. ...(Interruptions)...

MR. DEPUTY CHAIRMAN: It is more than twenty-five minutes. ...(Interruptions)...
Please conclude now. ...(Interruptions)...

SHRI M. SHANMUGAM: It is only then we can reduce accidents and other things. Thank you. ...(Interruptions)...

Government Bills
DR. NARENDRA JADHAV: Mr. Deputy Chairman, Sir, I rise to strongly support the Motor Vehicles (Amendment) Bill, 2019. Sir, this Bill has been long overdue.

At the very outset, let me commend the hon. Minister, Shri Nitin Gadkariji, for piloting this Bill with a tremendous commitment.

Sir, I was a Member of the Select Committee and the Committee discussed this Bill thoroughly and comprehensively. In fact, the hon. Minister joined the discussion one day on his own and answered all the questions. The hon. Minister travelled all over the country to create awareness about the necessity of this Bill. I wish to place on record my highest appreciation for the commitment and the manner in which this Bill was conceived, developed, debated and presented. There is an imperative need for enhanced road safety, stricter compliance of safety measures, replacement of automobile parts that are harmful to environment, provisions for victims of road accidents, and a comprehensive framework for insurance. Our laws need to be aligned with internationally accepted standards. This Amendment Bill of 2019, which is extremely comprehensive, addresses several major concerns and makes an extraordinary bold move towards alignment of international standards. This is not an end in itself, but it is a great beginning of covering a huge regulatory gap that existed until today. I wholeheartedly support the Bill, and strongly recommend its passage. Thank you very much, Sir.

MR. DEPUTY CHAIRMAN: Thank you. Now, Shri Naresh Gujral.

SHRI NARESH GUJRAL: Sir,...(Interruptions)...

SHRI ANAND SHARMA: Gujralji, just one minute. Sir, this Session, like any other Session, is an important Session. But this Session is the first Session of Parliament and of the House, after the recent General Elections. We are very happy that the Houses are functioning and a lot of Business has been transacted. At the same time, there are certain conventions, norms and Parliamentary practices. We will have to fight to defend them. It cannot become the rule that the House has to be extended beyond a time which has been agreed to in the Business Advisory Committee. This is number one.

Number two, for the first time, we heard something. With due respect, Sir, at 6.00 p.m., the sense of the House is to be taken. It is never by voting. It has never happened in the House. Even if it is two Members, three Members, it is taken. It is different from voting.
Number three, hon. Deputy Chairman, Sir, we have high respect for the hon. Chairman and for you, for the Chair, but this decision can only be taken by the Chair in the House. It cannot be taken outside. So, you are the Chair. That is why the Minister of State for Parliamentary Affairs and also the Leader of the House got up. We have respect for both. Now, the House has its own views. If we allow this to become a norm that every day, – sometimes, we are told that the other House sits till midnight – then start from breakfast till next mornings breakfast, give time to go for washroom, what is happening? If there is a national emergency... (Interruptions)...

SHRI ANAND SHARMA: If there is a national emergency, we will sit. ... (Interruptions) ... please, please. ... (Interruptions) ...

SHRI T. K. RANGARAJAN: All Bills are important. ... (Interruptions) ... No Bill is a casual Bill. ... (Interruptions) ...

SHRI VAIKO (Tamil Nadu): Hon. Minister, kindly yield to me. ... (Interruptions) ...
Sir, I am on a different point.
SHRI VAIKO: Mr. Minister, kindly yield to me. ...(Interruptions)...

MR. DEPUTY CHAIRMAN: He is the Leader of the House. ...(Interruptions)...

SHRI VAIKO: Mr. Deputy Chairman, Sir, kindly listen to me. Sir, I am on a different point. The House has been extended for three days. Never expected. Okay; all right. But, at the same time, we, Members, belonging to 'Others' group, do not get ample time unless the House sits long, unless the House finishes the Business. We are the affected persons. They are not; not Mr. Anand Sharma. Therefore, I want the time to be given to the 'Other' Members. You have to extend the time of the House. Otherwise, we are affected, not Mr. Anand Sharma and major political parties. We 'Others' are affected. ...(Interruptions)...

SHRI T. K. RANGARAJAN: I support hon. Member, Mr. Vaiiko. He is one of our senior Members. All 'Other' Members have to be given time but not after six, not after six. ...(Interruptions)... You cannot extend the time. Every Bill is an important Bill. ...(Interruptions)...

SHRI VAIKO: *

SHRI TIRUCHI SIVA: *

*Not recorded.
SHRI DEREK O'BRIEN: Sir, I am on a point of order under Rule 37. ...(Interruptions)...

SHRI NARESH GUJRAL: Derekji, your Party has spoken. ...(Interruptions)...

SHRI DEREK O'BRIEN: I am with you. I am with you on this. ...(Interruptions)...

Sir, Naresh Gujralji was called to speak at 6.22 p.m. My point of order is under Rule 37. Rule 37 states, "Variation in the Allocation of Time Order" – and I am reading it. Let me read it. "No variation in the Allocation of Time Order shall be made except by the (Chairman), who may make such variation if he is satisfied after taking the sense of the Council that there is a general agreement for such variation." The general agreement, we understood, was till 6.00 p.m. If you have called a speaker at 6.22, this Rule states, Sir, that you have to take the sense of the House and then ask him to speak. That is my limited point. ...(Interruptions)...

SHRI VAIKO: Sir, I have been in this House for 18 years. ...(Interruptions)... We have sat upto 5 o'clock in the night ... ...(Interruptions)...

MR. DEPUTY CHAIRMAN: Thank you Vaikoji. Please. Shri Naresh Gujral. ...(Interruptions)... Already the Minister has spoken, उससे बाद sense of the House लिया कि हाउस चलेगा। श्री नरेश गुजराल !...(व्यवस्था)... और कोई बात रिकॉर्ड पर नहीं आएगी। श्री नरेश गुजराल। Please continue. .....(Interruptions)... Shri Naresh Gujral. ...(Interruptions)...

SHRI NARESH GUJRAL: In this din, how can I speak, Sir? ...(Interruptions)...

SHRI TIRUCHI SIVA: *

SHRI T. K. RANGARAJAN: *

MR. DEPUTY CHAIRMAN: Please speak. कोई और बात रिकॉर्ड पर नहीं जा रही है। श्री नरेश गुजराल !...(व्यवस्था)...

*Not recorded.
SHRI NARESH GUJRAL: Mr. Siva, we don’t disrupt when you speak. ...(Interruptions)...
We don’t disrupt when you speak. Sir, ask him to sit down. ...(Interruptions)...

MR. DEPUTY CHAIRMAN: Shri Naresh Gujral, please speak. ....(Interruptions)...

श्री नरेश गुजराल : आप लोग बोल बूके हैं। हमें श्री मोका दीजिए!...(वचनचाल)...

MR. DEPUTY CHAIRMAN: Shri Naresh Gujral, please speak. ....(Interruptions)...

SHRI NARESH GUJRAL: Sir, I cannot stress enough the need to pass this very important legislation as soon as possible and preferably today. ...(Interruptions)...
Sir, as the hon. Minister said, we lose 150,000 lives every year. This Bill is delayed beyond belief and important lives would have been saved had we passed this legislation earlier. Sir, apart from those families who are grieving for their family members, there is a huge national loss. It is estimated that the GDP loss alone to this country is from one to one-and-half per cent per annum. Sir, I congratulate the hon. Minister for increasing the minimum compensation amount which is now going to be paid to the victims. Also, Sir, increasing penalties for rash driving, for drunken driving, etc., would put some order on the roads, which are totally chaotic today.

Sir, this Government is committed to fighting corruption. I was a member of the Select Committee and many stakeholders appeared before us. Most of them said that the den of corruption in this country was the RTOs. It is estimated that they make anywhere from ₹ 15,000 crore to ₹ 25,000 crore in corruption money every year. Sir, this Bill would go a long way in eliminating that corruption.

Sir, I again congratulate the Minister for the 'good samaritan' clause. There is a golden hour, the first one hour, where lives can be saved. Now that protection has been given to a good samaritan, I am sure a lot of valuable lives would be saved.

Sir, I don't want to repeat what my other colleagues have said because I have very little time. I have a few suggestions for the hon. Minister. Whether it comes by way of rules or subordinate legislation, he knows best. My first suggestion is that two helmets should be made compulsory to be priced along with a two-wheeler, because when a company gives you those two helmets, they would be of international standard. Secondly, we have to ensure that car companies and truck companies – they are the ones who are putting these vehicles on the road – should be forced to start motor driving courses.
They would train drivers, especially for heavy vehicles, in a scientific manner. So, we would have more trained drivers on the roads. Thirdly, there are gadgets today which come in cars all over the world which warn a driver if the driver is dozing off. Sir, again, I am saying, at least for heavy vehicles, please make it mandatory that these gadgets are fixed in those trucks and heavy vehicles, so that if a driver is dozing off, and Sir, we all know, you go on the highways, they serve you tea and they ask you ‘पचास मील की चाय चाहिए, सी मील की चाय चाहिए?’ That is not the way, Sir, if you want to bring some order on the roads. So, I would request the hon. Minister to make it mandatory for these gadgets to be put in heavy vehicles, at least, to start with.

MR. DEPUTY CHAIRMAN: Mr. Gujral, please conclude.

SHRI NARESH GUJRAL: Sir, just give me two more minutes. This is what happens.

MR. DEPUTY CHAIRMAN: There is one more speaker.

SHRI NARESH GUJRAL: Sir, I have just two more suggestions. Please put temperature control equipment, again, especially in heavy vehicles. The drivers doze off because it is very hot or it is very cold. There must be temperature control in the cabins of these vehicles. Lastly, Sir, today, we don't have uniform road tax for States. I come from Punjab and I know, people don't buy cars in Punjab; they buy them in Chandigarh because it is cheaper there. People are not buying cars in Delhi; they are buying them in Haryana. So, I hope, you can find some way, Sir, to make it uniform so that the consumer pays the same price all over the country.

Thank you very much, Sir.

MR. DEPUTY CHAIRMAN: Message from Lok Sabha. ...(Interruptions)...

SHRI B. K. HARIPRASAD: Sir, I have a point of order. ...(Interruptions)....

MR. DEPUTY CHAIRMAN: Wait a minute. Message from Lok Sabha. ...(Interruptions)...

SHRI BHUBANESWAR KALITA: Sir, a new situation has arisen. The Minister has circulated some amendments to Clauses 30, 34 and 77, but a different set was shown. And he has agreed that there is no amendment on that. This has to be disposed of first and only then we should... ...(Interruptions)....
MESSAGE FROM LOK SABHA

The Inter-State River Water Disputes (Amendment) Bill, 2019

SECRETARY-GENERAL: Sir, I have to report to the House the following message received from the Lok Sabha, signed by the Secretary-General of the Lok Sabha:-

"In accordance with the provisions of rule 96 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to enclose the Inter-State River Water Disputes (Amendment) Bill, 2019, as passed by Lok Sabha at its sitting held on the 31st July, 2019."

Sir, I lay a copy of the Bill on the Table.

GOVERNMENT BILL

The Motor Vehicles (Amendment) Bill, 2019 – Contd.

MR. DEPUTY CHAIRMAN: Shri V. Vijayasai Reddy. ...(Interruptions)...

SHRI B. K. HARIPRASAD: Mr. Deputy Chairman, Sir... (Interruptions)...

SHRI ANAND SHARMA: Just one minute, Sir. We cannot ignore this flouting of the rules. Shri Derek O'Brien has quoted Rule 37(2). We have not agreed to any time, nor has any time been announced. ...(Interruptions)...

MR. DEPUTY CHAIRMAN: Let me tell you about Rule 37. Rule 37 BAC head के अंदर है। यह BAC द्वारा allocated time को change करने के बारे में है।

श्री आनंद शर्मा: तो 6 बजे तक का है न?...(व्यवहार)...

MR. DEPUTY CHAIRMAN: It does not apply here. ...(Interruptions)... It does not apply here. ...(Interruptions)...

श्री आनंद शर्मा: Sense of the House क्या है?
SHRI ANAND SHARMA: We are not agreeing to it. ...(Interruptions)... You are creating a situation in this House which is ...(Interruptions)... 

SHRI VAIKO: Sir, it can't be a monopoly of major political opposition parties. ...(Interruptions)... 

MR. DEPUTY CHAIRMAN: Vaikoji, please sit down. ...(Interruptions)... Shri V. Vijayasai Reddy, you speak. ...(Interruptions)... 

SHRI V. VIJAYASAI REDDY: Sir, there is pandemonium in the House. ...(Interruptions)... 

SHRI ANAND SHARMA: Please, don't force us. ...(Interruptions)... Don't force us. ...(Interruptions)... 

MR. DEPUTY CHAIRMAN: I am not forcing, Anandji. ...(Interruptions)... Shri V. Vijayasai Reddy, you speak. ...(Interruptions)... एलिज, यह एक important Bill है!...(व्यक्ति)... आपने देखा कि रोज किसी लोग दुर्व्यवहारों में मरते हैं!...(व्यक्ति)... यह सेलेक्ट कमिटी से आ चुका है; इतना पुराना है;...(व्यक्ति)... जब हम सब agree करते हैं, तो let us sit and decide. 

SHRI ANAND SHARMA: We are not agreeing to it. ...(Interruptions)... 

SHRI K. K. RAGESH: Sir, you take the sense of the House. ...(Interruptions)... 

SHRI ANAND SHARMA: We are not agreeing to it. ...(Interruptions)...
SHRI V. VIJAYASAI REDDY (Andhra Pradesh): Sir, I congratulate the hon. Minister of Transport for bringing this Bill as it is much needed for the simple reason that the Motor Vehicles Act in its current form has proven to be inadequate in addressing the systematic challenges plaguing the road transport sector and has failed to ensure road safety for the people of India. (Interruptions)... Sir, the existing Indian law meets standards of WHO for only one out of five factors of road safety. (Interruptions)... It performs poorly with respect to regulation of speed, increasing the motor cycle helmet use, reducing the drunken driving and protection of children on roads. (Interruptions)... Sir, I need three clarifications from the hon. Minister. (Interruptions)... One is regarding the Central Government guidelines for aggregator companies. (Interruptions)... Under Clause 36 of the Bill, State Governments will issue licences to aggregators in conformity with the guidelines issued by the Central Government.

SHRI V. VIJAYASAI REDDY: States are allowed to frame the rules in conformity with the Central Government enactment. (Interruptions)... There are certain States which have already framed the guidelines. (Interruptions)... There could be cases where such State guidelines are at variance with the Central guidelines. (Interruptions)... In such a scenario, the Central guidelines will prevail because the motor vehicles laws fall under the Concurrent List. (Interruptions)... I would like to know from the hon. Minister why the Standing Committee's recommendation in this regard has not been accepted by the Ministry. (Interruptions)... Sir, the second point which I would like to highlight is this. Clause 47, which inserts Section 136A, mandates State Governments to ensure electronic monitoring and enforcement of road safety on National Highways, State Highways and also urban roads. (Interruptions)... Enforcing electronic monitoring involves huge infrastructure cost. (Interruptions)... I would like to know one thing from the hon. Minister. Since the Bill is silent as to who will absorb the cost of infrastructure (Interruptions)...
suggestions to make to the hon. Minister in this regard. ...(Interruptions)... Our motor vehicle companies are already running in huge losses and if further burden is put on them, they might succumb to it. Sir, for example, Clause 65 which inserts Section 182A. ...(Interruptions)... The penalty will be a fine of upto ₹ 100 crore which is quite stringent. ...(Interruptions)... The second suggestion which I would like to make to the Minister about the need to improve the accident investigation. ...(Interruptions)... Sir, about 80 per cent of the accidents are reported to be caused due to driver's fault. Driver's fault is an erroneous term, which needs to be defined, which needs further categorisation such as impaired driving, fatigue, intoxication, visual distraction etc. ...(Interruptions)... Decisive action can't be taken without identifying the root cause of the driver's fault. ...(Interruptions)... In several countries, well-defined crash investigation architecture exists. Investigation is carried out using Accident Causation Analysis System tool. ...(Interruptions)... In India, Central Vehicle Crash Investigation Agency should be set up to investigate into road accidents. ...(Interruptions)... I request the hon. Minister to take positively the suggestions that I have made and also the clarifications that I have sought need to be answered. ...(Interruptions)... Thank you very much, Sir.

SHRI KANAKAMEDALA RAVINDRA KUMAR (Andhra Pradesh): Sir, I am very thankful to you for giving me an opportunity to participate in the discussion on the Bill. Road safety is a multi-sectoral and multi-dimensional issue. Road safety, which is a developmental issue, is of a great concern.

SHRI KANAKAMEDALA RAVINDRA KUMAR: Regarding the number of accidents, 1.5 lakh people are killed in road accidents each year and more than 5 lakh people are being injured in the road accidents. ...(Interruptions)... Sir, the other points for consideration are that it is against the principle of cooperative federalism. ...(Interruptions)... As you can see, motor vehicle laws come under the Concurrent List. ...(Interruptions)... The State Governments have absolute powers under the existing Act, 1988. ...(Interruptions)... The proposed amendments encroached upon the powers of the State. ...(Interruptions)... By virtue of Clause 3, a new Section 2B to be incorporated by the Central Government has given ample powers to exempt certain categories from the application of the Motor Vehicles Act. ...(Interruptions)...
MR DEPUTY CHAIRMAN: I am not going to take any point of order now.

SHRI KANAKAMEDALA RAVINDRA KUMAR: Sir, exemption power given to the... *(Interruptions)*

MR. DEPUTY CHAIRMAN: The House is not in order; I am not going to take point of order now.

SHRI KANAKAMEDALA RAVINDRA KUMAR: By virtue of Clause 12 of the Bill, a new Section 25A is incorporated which provides that the Central Government shall maintain register of driving license and all State register of driving license would be in the national list of driving license. By virtue of Clause 25, new Sections 62A and 62B have been inserted by which the Central Government shall maintain a register of motor vehicles and all State Registers of Motor Vehicles should be submitted to the Central List. By virtue of Clause 30, new Sections 66A, is incorporated by the Central Government, may develop... *(Interruptions)*

MR. DEPUTY CHAIRMAN: Ravindra Kumarji, just wait please.

SHRI B. K. HARIPRASAD: I have just pointed out the defect in the Bill. I raise the issue regarding Clause 93, sub-section 4. *(Interruptions)* The Minister had assured on the floor of the House that he will bring in those Amendments. *(Interruptions)* But, it is not reflecting here. *(Interruptions)* It is wrong. *(Interruptions)* It has misled the House. *(Interruptions)*

श्री उपसभापति : प्लिज़...*(व्यक्ति)* हरिप्रसाद जी ने बता दिया है। मैं माननीय मंत्री जी से इस बारे में कहता हूं...*(व्यक्ति)* माननीय मंत्री जी...*(व्यक्ति)*

श्री दिल्लिजय सिंह : दर, माननीय मंत्री जी ने स्वीकार किया है कि गलती हुई है।...*(व्यक्ति)*

उस गलती को सुधारने का...*(व्यक्ति)*

श्री उपसभापति : माननीय मंत्री जी...*(व्यक्ति)*

श्री दिल्लिजय सिंह : जो amendments आपने दिये हैं, उसमें नहीं है।...*(व्यक्ति)*

श्री उपसभापति : माननीय दिल्लिजय सिंह जी, आप बेठ जाइए।...*(व्यक्ति)* उन्होंने बता दिया है।

श्री दिल्लिजय सिंह : उन्होंने स्वीकार किया है।...*(व्यक्ति)*
श्री नितिन जयराम गडकरी: महोदय, actually यह Sub-Section (4) अनुसार लिखा है, जो गलती से लिखा गया था। Law secretary and Secretary General दोनों से बात करके, इसे दुरुस्त करते हुए, हमने (4) की बजाय अब (1) डाला है।...[(यक्ष्यलय)]... जब यह पारिषद में गया, उस समय भी गलत गया था।...[(यक्ष्यलय)]... Actually, जब लोक सभा में बिल पास हुआ, उस समय भी गलती थी। अब (4) की जगह (1) लिखकर हमने इसमें सुधार करके submit किया है।...[(यक्ष्यलय)]... हमने यही लाया है।...[(यक्ष्यलय)]...

MR. DEPUTY CHAIRMAN: Thanks for clarifying....[(Interruptions)...]

श्री शी के. हरिश्चन्द्र: क्या ये सरकार है?...[(यक्ष्यलय)]... सरकार ऐसे करके है?...[(यक्ष्यलय)]...

MR. DEPUTY CHAIRMAN: He has clarified. ...[(Interruptions)... Now, K. Ravindra Kumarji, please continue. ...[(Interruptions)...]

SHRI DIGVIJAY A SINGH: It has also been passed by the Lok Sabha like this! ...[(Interruptions)...]

श्री नितिन जयराम गडकरी: उपसमापति महोदय, पारिषद में, लोक सभा में जो बिल गया था, उससे भी printing mistake थी। उस समय वहाँ व्याख्या में नहीं आई।...[(यक्ष्यलय)... यह printing mistake थी। व्याख्या में आने के बाद, हमने Sub-Section (4)...[(यक्ष्यलय)... आप सुन लो लीजिए।...[(यक्ष्यलय)... Sub-Section (4) की जगह bracket में Sub-Section (1) लिखना था, उसे सुधार कर amendment लाए हैं।...[(यक्ष्यलय)...

श्री उपसमापति: क्या अब यह corrected है?

श्री नितिन जयराम गडकरी: जी हाँ, अब करेक्ट कर दिया है।

MR. DEPUTY CHAIRMAN: The Minister has already clarified....[(Interruptions)...]

SHRI NITIN JAIRAM GADKARI: It has been rectified by the Secretary-General and the Law Secretary. उनसे consult करके अब amendment लाए हैं।...[(यक्ष्यलय)...]

MR. DEPUTY CHAIRMAN: Thank you. Now, K. Ravindra Kumarji. ...[(Interruptions)...]

श्री नितिन जयराम गडकरी: जब यह विल पारिषद में गया, लोक सभा में गया, वहाँ भी गलती थी।...[(यक्ष्यलय)... आप मान क्यों नहीं रहे हें कि यह printing mistake थी?...[(यक्ष्यलय)...

श्री उपसमापति: बस हो गया, अब आप बैठिए।...[(यक्ष्यलय)...]

SHRI KANAKAMEDALA RAVINDRA KUMAR: Sir, by virtue of Clause 30 of the Bill, a new Section 66(A) is proposed to be incorporated empowering the Central
Government to formulate the National Transportation Policy. I agree with the hon. Minister with regard to the policy. It is right for the Government of India to initiate the policy and provide guidelines. But, let the State Governments enact the law and implement the law.

In Clause 40, a new Section 110(A) is being incorporated, by virtue of which the Central Government can recall the motor vehicles having manufacturing defect. The manufacturing defects come under Section 110(A) and (B).

SHRI KANAKAMEDALA RAVINDRA KUMAR: Sir, I have a few suggestions with regard to the Bill. Fuel prices are changing on daily basis. In 2012, the price of diesel was ₹52 per litre. Now, it costs about ₹82 per litre. This is the situation even after a drastic reduction in crude oil prices in the international market. If this issue is addressed, I think, the transport sector will be benefited by this. There is heavy taxation on motor vehicles. Now, 12 per cent GST is imposed on transporters, which is actually a huge burden on this sector. With regard to the toll tax, I would like to say that once the Government of India gets back the investment made on constructing a particular road, I think, the toll should be removed from that particular road. Very recently, the Government has announced that there will be 10 to 20 per cent hike in insurance rates for the vehicles. That has to be reduced. There is a lack of infrastructure regarding safety on the highways. When you amend the rules, it is better to provide safety. The State highways are in a very bad condition. In many metropolitan cities and other cities, the roads are not in proper condition. Merely bringing amendments in the Motor Vehicles Act will not suffice. Proper infrastructure is also very much required. Unless sufficient infrastructure is there, this Bill cannot be implemented. The Bill proposes heavy penalty in case of various violations. The proposed hike is very much appreciated, but the corruption is the main aspect. It has to be looked into.

MR. DEPUTY CHAIRMAN: Please conclude. You had three minutes. I have given you two more minutes.

SHRI KANAKAMEDALA RAVINDRA KUMAR: Finally, Sir, I request that there is a need for a bypass in Vijayawada, which has been pending since a long time. Even though that bypass was sanctioned seven years ago, it has not been implemented. I would request the hon. Minister to take up the construction of this bypass road in Vijayawada.
SHRI BINOY VISWAM (Kerala): Sir, while listening to the erratum mentioned by the hon. Minister,...

SHRI BINOY VISWAM: Sir, when I listened to the Minister's erratum, I felt so sad. A Bill intended to reduce all accidents, that Bill itself fell to an accident here! Sir, please see that your office and your Ministry, when they come to the House, they should come more prepared, and with more seriousness. I request you earnestly. I know the work and homework that you put behind this Bill. We believe that you are a man with dedication for the cause. But the office which you run has miserably failed to bring the required meaning and sense to the House in a proper way. Sir, this is my first point. Sir, nobody
can object to the fact that the accidents should be avoided. Roads in the country should not be made such to kill the people. We agree with the Bill but, there is a big 'but', Sir. The Government believes that only corporates can save the roads, only corporates can save the vehicles, only corporates can do good for the nation. That approach, that philosophy is very much visible in this Bill. Sir, the Bill says that the workers are the culprits; never, never, never; they are not the culprits. The workers are the people who run the country everywhere. They drive the vehicles, they drive the Ministers, they drive the M.Ps, they produce the wealth. But this Bill says, 'forget the workers, snatch away their right and do everything good for the corporate'. 'That approach also should be condemned'. Sir, the Government says that cooperative federalism is the policy of the Government. This is a very good way. In the name of cooperative federalism, the Government tried to preach corporate federalism through this Bill. This Bill is meant for the corporate interest. Their interests are being upheld. Sir, there are hundreds of wayside workshops in the country, Government wants to close all of them. ...(Time-bell rings)... Now, presence is a must for the Indian road conditions. The Indian roads are in a very miserable condition, so the wayside workshops should not be given to the corporates. In that way, only the big companies can run workshops. You mean that even the driving schools can be run only by the big companies. No, Sir, even small people can run efficient and effective motor driving schools. They are doing it in the country. Forgetting all those things, the Bill is coming to us and saying that only with the corporate guidance, the country can be saved...(Time-bell rings)... and, accidents can be reduced. Sir, we cannot agree with that approach, and, so we object to this Bill.
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रूपरेखा, शरीर या कारण से उपयुक्त जिसे नियमित करता है। यह इस पर कुछ सोचो। पीछिों को दायरा दायरा करने का समय अब छ. माहिने तक सीमित कर दिया गया है। कोई यात्रा सड़क के हादसों में मौत का शिकार हो गया, उसका परिवार लापरवाह हालात में हंगामटा में भाग है और उसे छ. माहिने की सीमित में बंध दिया जाए कि छ. महीनों में अपना क्लेष फाइल करे, तो यह पूरा अभावी है। अभावी है और गैरकानूनी भी है। ऐसे कानून को पारित करने से पहले संबंध नीदिना बाढ़ी करे कि किस हालात के पेशेंदे के साथ हम छ. महीने की सीमित बंध रहे हैं। मानवीय मंत्री जी से नियमित करना चाहियां कि संगठि विवाद के लिए भी 12 साल का समय दिया जाता है। एक धार्मिक व्यक्ति, एक ऐसा व्यक्ति जो मरने की हालत में हंगामटा में पड़ा हुआ है, मुझे लगता है कि इस एक्ट के आधार से उसके लिए हम छ. महीने की सीमितिदेशन करके उसके साथ कभी न कभी मानवीय व्यवहार नहीं कर रहे हैं। दाया मूल, धार्मिक व्यक्तियों की आप और विदिता व्याव से नुकसान पर आपारित था, लेकिन इस पर ओविनविक में दायेदार का चोट और दुख भी साबित करना पड़ेगा कि मुझे किसी चोट लगी, किसना दुख हुआ। यह वांछक का सल्टिफिकेट जाता था, बाल खान होती थी, परंतु अब मुआमले की गणना करने के लिए इसे अंतर्युक्त से हटाने की मांग कर रहे हैं। मुझे ऐसा लगता है कि जो unlimited liability बीमा कंपनी की भी, उसके लिए इसके अंदर अध्याक्ष-11 को बदलने का जो प्रतिज्ञा किया गया है, वह liability बीमा कंपनी जी ही होनी चाहिए। एक गरीब व्यक्ति जो स्कूल का चालक है, कार का चालक है या कोई ट्रक ड्राइवर है - किसी ने किसा पर लेकर ट्रक चलाया और सड़क पर एमिटेड ट्राइवर से हुआ, तो मालिक की इसमें व्य काली है? मैं यह नियमित करना चाहता हूं। मैं यह कहना चाहता हूं कि आपने इसके अंदर ड्राइवर और मालिक के प्रति कई गुना जुगूने बद्ध दिये, परंतु रात के अंधे में सड़कों पर जो गए हैं, सड़क पर गाड़ी-में बैठी रहती हैं, राज्य सरकार और केन्द्र सरकार उसको...(व्यवहार)...
श्री सुषील कुमार गुप्ता : सर, मैं कहना चाहता हूँ कि इसके अंदर आपने जड़र्व के ऊपर, मालिकों के ऊपर जुर्मों को 500-500 गुना तक बढ़ाया है। जब गायें और में टककर गार देती हैं, उन्हें राज्य सरकारों द्वारा सड़क के ऊपर से, नेत्रानल हाइवे के ऊपर से नहीं हटाया जाता, जिससे रात को जड़र्व होते हैं, तो यह आपने उन सरकारों के ऊपर कोई प्रावधान किया है कि उनके ऊपर जुर्मिना लगेगा? सड़कों की barricading हूँ होती है, उसकी बजह से कोई उमेर्ट्स होते हैं, इसके लिए आपने क्या प्रावधान किया गया है?...(व्यक्ति)... 

श्री उपसभापति : कन्नूड करें, अब कन्नूड करें।...(व्यक्ति)... श्री चीर सिंह जी आप बोलिए।

श्री सुषील कुमार गुप्ता : सर, आपको ऐसे कन्नूड करने के लिए नहीं कहना चाहिए।

श्री उपसभापति : अभी जो समय है।...(व्यक्ति)... आप तीन मिनट बोल चुके हैं, इनके लिए दो मिनट बने हैं।

श्री सुषील कुमार गुप्ता : सर, मैं यह कह रहा हूँ कि...(व्यक्ति)...*

श्री उपसभापति : आपकी यात्रा रिकोर्ड पर नहीं जाएगी।

श्री चीर सिंह (उत्तर प्रदेश) : महादेव, सड़क परिवहन क्षेत्र देश की अर्थव्यवस्था की रीढ़ की हड़ताल है। तेजी से बढ़ते हुए मोटरकरण के साथ देश सड़क यातायात श्रृंखलाओं और आपूर्ति की बढ़ती घटनाओं का समाधान कर रहा है। ऐसे में सड़क दुर्घटनाओं में होने वाली आपूर्ति को कम करने का प्रयास करना चाहिए, जिससे परिवहन क्षेत्र में सुरक्षा और सौंपणा सुनिश्चित हो सके। सुरक्षा कोटें द्वारा नज़रबंदी से नियामक किए जाने के बावजूद सड़क दुर्घटनाओं में होने वाली मौतों में विचलन भवेद तीन लक्षण प्रतिस्पर्धें कमी आई है, जो कि वर्ष 2022 तक 50 प्रतिशत लख से बढ़ता दूर है। अभी देश में हर साल 1.46 लाख लोगों की मौत सड़क दुर्घटनाओं में होती है, अतः इसको रोकने के लिए व्यापक प्रयास किए जाने की आवश्यकता है, जिससे सड़क सुरक्षा को पुष्टि किया जा सके और मानव जीवन की रक्षा हो सके।

महादेव, देश में लेकर स्थायी की पवहाना होनी चाहिए और इन्हें दुर्घट किया जाना चाहिए। इसके बावजूद, दुर्घटना होने पर कांटेक्टर पर जुर्माना होना चाहिए। परिवहन विभाग, आर्थिकों या ट्रैफिक पुलिस में भ्रमर दर के लिए लगाने तथा वाहन मालिकों एवं चालकों के उर्ध्वलिंग रोकने के लिए नेत्रानल सर्टिफिकेट व परमिट की आंतूर विदेश प्रक्रिया रचालन-लोग्य है। मैं अपनी पार्टी की तरफ से सरकार का ध्यान कुछ बिन्दुओं की ओर आकस्मिक करना चाहता हूँ।

महादेव, सड़कों के किनारे एंटी क्रीज शैलिक की स्थापना होनी चाहिए। देश भर में 50 किलोमीटर-100 किलोमीटर पर ट्रोमा सेंटर्स स्थापित होना चाहिए, ताकि जब दुर्घटना हो तो धारकों का उपचार तुरंत हो सके। इसके साथ-साथ, सड़क दुर्घटनाओं के कारण की जांच करने के

*Not recorded.
Mr. Deputy Chairman: Shri Kumar Ketkar. Ketkar ji, you have three minutes.

There are five more speakers from your party.

Shri Kumar Ketkar (Maharashtra): Sir, I will take three minutes.

Most of the points have been covered. I just want to make a small point, apparently a small point but actually it is a very significant and serious point. We talked about accidents. We talked about road safety. Who dies in an accident? It is either a pedestrian or a passenger in the bus or car or a driver or some other people on the footpath who are just run over by a vehicle. Those people, who die, get insurance if they are insured. A pedestrian, if he is insured for life, will get insurance. If a driver dies or has a serious injury, he is entitled, under the new Bill, to get only ₹2.5 lakh to ₹5 lakh according to the injury and according to the victimhood that he suffers. The insurance company
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7.00 P.M.

[Shri Kumar Ketkar]

has said that most of this money, that is ₹ 2.5 lakh to ₹ 5 lakh or the maximum of ₹ 10 lakh, will come from insurance and the rest of the money will be paid by the owners of cars. The majority of the people who owns cars today in India belongs to the middle class. A person owns a car. His car actually meets an accident. The car price is much lower than the amount he will have to pay as compensation. He may have to pay, according to court order or according to insurance order, something like ₹ 50 lakh. He has to pay ₹ 50 lakh. But only ₹ 2.5 lakh or ₹ 5 lakh will come from the insurance company. There are something like four crore vehicles. The majority of them belongs to trucks, cargo trucks, and transport trucks. A large number of them are buses, regular buses, and cars. There are small buses and small cars. And all of them are driven by drivers who are employees.

The drivers are not given the benefit of the Workmen's Compensation Act. They are not supposed to go to the Labour Court and get the benefit of the Workmen's Compensation Act. Earlier, it was possible. Now, it is not possible. Earlier, it was also possible to get as much compensation as the court decides. Now, this has already been decided without going to the courts that you will get only ₹ 2.5 lakh or ₹ 5 lakh or the maximum of ₹ 10 lakh. The workman, that is, the driver, will not be able to go to court or to the machinery under the Workmen's Compensation Act at all. Therefore, he will be a complete and total victim of the system. I think it is necessary to protect these drivers who are basically workers. They will not be able to pay the kind of money that is expected of them to pay to the victim. Therefore, I think it is anti-worker, anti-driver and anti-victim kind of a Bill and that must be changed before they make other amendments. Thank you.

SHRI S. MUTHUKARUPPAN (Tamil Nadu): Mr. Deputy Chairman, Sir, I thank you for giving me this opportunity to speak on the Motor Vehicles (Amendment) Bill, 2019. The Bill seeks to amend the Motor Vehicles Act, 1988 to provide for road safety. The Act provides for grant of licences and permits related to motor vehicles, standards for motor vehicles and penalties for violation of these provisions.

Then, I come to the compensation for road accident victims. The Central Government will develop a scheme for cashless treatment of road accident victims during the golden hour. The Bill defines 'golden hour' as the time period of up to one hour following a
traumatic injury during which the likelihood of preventing death through prompt medical care is the highest. The Central Government may also make a scheme for providing interim relief to claimants seeking compensation under third party insurance. The Bill increases the minimum compensation for hit-and-run cases as follows. In case of death, from ₹ 25,000 to ₹ 2,00,000; in case of grievous injury, from ₹ 12,500 to ₹ 50,000. These are welcome measures in this Bill.

Subsequently, I come to the suggestions and opinions regarding this Bill. The Ministry of Road Transport and Highways, Government of India, has introduced certain amendments in the existing Motor Vehicles Act, 1988. The Motor Vehicles (Amendment) Bill, 2017 was passed in the Lok Sabha without consideration of the valid objections submitted by the State Government of Tamil Nadu. The Select Committee on the Motor Vehicles (Amendment) Bill, 2017 had also visited Chennai on 12.10.2017 to discuss the said Bill with the Government of Tamil Nadu. During the discussion, the objections on behalf of the Government of Tamil Nadu on the said Bill were placed before the Select Committee. The Rajya Sabha Committee adopted the Report without any amendment.

The following modifications in some clauses are required to be made in the proposed Motor Vehicles (Amendment) Bill. The proposed new Section 211A is intended to empower the Central Government to levy and collect fees and taxes through any office, authority, body or agency owned or controlled by the Central Government in a particular manner. This will not only be an encroaching operation on the exclusive power of the State Governments but would also affect the State revenues. The reason for entrusting the work of collecting fees and taxes to a body is not explained.

The States accept the electronic application development and have already implemented computerisation of all transactions of the Transport Department by the software developed by NIC. The object of the proposed amendment, that is, 'for facilitating the public' could be effectively carried out by the officers of Motor Vehicles Department in accordance with the provisions of the principal Act itself. Hence, the insertion of new Section 211A has to be deleted and the present Section 211 may be suitably amended to accept the electronic application forms.

Then, the proposed clause 91 in the Bill encroaches upon the rights of the State Governments to regulate the transport operations in the States. Under these new Sections, the Central Government shall have the power to delegate any power or functions that
have been conferred upon it by the Act to any public servant or public authority and to authorise such public servant or public authority to discharge any of its powers, functions and duties under this Act. Such excess delegation of powers to private persons or a group of persons in the name of any public servant or public authority is not only against the Constitution but it provides a gateway for private bodies in operation of public services which is against the policy of State Government. Hence, to save the rights and policy of State and to avoid the entry of private bodies in the name of public servant or public authority in operation of transport sector, the above Section 215A, B and C may be deleted.

Again, Clause 29 introduces a new provision of Section 66A. Previously, my colleagues have already pointed out this Section 66A enabling the Central Government to develop a comprehensive national transportation policy for facilitating barrier free movement of freight across States liberalizing public transport including city taxi permit systems and also another new provision of Section 88A is sought to be introduced by Clause 33 of the Bill empowering the Central Government. ...(Time-bell rings)...

MR. DEPUTY CHAIRMAN: Mr. Muthukaruppan, please conclude. The time is over.

SHRI S. MUTHUKARUPPAN: So, these are all my suggestions. Our floor leader Mr. Navaneethakrishnan, Mr. S.R. Balasubramoniyan as well as Shrimati Vijila have already given the amendments. They consulted with the hon. Road Transport Minister, Shri Nitin Gadkari. He has promised us to make some amendments. As per his promise, he has done it. This request was made by my Party leaders, the Chief Minister of Tamil Nadu and the hon. Minister has graciously accepted these amendments. At page no.11, for the word 'consultation' the word 'concurrence' be substituted. We are welcoming this modification. As well as for the word 'consult', the words 'seek concurrence of the' be substituted. ...(Interruptions)... Thank you so much, Sir. ...(Interruptions)... Thank you so much to the hon. Minister as well as the Chair, Sir.

SHRI ANIL DESAI (Maharashtra): Mr. Deputy Chairman, Sir, I rise in support of the Motor Vehicle (Amendment) Bill, 2019. Vehicular traffic on Indian roads has grown multifolds in last 10 years, and the same has led to heavy congestion almost throughout the day in metro and other urban cities, which has also become a major cause of air
With this increasing burden of road traffic, there is a sharp rise in cases of injuries and fatalities. It is reported in the media that in a year, around 1.50 lakh people die in India out of road accidents. India is a signatory to the Brasilia Declaration and is committed to reduce the number of road accident fatality by 50 per cent by the year 2020.

I would congratulate Shri Nitin Gadkari, Hon. Minister of Road Transport and Highways for bringing this important Bill which seeks to address the issues relating to road safety, citizen facilitation, strengthening of public transport, automation and computerisation. The Bill aims to increase penalties on traffic violation, addresses issues on third-party insurance, regulation of cab aggregators, opening of public transport for private players and regulate permits. I am sure that the Hon. Minister will ensure that the State revenues are not affected adversely out of these measures. It also proposes a National Transportation policy for ushering guidelines on transportation of goods and passengers.

Sir, this Bill also provides to facilitate grant of online learning licences. There are changes which are made in driving licenses with the variation of ages and all.

The Bill also provides for the time limit for renewal of driving licences, which is varied and which is for the benefit of the drivers. The Bill also takes care of the differently abled persons as far as issuing of licenses are concerned.

Sir, in the area of road safety, stricter provisions have been proposed for offences such as juvenile driving, driving without licence, drunk driving, over speeding and overloading. The Bill proposes hefty penalties for violation of traffic norms which ranges between ₹10,000 and ₹1 lakh and more. The most revolutionary types of changes introduced in this Bill are that it will hold car owners criminally liable for accidents/violations caused by juveniles. As per the new provisions, it will also hold auto companies accountable for poor build quality of vehicles. Sir, in this piece of legislation, the Government will provide compensation of ₹2 lakhs or more to the victim's family in cases of hit and run fatalities. The current provision was only ₹25,000. The Bill also provides for the protection of Good Samaritans. Usually, people who are witness to fatal or serious accidents do not dare to help the victims at the site of accident and hesitate to help them shift to nearby hospitals fearing detention by law-enforcing agencies, because of which till now many lives have been lost in road accidents. This Bill has
taken a corrective view and given protection to Good Samaritans who offer their help at the site of accidents. Good Samaritans who come forward to help accident victims will be protected from civil or criminal liability. It will be optional for them to disclose their identity to the police station or medical personnel.

Sir, important part of this Bill is that this Bill proposes to form a motor vehicle accident fund which will provide compulsory insurance cover to all road users in the country for certain types of accidents. ...(Time Bell rings)... I am making only the last point. Also, the good feature of this Bill is that the cap on liability for third party insurance has been removed. While calculating the compensation to be paid to the next of the kin of the deceased victims, his qualification, profession, income and his family background will be taken into consideration and accordingly amount of compensation will be calculated. In 2016 Bill, maximum liability was fixed at ₹ 10 lakhs for death and ₹ 5 lakhs for grievous injury. It is good that the cap is being removed now in the Bill so that the calculation of liability amount of compensation could be arrived at.

MR. DEPUTY CHAIRMAN: Conclude now.

SHRI ANIL DESAI: The only thing that the Minister has to ensure is that the major part of the compensation which is calculated, and, I think, Shri Ketkar has said that major part should come from the insurance company, and not from the car owner who is involved in the accidents.

MR. DEPUTY CHAIRMAN: Thank you.

SHRI ANIL DESAI: Sir, I am concluding. With this I support the Bill.

MR. DEPUTY CHAIRMAN: Now, the next speaker is Shrimati Chhaya Verma.
कम होगी। तो आप दुर्घटनाएं केवल कम करेंगे, इसके बारे में इस बिल में कहीं कोई उल्लेख नहीं है। मंत्री जी ने इस बिल में बहुत सारे ऐसे नियम व्यवस्थाएं हैं, जो राज्य सरकार के अधीन होंगे, जिनमें राज्य सरकारों को power दे रहे हैं, लेकिन इस बिल में कहीं पर भी इस बात का उल्लेख नहीं है कि आप राज्य सरकारों को कितना अनुदान, कितना पैसा, कितनी धराशि मुहैया कराएगे।

महोदय, जब वाहन का बीमा होता है और जब आप लाइसेंस जारी करते हैं तो आप यह भी देखिए कि आज सड़कों पर जाम लग रहा है क्योंकि आप हर दिन बहुत से लाइसेंस दे रहे हैं। आप निश्चित रूप से बीमा निर्यात करिजिये कि कितने वाहन सड़कों पर चलते, उसने वाहनों की ही आप बिकी कीजिए और उसने वाहनों को ही लाइसेंस दीजिए। ऐसा करने पर जो सड़कों पर जाम की स्थिति निर्मित होती है, वह नहीं होगी। मैं सदन को बताना चाहती हूं कि यहां से एयरपोर्ट का रास्ता 20 मिनट का है, लेकिन सड़क पर जाम होने के कारण हमें कभी-कभी वहां तक पहुंचने में 2 घंटे का समय लग जाता है और हमारी Flight चूक जाती है। आपने जरूरत से ज्यादा वाहनों का पंजीकरण कर दिया और जरूरत से ज्यादा वाहनों को सड़कों पर ला दिया है, इसलिए यह स्थिति निर्मित हो रही है।

जहां तक द्राइवरों की बात है, उनके काम के घंटे भी निर्यातित नहीं होते, इसलिए दुर्घटनाएं बढ़ती जा रही हैं। मैं कहना चाहती हूं कि उनके लिए अलग से द्राइविंग स्कूल होने चाहिए और उनके काम करने के घंटे भी निश्चित होने चाहिए।

महोदय, जब हम कोई भी वाहन खरीदते हैं तो उसका एक साल के लिए बीमा पंजीयन होता है। जो third party बीमा होता है, वह उस गाड़ी की उस तरका का होना चाहिए, एक ही बार में पूरे समय का बीमा होना चाहिए। उससे फायदा यह होगा कि आपके एक साल के लिए हम बीमा करते हैं और बीमा Renew नहीं होता तब कोई दुर्घटना हो जाती है तो उस बीमा का फायदा प्राप्त किया जा सकता है क्योंकि वाहन का बीमा खर्च हो चुका होता। दूसरा, जब बीमा पूरे समय के लिए करेंगे, तो जो विचारित होते हैं, जो बीमा एजेंट होते हैं, उससे भी हमारी बचत होगी और समय की भी बचत होगी। इसलिए अगर आप लाइफटाइम वाहनों का बीमा कराएंगे, तो ज्यादा अच्छा होगा। मैं ऐसे कुछ संशोधन करती हूं। आपने मुझे बोलने का मौका दिया, आपका धन्यवाद।

MR. DEPUTY CHAIRMAN: Now, Shri Husain Dalwai. You have three minutes.

SHRI BHUBANESWAR KALITA: Sir, since there are no other speakers and we had some discussion, let him speak. Let him make his points. If they finish early, it is okay. If they cannot finish... (Interruptions)...

MR. DEPUTY CHAIRMAN: I am giving full party time to him. ... (Interruptions) ...
SHRI BHUBANESWAR KALITA: There should not be limited time. Time limit should not be there. …( Interruptions) …

MR. DEPUTY CHAIRMAN: I am giving full party time to him; three minutes. There are more speakers.

Shri Dinesh Dalmiya (Moharastra): Sir, in this Bill a provision is made for accidents. These are few incidents, which are not official. This Bill is for 20 years. If this time is limited, then the Bhojpur M.P. may not be able to make the point. It is recommended that the time should be unlimited.

Mr. Deputy Chairman: I am giving full party time to him; three minutes. There are more speakers.

Shri Ramesh Chandra Das (Bihar):紧张 time should not be there. There are more speakers.

Mr. Deputy Chairman: I am giving full party time to him; three minutes. There are more speakers.

Shri Dinesh Dalmiya (Moharastra): Sir, there are incidents of accident. In the case of a dangerous vehicle, which is running at a high speed, the RTO is not able to stop it. In this case, the Bills should be made word for word. The Bills should be made word for word. I have raised this point in the House. We have not made any progress.

Shri Ramesh Chandra Das (Bihar):紧张 time should not be there. There are more speakers.
DR. L. HANUMANTHAIAH: Sir, eight minutes are there for our party.

MR. DEPUTY CHAIRMAN: There are two speakers. There are seven minutes and two speakers.

DR. L. HANUMANTHAIAH (Karnataka): Sir, this Bill has increased various penalties for different traffic violations to a great extent. I just want to bring it to the notice of the hon. Minister one thing. Sir, in the first place, for the first offence, the penalty has been increased from ₹ 1,000 to ₹ 5,000 for dangerous driving. Sir, the Minister should listen to me. For second offence, the penalty was ₹ 2,000, which has been increased to ₹ 10,000. This disproportionate increase in the fine is not good for this country. You can increase elsewhere, but not in this country. Sir, why am I telling this? Any law should always think of the lowest of the low person, who is the last person of the society, not the rich man. Probably, all these fines are imposed thinking that all are rich in the country, and only those people can give such type of fines, not the ordinary driver, and ordinary people. Sir, you and I may give this fine of ₹ 5,000 and ₹ 10,000. But, what about a person who is working on a salary of ₹ 5,000? How can he give ₹ 10,000 fine? What is the logic behind this? Why is so much fine to be given at a time? You can't increase it to this extent. This is very, very, important.

Secondly, we are number one in the world so far as road accidents are concerned, that is about 9, 47, 184 accidents, and there is an increase of 31 per cent every year, and what action has been proposed in the Bill? I am surprised to see the architecture,
the design made by the companies, which you have mentioned in the Bill. You must apply your mind. People who are responsible for designing the roads, for constructing the roads, for maintenance and safety standard of the road, there your fine is only rupees one lakh. Sir, your contract runs into thousand of crores, and your fine is only rupees one lakh, whereas, from poor drivers, you are charging ₹ 1,000 to ₹ 5,000, from ₹ 2,000 to ₹ 10,000. This is the proportion in which you have imposed these fines. Sir, the time limit given is only six months' for claiming the compensation. Sir, many a time, to get an order from the court, it takes more than three months. How can you give six months' time only for the people who want to claim the compensation? The time allowed is not sufficient. Please give them more time so that they can go to the court and take the claim. On the other hand, there is removal of the provision which could help the vehicle thieves, and you have allowed for registration for second time. Now, you need not produce the vehicle before the RTO. I am telling you. As it is, people who are taking away the vehicles, they are not producing the vehicles before the RTOs. But you helped them by not producing the vehicles legally. That is another problem. I insist that you should make it mandatory to produce the vehicle for the second time also. That is also very important.

MR. DEPUTY CHAIRMAN: You conclude now.

DR. L. HANUMANTHAIAH: One second, Sir. In the Lok Sabha, when this Bill was passed, you have said, usually, whenever the road accidents happen you would make cashless payment to those victims... (Interruptions)... That is also very important. They can't go to any hospital if they want to go because they are supposed to make payment. Whatever Fund you have raised here, that should be for cashless payments to be made in hospitals.

MR. DEPUTY CHAIRMAN: Your time is over. Thank you Dr. Hanumathaiah. Dr. Subbarami Reddy... (Interruptions)... Dr. Hanumathaiah, your speech is not going on record. Dr. Subbarami Reddy, you have got three minutes.

DR. T. SUBBARAMI REDDY (Andhra Pradesh): Sir, I congratulate the hon. Minister, Gadkariji, who has brought a very good Bill, though there are certain amendments proposed and there are certain other provisions which are to be modified. He is very much committed to build best roads in the country. I would like to quote him, 'Millions
of accidents are reported in India every year in which 15,000 people lose their lives. So, efforts should be made to make road journey safe. The Government should take all out efforts to bring down the number of serious road accidents.' I too have raised this matter during Zero Hour to draw the attention of the Government to make an in-depth study formulating a comprehensive policy as has been done in other developed countries like the U.K. and the U.S.A.

Sir, I would like to say one more thing. One of the main reasons for accidents is rash driving with drunkenness. You have proposed some fine, which is not sufficient. Actually you must use a big whip for this drunken driving. Not only imposing fine, the license too should be cancelled. For repeated offences, the punishment should be much more severe. This is very important. This will minimise the road accidents. The man should be afraid of severe punishment if he drives drunk.

Sir, I seek a clarification from the hon. Minister on one more thing. He said that the owner of motor vehicle will also be punished with a fine or imprisonment up to three years. There is no clarity on this in the Bill. I seek a clarification from him. In what connection is he actually responsible and how is the owner responsible for the crime or accident which takes place by the fault of the driver.

Sir, there should be mass awareness campaign for the safe road journey and compliance with the traffic rules and regulations which should be held in schools and colleges. The young generation should be sensitised about the need to follow traffic rules also. It is also very important.

Lastly, I welcome the Bill for protection of the good samaritans, those who come forward for helping the accident victims, to protect them from civil or criminal liability. It is a very welcome factor. I would like to know from the hon. Minister as to why Aadhaar Card has been made mandatory for getting the driving license and the vehicle registration. I seek clarification on these. The Supreme Court itself has given the ruling to say that it should not be made mandatory. In conclusion, I support the Bill and congratulate the Minister for bringing this Bill. I thank all of you, Sir.

MR. DEPUTY CHAIRMAN: Thank you. You have completed within two minutes. ...(Interruptions)...

DR. T. SUBBARAMI REDDY: Sir, I am happy that the BJP Members have cleverly cut short their speeches so that we go early to have our dinner.
Sir, I move:

CLAUSE 30 - INSERTION OF NEW SECTIONS 66A AND 66B

National Transportations Policy

(No.88) That at page 11, line 25, for the word "consultation", the word "concurrence" be substituted.

CLAUSE 34 - INSERTION OF NEW SECTION 88A

Power of Central Government to make schemes for National, Multimodal and Inter-State Transport of passengers and goods

(No.89) That at page 14, line 2, for the word "consult", the words "seek concurrence of" be substituted.

CLAUSE 77 - AMENDMENT OF SECTION 193

(No.90) That at page 37, line 24, for the word, bracket and figure "sub-section (4)", the word, bracket and figure "sub-section (1)" be substituted.

Sir, I assure the House that we will incorporate the procedure for inspection of the vehicle at the premises of the dealers by the officers of the State Government which will be provided in the rules. I will inform the Members of the compliance after the rules are accordingly amended.

The Hon'ble Member, in his clear elaboration has said that Driving Training Schools which are being operated by the existing schools and the expansion of the same should be done. I would like to inform the House that the Government has been considering the proposal to increase the number of driving schools and training centres. The Government has taken steps to increase the number of driving schools and training centres to meet the growing demand for driving licences. The Government has also taken steps to improve the facilities and infrastructure of the existing driving schools and training centres. The Government is committed to ensure that the driving training is of high quality and meets the needs of the public.
इसके लिए हम एडिशनल ड्राइविंग ट्रेनिंग स्कूल्स को बहाते हैं। अब एक स्कूल खोलने के लिए यहाँ पर चार एकड़, पांच एकड़ या कभी दस एकड़ की जगह लगती है। यहाँ ट्रैक बनता है, कम्प्यूटर परीक्षा लेता है और उसके इकाइयों को भी पढ़ाते हैं, जिसका काफी ज्यादा काम भी होता है। इस पर लगभग 5 से 6 करोड़ रुपये का तक का खर्च होता है। हमारी ताकत से हमने एक योजना तैयार की है कि अगर कोई ऐसे ड्राइविंग ट्रेनिंग स्कूल खोलेगा, तो हम उनके लिए भारत सरकार की ओर से 1 करोड़ रुपये का अनुदान देंगे। यह प्रस्ताव राज्य सरकार के ट्रांसपोर्ट विभाग से हमारा पास आएगा और उसके उपर हम इस योजना को चलाएंगे।

कोई योजना ऐसी नहीं है, जो राज्य सरकार के बिना हो। सब राज्य सरकार के सहयोग के साथ है। मैं आप सभी सदस्यों से अनुरोध करता हूँ कि मुंबई, चेन्नई, दिल्ली में ड्राइविंग ट्रेनिंग स्कूल खोलने की ज्यादा आवश्यकता नहीं है, बल्कि आवश्यकता सोशली, इकोनॉमिकल बैंकिंग एंडिया में है। जैसे जो सरक एरिया हैं, देहात के एरिया हैं, ट्रांसपोर्ट एरिया हैं, आप वार्षिक पर ड्राइविंग ट्रेनिंग स्कूल्स खोलिए। मैंने कल दोस्त से कहा था कि आप सांसद भी आगे आकर इस प्रकार के ट्रेनिंग स्कूल खोलने के लिए सामने आएं। हम आपके अनुमति देंगे, यह में आपको एयरो बाहर कराना वाहाहार हैं। कम से कम 1 हज़ार स्कूल्स खोलेंगे, तब जाकर हमारा 22 लाख ट्रैक ड्राइवर्स का टारगेट पूरा होगा। इसमें मैंने, एटिकेट्स से लेकर पूरी ड्राइविंग के बारे में लिखा हुआ है।

सर, इसमें एक ओर बात है। बहुत से सदस्यों ने कहा कि हम कॉर्पोरेट को दे रहे हैं। हम कॉर्पोरेट को दे रहे हैं। इस पर मुझे बाध्य होते हैं। इसे पारंपरिक रूप से ही जो करेंगे, उस क्षेत्र के युवाओं को रोजगार मिले, इसलिए ड्राइविंग ट्रेनिंग स्कूल को 15-20 कंपनियों ने, कुछ बड़ी कंपनियों ने स्थानांतर करके, अपने सीईएसआर से सर्वेक्षण का माध्यम से शुरु किया है, इसलिए मैं यह कहना चाहता हूँ कि हम इसको कस्टम कॉर्पोरेट को नहीं दे रहे हैं। आज इसलिए है कि ट्रैक के लिए ड्राइवर्स नहीं, इसलिए अपने अनुरोध करता हूँ कि आप लोग भी आगे आएं और उस नियम के आधार पर हमें एलाई कीजिए।

हम उसके लिए आपकी ओर से 1 करोड़ रुपये लें। तक्क से, देखा जा सकता है कि इसको कस्टम कॉर्पोरेट को वही दे रहे हैं। मैं यह भी कहूँगा कि हमने कस्टम कॉर्पोरेट को नहीं दिया है, इसलिए आप यह बात भी आपका दिमाग से निकाल उठाए।

महोदय, दूसरी बात ड्राइविंग ट्रेनिंग स्कूल के बाद फिटनेस सर्टिफिकेट की आवश्यकता है। फिटनेस सर्टिफिकेट के लिए हमारे पास इसकी महत्वपूर्णता नहीं है। हम कुछ ही जगहों पर खोल सकते, तो फिटनेस बार-बार - यह फिटनेस बाला विषय भारत सरकार का, राज्य सरकार का, मतलब
शासन जयराम गठनरी[

Concurrent List का सफल है। आपको हर बार गाड़ी का फिल्मस सर्टिफिकेट लेना पड़ता है। इसके राज्य सरकार के बीच निष्पादित है। इसका सर्टिफिकेट लेने के लिए छोटे-छोटे गांवों में फिल्मस सेंटर्स नहीं हैं। अगर ज्वाडा से ज्वाडा फिल्मस सर्टिफिकेट सेंटर्स खुलेंगे, तो वहीं के वहीं, गांव में, जन गरीबों के लिए यह व्यवस्था होगी, इसलिए इसके साथ ही फिल्म एक व्यक्ति को 400 किलोमीटर दूर न चलकर आना पड़े। अभी चैनल्स तक, लोग चैनल्स कहते हैं, अगर चैनल्स से फिल्मस सर्टिफिकेट मिलेगा, तो बेचने को 300, 350 किलोमीटर चलकर वहां तक आना पड़ेगा, वहां रुकना पड़ेगा, फिल्मस सर्टिफिकेट के लिए, जबकि यह इसको वहीं कर सकता है, वह उसको अपने प्रिंट में मिलेगा। 

आपका अभिमान की तरह, ये कश्मीरी लोग नीतिकठान नहीं है।

शासन जयराम गठनरी[

सर, बैठक की सीट लगने से पहले, प्रिंटड की सीट लगने से पहले अपने नीतिकठान निकालती है वह अभिमान से जुड़ती है।

शासन जयराम गठनरी[

सर, मूल नहीं है कि इससे इसके साथ करने में क्लरेट आएगी। अगर इसके लाइसेंस के बारे में आपको विचार हो, इसके साथ संबंधित करने के उपरांत उसको लाइसेंस इलेक्ट्रॉनिक रूप से - सर, हम इसको ऑनलाइन कर रहे हैं, आपको लाइसेंस के लिए ऑफिस में आना ही नहीं पड़ेगा। अगर केवल आपकी एडिटिंग सर्वाधिक हो गई, तो आपको लाइसेंस का मिलेगा। हमने यह आयात कर दिया है। कमीशन को यह घर में बैठक भी मिल सकता है। यह इलेक्ट्रॉनिक रूप से जारी फाइल जाता है। लाइसेंस प्रदान करने के समय केवल सैद्धांतिक ज्ञान का प्रशासन फाइल किया जाता है। इसके अलावा इसमें जारी करने के समय कमीशन जाना जाता है। काव्य बनाने का प्रयोग किया है। मैं आपसे कहता हूँ कि ये पुत्र और अन्य कुछ शहरों में बने हैं। मैं भी उसमें गया था। अगर मुझे भी इसके लाइसेंस चाहिए, तो मुझे भी गाड़ी चलानी पड़ती है। बाहर हुए, कव्य से, बीच में से जाते-जाते माइक्रो फाउंड के सेल झाले हैं। जब आखिर में हम गाड़ी बाहर निकलती है, अगर श्री लाइट लग गई तो समझ लीजिए कि आप पास हो गए। और रेड लाइट न लग गई, तो आप केल हो गए। चाहे वह एम्प्ली रहे या मंत्री रहे, यह लाइट कमीशन की सिफारिश नहीं मान सकती है। वह कंप्यूटर है। इनसे इसना perfect इसलिए किया गया है। मैं आपसे
कभी यह सवाल नहीं पूछते, अगर पूछते तो वह ठीक नहीं होगा कि आप में से कितने लोग ऐसे हैं, सभी जान है, मैं किसी का आया-आए नहीं करता, कि कितने लोगों ने RTO में जाकर परीक्षा देकर लाइसेंस लिया है!...(यक्ष्मन)... कुछ ही हाथ उफ्फ आ रहे हैं!...(यक्ष्मन)... मैं किसी को कुछ नहीं कहता। इस सिस्टम को computerise करते हुए...(यक्ष्मन)...

श्री उपसथापित: माननीय मंत्री जी को बोलने दें, बीच में किसी को बोलने की इजाजत नहीं है।

श्री नितिन जयराम गडकरी: मैं आपसे इतना ही कहता हूँ कि यह तरह से लाइसेंस के सिस्टम को पूरी तरह से computerise किया गया है। अब इसमें कोई भी गड़बड़ नहीं कर सकता है। उसके लिए जाना पड़ेगा, जैसे USA में है। इसके कारण जाने के बाद जो legitimate, genuine, legal तरीके से परीक्षा पास करेंगे, उसकी ज्यादा लाइसेंस मिलेगा, ताकि accident न हो। इसमें गलत लोग नहीं आएंगे।

सर, जहां तक license authority की definition की बात है, हम कोई अधिकार नहीं लेते हैं। यह Concurrent List में है। State Government ही license authority है। इसके लिए हमने इस विषय में transport driving license की वैधता को केवल 3 वर्ष से बढ़ा कर 5 वर्ष करने के लिए प्रस्ताव रखा है। यह परिवहन मिश्रणों के भार को भी कम करेगा और यह एक नागरिक हित का भी प्रस्ताव है। National Skill Qualification Framework के अनुसार मान्यता प्राप्त ड्राइविंग स्कूलों की व्याप्ति और ऐसे स्कूलों द्वारा दिए गए प्रशिक्षण को हमने अपनाया है। इतना ही नहीं, एक माननीय सदस्य ने इसके बारे में कहा था, अपने सभी स्टेट गवर्नमेंट्स के लिए एजुकेशन मिनिस्टर्स को अदालत में कहा है कि regional language में Rules of Road के बारे में Road Safety के बारे में हमारे जो मजबूत के नागरिक हैं, हमारे बच्चे हैं, उनको पढ़ाया जाए। हम इसके बारे में अधिनियम भी चला रहे हैं, प्रवाह में भी कर रहे हैं, कोई celebrity भी उसमें अदालत कर रहे हैं। हम उनका भी सहयोग लेंगे रहे हैं, ताकि लोगों का जनजागरण हो। जैसा आपने कहा, हम जनजागरण की प्रक्रिया को गतिशील कर रहे हैं। हम इस प्रावधान को quality training के लिए सुनिश्चित करेंगे।

इसके साथ-साथ कॉर्पोरेट के बारे में कई माननीय सदस्यों ने कहा। मैं फिर से आपको बताऊंगा कि इस देश में 17 लाख buses हैं, जिनमें से गवर्नमेंट की buses 1 लाख 70 हजार है। इसके लिए State Government Undertaking Act है, Corporation Act है। इसके नियम बनाने का अधिकार राज्य सरकार को है। हम किसी भी State Government के Undertaking को बंद नहीं कर रहे हैं, न बंद करना चाहते हैं, न अधिकार लेना चाहते हैं। जो है, आप उसे चलाएं। Problem यह है कि मजबूत अधिकार ट्रांसपोर्ट सिस्टम तमिलनाडु में है, बिहार की परिस्थिति अलग है। सब लोग टॉप पर बैठ कर भी जाते हैं। अलग-अलग प्रदेश की problems को लेते हुए हम यह पॉलिसी लाए हैं। अब इस पॉलिसी में ऐसा है, आप देखिए, आप शाति से इस बात
[श्री मित्ति जयराम गठकरी]

को सामान्य लिस्टिंग के अनुसार दिटक का रेट 30 परसेंट कम होगा और अगर इस देश के गरीब
लोग Air Conditioned Bus में भी दूर, तो इसमें गरीबों का फायदा होगा या धनवानों का फायदा
होगा, आप बताएं। मुबार की BEST में एक डीजल की बस चलाने के लिए उसकी cost 115
रुपए प्रति किलोमीटर है, 100 परसेंट इंस्टालमेंट पर चलने वाली एक बस की cost है 69 रुपए
प्रति किलोमीटर, जबकि एक Electric Air Conditioned Bus की cost बहुत कम है। अभी पुणे
कॉन्स्पोरेशन में, जाब्देकर जी यहाँ बैठे हैं, आप एक बार पुणे या बहुत सी जगहों पर जाएं,
हिमाचल प्रदेश में बचे जाएं, जब कांग्रेस के बाली जी मंत्री थे, तो उन्होंने वह शुरू कराई।
वह इलेक्ट्रिक बस चल रही है। यह कैसी है, आप देखिए। अब ऐसा है कि diesel fuel की
price से electric fuel की price one-fifth कम है।...

श्री उपसामायिक : प्रश्न बीच में न बोले।

श्री मित्ति जयराम गठकरी : गाड़ियों की price ज्यादा है। गाड़ियों की price ज्यादा होने
के बावजूद सबसे अच्छा ट्रांसपोर्ट सिस्टम वर्ल्ड बैंक की समर्थन से लंबा है। लंबा ट्रांसपोर्ट
में टोटल 9 ऑपरेटर्स हैं। वे 9 ऑपरेटर्स अपने पैसे से गाड़ी खरीदते हैं। उससे झगड़ सार्वेक्षण का
होता है और कंट्रक्टर कॉन्स्पोरेशन का होता है। इससे रोजगार बढ़ता और अपनी गाड़ियाँ
कम होती है। इससे गरीबों को और रोजगार मिलता, क्योंकि आज ट्रांसपोर्ट सेक्टर में इसकी
आवश्यकता है। अब problem यह है कि अगर कोई कॉन्स्पोरेशन कहता है कि मैं डेड-डो करें
की बस अपने प्लान से लेने के लिए तैयार हूँ, तो गवर्नमेंट की स्थिति है, वह मदद करे, हमें कोई
आपत्ति नहीं है, पर कुछ कॉन्स्पोरेशन की स्थिति ऐसी है, जेसा मैंने आपको एक उदाहरण बताया
था। मैं नागरिक और महाराष्ट्र की सीमा पर रहता हूँ। एक बार एक बार आई। बस आने
के बाद मैंने देखा कि वह मेरी गाड़ी में डीजल डाल रहा था, लेकिन उसको बोला कि तुम आगे
जाओ। मुझे गाया कि वह मुझे डीजल दे रहा है, लेकिन उसको कभी नहीं दे रहा है। मैंने उस
लड़के को डांडा कि तुम्हारे पास डीजल है, लेकिन उसको कभी बोल रहे हो, तो उससे कहा
कि यह सरकारी बस है, ये लोग डीजल भरवाने के बाद पैसे नहीं देते हैं, इसलिए हम उसको
डीजल नहीं दे रहे हैं। अब प्रोब्लम उस समय यह था कि वह public undertaking इसी अड्डान
में थी कि कंट्रक्टर डिटक बेच कर डीजल खरीदते थे और उसके पैसे देते थे। जब वह पैसा
देना भी बन्द हो गया, तो उन्होंने उपर पर डीजल देना बन्द कर दिया। इसके बावजूद जिस
भी स्टेट गवर्नमेंट का उसके यहाँ जेसा भी ट्रांसपोर्ट सिस्टम है, उस पर उसका पता अधिकार
है। हमारा उससे कोई interference नहीं, कोई mandatory नहीं, कुछ नहीं है, कोई अधिकार
नहीं है। परन्तु कोई मौक्का अगर ऐसा है कि अगर आपके पास पैसे नहीं हैं, तो जेसा आ 10
साल के लिए इंटरेस्ट पर, instalment पर कार लेते हैं और अगर आपके पास पैसे होते तो
केवल से ले लेते, आप आपको लेना है, तो यह लंबा ट्रांसपोर्ट का मौक्का है, इसमें पैसा ही नहीं
लगता। विशेष रूप से सीपीएम सदर्श जो हैं, मैं उनको बताना चाहता कि हम रोजगार बढ़ा रहे
encourage

discard

discourage

incentive

public transport on electricity alternative fuel

import substitute, cost effective, pollution free and indigenous

import substitute, cost effective, pollution free and indigenous

Encouraging individual car owners to use public transport on electricity alternative fuel.  

Methane digestors can be installed on 200-vehicle fleets.  

encourage

Technology and innovation are required to encourage car owners to use public transport on electricity alternative fuel.  

encourage

Multi-modal hubs can be established to encourage car owners to use public transport on electricity alternative fuel.  

State transport undertakings need to take steps to encourage car owners to use public transport on electricity alternative fuel.
The government servant for specific purpose appointed by the State Government.

The Central Government is going to appoint him? I never understand. As the State Government has appointed him, it is very clear that he will be the head of a private limited company. Hence, this appointment is not acceptable.

The government servant for specific purpose appointed by the State Government.

The Public Servant Bill requires that any public servant for specific purpose appointed by the State Government shall be a citizen of India and shall have had at least five years of experience in the field of consultancy and designing. Any public servant for specific purpose appointed by the State Government shall be a citizen of India and shall have had at least five years of experience in the field of consultancy and designing. Any public servant for specific purpose appointed by the State Government shall be a citizen of India and shall have had at least five years of experience in the field of consultancy and designing. Any public servant for specific purpose appointed by the State Government shall be a citizen of India and shall have had at least five years of experience in the field of consultancy and designing.
It is with the right of the State Government. The man's sardars to the bhut bari samajne ke kaash ke. Aap bhukhtakamai hain. Mene isme sruchar kar diyaa. Shishit kya hai ke jab koi nahin gadi khaireti hain to nisam hain ke gadi se RTO office me le jani paade hain. Ye useka technical inspection karte hain or us par jo teeka lagata hain, jitaana bhi teeka banta hain, usme bharta pade hain. Fiker usee nambar milata hain or andh me nambar plate ke bade gadi ke delivery hoti hain.

Aapne kaha ke isme rajya sarakar dharana niyamrita teeka ke alaya ke koi teeka dena ke jukrut hain. Koi ek rupaya aapne nahin loga. Aapne kaha ke hum dealer ko paisa kamane ke liye khel rahe hain. Dealer ko isme ek paisa nahin milega. Jo consumer ka adhikar tha, uske vehicle ko register karna, Aapne us jismendantir dealer par dala di. Apna teeka kintu bharo jaaye, jitaana rajya sarakar tay karre. Taminadu sarakar kahenge ke 12 parset to 12 parset dena hoga, masya prades sarakar kahenge ke 13 parset to 13 parset dena hoga ya kareta sarakar kahenge ke 10 parset to 10 parset dena hoga. Isse RTO bataeenge ke k Ish gadi par kina teeka banta hain. Yeh online jaaye aur online jakar number plate dena. Yaha problem hai yeh ke jo Aapne karna hain ke ro, Mene to accept kia hain. Agar RTO office me yeh gadi leneke nahin jaate to isse ke norms pauri nahin hote. RTO office registration ke liye joi kuch mohntanana leta hain, yeh band ho, iske liye hum online system karen ki baat kah rehte hain. Menehntana bant karne ke liye Aap sab muqj support karenge!...(योग्यता).... Mene usse bhi manya kia aur dursat bhi kar diya ke RTO officer gadi ke inspection karne ke liye dealer ke pas jaaye aur uske baad registration hoga!...(योग्यता).... Main yeh baat nahin karte.

Agar registration online hoga, jo modernized system hai, computerized hain aur par tehe-tehe bani hain. Aapke jaane ki takdinek nahin hain aur nambar mil jaayega. Yadi koi Aapke special number baahen to RTO office kahenge ke special number ke liye Aapko jyada paisa denge pagare. Rajya sarakar ke public servant kahenge ke iskon ke liye hainse paise bari aur yadi paise par diya jaate hain to uske special number mil jaayega. Nambar denge ke kama rajya sarakar ke adhikarir ke hain. Paise kintu lena hai, yeh kama rajya sarakar ke adhikarir ke hai. Isme hain kaha aaye? Main Aapko bataata hoon ki pichhli bar humne truck walo ko neshan parmit denge ke liye ek faamuila tay kia. Faamuila tay kareke national permit online kar diya. Isse anek rajo ke chinam 7 guna tak bade hain. Mere paas rikord hain. Mene isne ambi kaajadh diye hain. Agar taminadu me kahi bhi bhar jaaaye, Ap parimit do, jraja tamimaladu ke bhi agar maharastri me aati hain, Aati hain. Apna karo, Aap dekhe ke rajo ke hokar jyada hain, to kiaa rajya ne kintu teeka lena hain, is par vivad hota hain. Fiker rajo ke baad ek faamuila tay hua. Agar 10 hajar rupaye milte to uss faamuile ke anusar pauri 10,000 rupaye rajo ke haate me online chale jaate hain. Ham ek rupaya nahin lete. Iske liye hainse ek patel tayar kia hain, ham uske facility.... Main Aapko aaplay karunga ke tola naka par Aapko takliifik hoti hain, yeh sahi hain. Muqj yahaam bhi baich me...
[श्री गुलाम नबी अजाद]

सदस्यों ने इसके बारे में कहा। अभी हमने कहा कि आप टोल गाना आने के पहले मोबाइल फोन पर फोन करके बता दीजिए, मोबाइल से पैसे चले जाएंगे, अपने गाड़ी रोकने की जरूरत नहीं पड़ेगी और आप चले जाएंगे। क्योंकि हमने fastag लगा दिया। अब नैने सभी राज बाकायड़ों को यह कहा कि यह प्लेटफार्म आपके टोल के लिए एक रुपया न लेते हुए फ्री ऑफ चार्ज में देता हूँ, आप इसको लिए तो आपके टोल नाके पर किसी को रोकने की आवश्यकता न पड़े।

हाँ तो हम फ्री ऑफ चार्ज देने के लिए लेता हूँ। इससे कोई पैसा लेने की कोई बात नहीं है।

मैं ने नेशनल ट्रांसपोर्ट एक्सिचायर्स के बारे में पहले ही बताया कि यह स्टेट गवर्नमेंट टांडरटेंडिंग एक्ट है, इसके बाद अगर कोई नया... मैं लोक सभा में मीकर साहब को कहा था कि टीवी पर एक व्यक्ति इसकी टेक्नोलॉजी बदली है, WAPCOS के साथ भी ज्वाइट वैचर है।

265 लोग जो... मैं कोई कूटी बात नहीं करता हूँ, मैं जितने सपने दिखाए मैं जिम्मेदारी के साथ कहता हूँ कि मैं यह सपना पूरा करूँगा। अगर नहीं करूँगा, तो आप सवाल उठाएगा। मैं राजनीतिक जीवन में भी जूठा आश्वासन नहीं देता हूँ और मैं बूढ़ बात करूंगा नहीं!...(स्थिति)... आप मुझे बताएँ। आपने मेरी गलती निकाली, मैं कहा कि मैं गाड़ी मांगता हूँ, गलती हुई है, मिथिंग मिस्टेक हुई है। मुझे उससे भी रातों नहीं है। मैं आपको बताता हूँ कि अगर नई-नई टेक्नोलॉजी लाइए। अगर धीला कुआं से मानेसर... सम्मानिती सदस्य, श्रीमती छाया वर्णी जी इसके बारे में बोल रही थी। धीला कुआं पर जाम के कारण मैंने तीन बार प्लेन खित किया है और मैंने कितने फ्लाइट बेले हैं। अब यह पाया बेले शब्द ही युज़ कर रहा हूँ, I am sorry to use this one. आज मनोहर परिकर जी नहीं हैं, मैंने डिफेंस से यह जोग लेकर धीला कुआं के उस स्पॉट में अभी सुधार किया। अब आप 14 मिनट में यहाँ जा सकते, जब कि वह एनएच नहीं था।

THE LEADER OF THE OPPOSITION (SHRI GHULAM NABI AZAD) : We appreciate that. आपने बहुत अच्छा कर दिया।

[श्री नितिन जसवान्त राय गडकरी]

श्री नितिन जसवान्त राय गडकरी: गुलाम नबी जी, यह ब्रज जहां उतरता है, वहीं एनएच था। बाद में स्टेट गवर्नमेंट का था, military बाद में बोले कि आपकी रोड नहीं है। मैंने बोला कि ताज एडेलेस तक हम ब्रज तक एनएच बना दीजिए। अपने हाथ में काम किया और जो पैसा आपना नहीं था, वह एनएचएबी से खर्च करके उसको हमने खुश किया ताकि pollution भी नहीं हो।

[श्री गुलाम नबी अजाद]

[श्री नितिन जसवान्त राय गडकरी]: मैं आपको यही कहूँगा कि धीला कुआं से मानेसर तक हवा में चलने वाले 265 सीटों की एक सीट बस बाहर करने का प्रयोजन है। मैं आप सबको बताता चाहता हूँ कि WAPCOS करके भारत सरकार की कंपनी है। हमारी 100 पर्सेंट owned कंपनी है। मैं Davos गया था, फिर ऑस्ट्रिया गया, फिर Doppelmayr को इक्विटी में लाया और जब मैं Water Resources Minister था, तो मैं WAPCOS और Doppelmayr का ज्वाइट वैचर कर
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SHRI VAIKO : You should not forget what he said at that time.

SHRI NITHIN JAYARAM GADKARI : Sir, the Government is sometimes direct and sometimes indirect in its decision making. You may rest assured about that.

You said there’s a need to modernise the road engineering. We must ensure that the roads are not just for transportation but also for safety. The intelligent traffic system can play a significant role in this. It can help reduce accidents and improve safety on the roads. The road engineering should be done carefully to ensure safety.

In the context of the insurance bill, the importance of road engineering cannot be overstated. The bill is about insurance, but it is important to note that road safety is also an integral part of it. The insurance companies will have to consider the road conditions and safety measures when offering insurance.

The road engineering should be done in a manner that is protective of the environment. The Government must ensure that the roads are built in an eco-friendly manner. The road engineering should also be designed in a way that it is easily accessible to all.

The modernisation of the road engineering should be done in a way that it is sustainable. The Government must ensure that the road engineering is done in a way that it is sustainable for the future generations.

You said there’s a need to modernise the road engineering. We must ensure that the roads are not just for transportation but also for safety. The intelligent traffic system can play a significant role in this. It can help reduce accidents and improve safety on the roads. The road engineering should be done carefully to ensure safety.

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The road engineering should be done in a manner that is protective of the environment. The Government must ensure that the roads are built in an eco-friendly manner. The road engineering should also be designed in a way that it is easily accessible to all.

The modernisation of the road engineering should be done in a way that it is sustainable. The Government must ensure that the road engineering is done in a way that it is sustainable for the future generations.
MR. DEPUTY CHAIRMAN: I shall now first put the Amendment moved by Shri Elamaram Kareem for reference of the Motor Vehicles (Amendment) Bill, 2019, as passed by Lok Sabha, to a Select Committee of the Rajya Sabha to vote. The question is:

"That the Bill further to amend the Motor Vehicles Act, 1988, as passed by Lok Sabha, be referred to a Select Committee of the Rajya Sabha with instructions to report by the last day of the first week of the next Session of the Rajya Sabha".

The motion was negatived.

MR. DEPUTY CHAIRMAN: I shall now put the Amendment moved by Shri Binoy Viswam for reference of the Motor Vehicles (Amendment) Bill, 2019, as passed by Lok Sabha, to a Select Committee of the Rajya Sabha to vote. The question is:

"That the Bill further to amend the Motor Vehicles Act, 1988, as passed by Lok Sabha, be referred to a Select Committee of the Rajya Sabha with instructions to report by the last day of the first week of the next Session of the Rajya Sabha".
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The motion was negatived.

MR. DEPUTY CHAIRMAN: I shall now put the Motion moved by Shri Nitin Jairam Gadkari to vote. The question is:

"That the Bill further to amend the Motor Vehicles Act, 1988, as passed by Lok Sabha, be taken into consideration."

The motion was adopted.

MR. DEPUTY CHAIRMAN: We shall now take up Clause-by-Clause consideration of the Bill.

Clauses 2 and 3 were added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 4, there are four Amendments; Amendment (No.19) by Shri Manish Gupta; Amendment (No.36) by Dr. T. Subbarami Reddy; Amendment (No.70) by Shri A. Navaneethakrishnan and Amendment (No.79) by Shri Husain Dalwai.

Shri Manish Gupta, are you moving your Amendment?

SHRI MANISH GUPTA: I am not moving.

MR. DEPUTY CHAIRMAN: Now, Amendment (No.36) by Dr. T. Subbarami Reddy. Are you moving it?

DR. T. SUBBARAMI REDDY: I am extremely happy with the reply given by the hon. Minister. I am not moving it.

MR. DEPUTY CHAIRMAN: Now, Amendment (No.70) by Shri A. Navaneethakrishnan. Are you moving it?

SHRI A. NAVANEETHAKRISHNAN: I thank the hon. Minister. He has accepted our request. He has made a statement also. So, I am not moving it.

MR. DEPUTY CHAIRMAN: Now, Amendment (No.79) by Shri Husain Dalwai to vote. Are you moving it?
SHRI HUSAIN DALWAI: I am not moving it.

Clause 4 was added to the Bill.
Clauses 5 to 7 were added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 8, there are three Amendments; Amendments (Nos. 20 and 21) by Shri Manish Gupta and Amendment (No.37) by Dr. T. Subbarami Reddy.

SHRI MANISH GUPTA: Sir, I am not moving it.

MR. DEPUTY CHAIRMAN: Dr. T. Subbarami Reddy, are you moving your Amendment?

DR. T. SUBBARAMI REDDY: Sir, I am not moving it.

Clause 8 was added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 9, there is one Amendment (No. 38) by Dr. T. Subbarami Reddy. Are you moving your Amendment?

DR. T. SUBBARAMI REDDY: Sir, I am not moving it.

Clause 9 was added to the Bill.
Clauses 10 to 12 were added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 13, there is one Amendment (No.13) by Dr. T. Subbarami Reddy. Are you moving it?

DR. T. SUBBARAMI REDDY: Sir, I am not moving it.

Clause 13 was added to the Bill.
Clause 14 was added to the Bill.

CLAUSE 15 - AMENDMENT OF SECTION 28

MR. DEPUTY CHAIRMAN: In Clause 15, there is one Amendment (No.1) by Shri Elamaram Kareem. Are you moving your Amendment?

SHRI ELAMARAM KAREEM : Sir, I move:
(No.1) That at page 6, clause 15, be deleted.

The question was put and the motion was negatived.

Clause 15 was added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 16, there is one Amendment (No.2) by Shri Elamaram Kareem. Are you moving it?

CLAUSE 16 - AMENDMENT OF SECTION 28

SHRI ELAMARAM KAREEM: Sir, I move:

(No.2) That at page 6, clause 16, be deleted.

The question was put and the motion was negatived.

Clause 16 was added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 17, there are two Amendments (Nos. 22 and 23) by Shri Manish Gupta. Are you moving your Amendments?

SHRI MANISH GUPTA: Sir, I am not moving them.

Clause 17 was added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 18, there is one Amendment (No. 24) by Shri Manish Gupta. Are you moving your Amendment?

SHRI MANISH GUPTA: Sir, I am not moving it.

Clause 18 was added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 19, there are three Amendments, Amendment (No. 25) by Shri Manish Gupta, Amendment (No. 63) by Shri B.K. Hariprasad, Shri Husain Dalwai and Shrimati Chhaya Verma, Amendment (No.71) by Shri A. Navaneethakrishnan. Shri Manish Gupta are you moving your Amendment?

SHRI MANISH GUPTA: Sir, I am not moving it.

MR. DEPUTY CHAIRMAN: Now, Amendment (No.63) by Shri B. K. Hariprasad. Shri Husain Dalwai and Shrimati Chhaya Verma. Are you moving it?

CLAUSE 19 - SUBSTITUTION OF NEW SECTION FOR SECTION 44

Production of vehicle at the time of Registration

SHRI B. K. HARIPRASAD: Sir, since I have not got any assurance from the Minister, I am moving. Sir, I move:
(No.63) That at page 7, clause 19, be deleted.

The question was put and the motion was negatived.

MR. DEPUTY CHAIRMAN: Now, Amendment No. (No.71) by Shri A. Navaneethakrishnan. Are you moving it?

SHRI A. NAVANEETHAKRISHNAN: Sir, I am not moving it.

Clause 19 was added to the Bill.

Clause 20 was added to the Bill.

SHRI BHUBANESWAR KALITA: Sir, the matter is regarding procedure. Shrimati Chhaya Verma has given her Amendment but she has not been called.

MR. DEPUTY CHAIRMAN: That was the same Amendment. I took her name.

SHRI BHUBANESWAR KALITA: Sir, it can be repeated. There is no issue.

MR. DEPUTY CHAIRMAN: In Clause 21, there is one Amendment (No.26) by Shri Manish Gupta. Are you moving the Amendment?

SHRI MANISH GUPTA: No, Sir, I am not moving the Amendment.

Clause 21 was added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 22, there are three Amendments; Amendments (Nos.27 and 28) by Shri Manish Gupta; Amendment (No.40) by Dr. T. Subbarami Reddy. Shri Manish Gupta, are you moving the Amendments?

SHRI MANISH GUPTA: No, Sir, I am not moving the Amendments.

MR. DEPUTY CHAIRMAN: Dr. T. Subbarami Reddy, are you moving the Amendment?

DR. T. SUBBARAMI REDDY: Sir, I have a small suggestion. Before cancelling the RC of the vehicle, the vehicle owner should be given an opportunity of making a representation or a hearing. This is a suggestion for the consideration of the hon. Minister. I am not moving the Amendment.

Clause 22 was added to the Bill.
MR. DEPUTY CHAIRMAN: In Clause 23, there are four Amendments, Amendments (Nos.29 and 30) by Shri Manish Gupta; Amendments (Nos.72 and 73) by Shrimati Vijila Sathyananth. Shri Manish Gupta, are you moving the Amendments?

**CLAUSE 23 - AMENDMENT OF SECTION 56**

SHRI MANISH GUPTA: Sir, I move:

(No.29) That at page 9, lines 9 to 14, be deleted.

(No.30) That at page 9, lines 19 and 20, be deleted.

*The question was put and the motion was negatived.*

MR. DEPUTY CHAIRMAN: Shrimati Vijila Sathyananth, are you moving the Amendments?

SHRIMATI VIJILA SATYANANTH: Sir, I don't want to move the Amendment, but I would just like to mention that subject to such conditions, as the Central Government may prescribe, the provisions of this Section may be extended to non-transport vehicles. I wanted the hon. Minister to clarify this.

MR. DEPUTY CHAIRMAN: Are you moving the Amendment or not?

SHRIMATI VIJILA SATYANANTH: I don't want to move the Amendment.

*Clause 23 was added to the Bill.*

*Clauses 24 to 28 were added to the Bill.*

MR. DEPUTY CHAIRMAN: In Clause 29, there is one Amendment (No.3) by Shri Elamaram Kareem. Are you moving the Amendment?

**CLAUSE 29 - AMENDMENT OF SECTION 66**

SHRI ELAMARAM KAREEM: Sir, I move:

(No.3) That at page 11, lines 10 to 15 be deleted.

*The question was put and the motion was negatived.*

*Clause 29 was added to the Bill.*

MR. DEPUTY CHAIRMAN: In Clause 30, there are eight Amendments, Amendments (Nos.4 and 5) by Shri Elamaram Kareem; Amendments (Nos.31 and 32) by Shri Manish
Shri Elamaram Kareem, are you moving the Amendments?

SHRI ELAMARAM KAREEM: I am moving the Amendments. I have one word on this. My proposal is that while formulating the new National Transportation Policy, strengthening the transport...

MR. DEPUTY CHAIRMAN: You have already moved.

CLAUSE 30 - INSERTION OF NEW SECTIONS 66A AND 66B

National Transportations Policy

SHRI ELAMARAM KAREEM (Kerala): Sir, I move:

(No.4) That at page 11, line 41, for the words “promote competition”, the words “strengthen State owned transport corporations and promote” be substituted.

(No.5) That at page 11, lines 44 and 45, for the words “seeking to enhance private participation and public-private partnership”, the words “strengthening State-owned transport corporations” be substituted.

The question was put and the motion was negatived.

MR. DEPUTY CHAIRMAN: Shri Manish Gupta, are you moving the Amendments?

SHRI MANISH GUPTA: Sir, I am not moving the Amendments.

MR. DEPUTY CHAIRMAN: Shrimati Vijila Sathyananth, are you moving the Amendments?

SHRIMATI VIJILA SATHYANANTH: Sir, I have to thank our hon. Minister for accepting our request and changing the word 'consultation' to 'concurrence'. So, I thank the hon. Minister and I am not moving the Amendments.

MR. DEPUTY CHAIRMAN: Shri Husain Dalwai, are you moving the Amendment?

SHRI HUSAIN DALWAI: Sir, I am not moving the Amendment.

MR. DEPUTY CHAIRMAN: Now, Amendment (No.88) by Shri Nitin Jairam Gadkari.
SHRI NITIN JAIRAM GADKARI: Sir, I move:

(No. 88) That at page 11, line 25, for the word “consultation”, the word “concurrence” be substituted.

The question was put and the motion was adopted.

Clause 30, as amended, was added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 31, there are two Amendments (Nos. 6 & 7) by Shri Elamaram Kareem. Are you moving the Amendments?

CLAUSE 31-AMENDMENT OF SECTION 67

SHRI ELAMARAM KAREEM: Sir, I move:

(No. 6) That at page 12, lines 20 and 21, for the words “promoting effective competition among the transport providers”, the words “strengthening State-owned transport corporations” be substituted.

(No. 7) That at page 12, line 33, after the words “in the Official Gazette”, the words “direct the State-owned transport corporations” be inserted.

The question was put and the motion was negatived.

Clause 31 was added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 32, there is one Amendment (No. 8) by Shri Elamaram Kareem. Are you moving?

CLAUSE 32-AMENDMENT OF SECTION 72

SHRI ELAMARAM KAREEM: Sir, I move:

(No. 8) That at page 13, clause 32, be deleted.

The question was put and the motion was negatived.

Clause 32 was added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 33, there is one Amendment (No. 9) by Shri Elamaram Kareem. Are you moving?
CLAUSE 33- AMENDMENT OF SECTION 74

SHRI ELAMARAM KAREEM: Sir, I move:

(No. 9) That at page 13, clause 33, be deleted.

The motion was negatived.

Clause 33 was added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 34, there are seven Amendments. Amendments (Nos. 10 & 11) by Shri Elamaram Kareem, Amendments (Nos. 33 & 34) by Shri Manish Gupta, Amendments (Nos. 76 & 77) by Shrimati Vijila Sathyananth and Amendment (No. 89) by the hon. Minister, Shri Nitin Jairam Gadkari. Shri Elamaram Kareem, are you moving Amendments (Nos. 10 & 11)?

CLAUSE 34- INSERTION OF NEW SECTION 88A

Power of Central Government to make schemes for National, Multimodal and Inter-State Transport of Passengers and Goods

SHRI ELAMARAM KAREEM: Sir, I move:

(No. 10) That at page 13, line 26, after the words “in the Official Gazette”, the words “direct the State-owned transport corporations through the concerned State Governments to” be inserted.

(No. 11) That at page 13, lines 33 to 36 be deleted.

The question was put and the motion was negatived.

MR. DEPUTY CHAIRMAN: Shri Manish Gupta, are you moving the Amendments (Nos. 33 & 34)?

SHRI MANISH GUPTA: No, Sir, I am not moving.

MR. DEPUTY CHAIRMAN: Shrimati Vijila Sathyananth, are you moving the Amendments (Nos. 76 & 77)?

SHRIMATI VIJILA SATHYANANTH: Sir, after getting the assurance from the hon. Minister, I am not moving.

MR. DEPUTY CHAIRMAN: Now, Amendment (No.89) by Shri Nitin Jairam Gadkari.

SHRI NITIN JAIRAM GADKARI: Sir, I move:
(No. 89) That at page 14, line 2, for the word “consult”, the words “seek concurrence of” be substituted.

*The question was put and the motion was adopted.*

Clause 34, as amended, was added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 35, there is one Amendment (No. 12) by Shri Elamaram Kareem. Are you moving?

**CLAUSE 35- AMENDMENT OF SECTION 92**

SHRI ELAMARAM KAREEM: Sir, I move:

(No. 12) That at page 14, lines 10 and 11, for the words “transport vehicle, in respect of which a permit or licence”, the words “the State Government should ensure that the permit rules be strictly followed by the contract carriage holder and for any violation or deviation the permit shall be cancelled” be substituted.

*The question was put and the motion was negatived.*

Clause 35 was added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 36, there is one Amendment (No. 13) by Shri Elamaram Kareem. Are you moving?

**CLAUSE 36- AMENDMENT OF SECTION 93**

SHRI ELAMARAM KAREEM: Sir, I move:

(No. 13) That at page 13, clause 36, be deleted.

*The question was put and the motion was negatived.*

Clause 36 was added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 37, there is one Amendment (No. 14) by Shri Elamaram Kareem. Are you moving?

**CLAUSE 37 - AMENDMENT OF SECTION 94**

SHRI ELAMARAM KAREEM: Sir, I move:

(No. 14) That at page 14, clause 37, be deleted.
The question was put and the motion was negatived.
Clause 37 was added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 38, there is one Amendment (No. 15) by Shri Elamaram Kareem. Are you moving?

CLAUSE 38 - AMENDMENT OF SECTION 96

SHRI ELAMARAM KAREEM: Sir, I move:
(No. 15) That at page 14, for lines 31 and 32, following be substituted, namely.
"passenger convenience and safety, competitive fares and prevention of overcrowding to strengthen the State-owned transport corporations"

The question was put and the motion was negatived.
Clause 38 was added to the Bill.
Clause 39 was added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 40, there is one Amendment (No.41) by Dr. T. Subbarami Reddy. Are you moving?

DR. T. SUBBARAMI REDDY: No, Sir. I am not moving.

Clause 40 was added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 41, there is one Amendment (No. 16) by Shri Elamaram Kareem. Are you moving?

CLAUSE 40 - INSERTION OF NEW SECTIONS 110A AND 110B

Recall of Motor Vehicles

SHRI ELAMARAM KAREEM: Sir, I move:
(No. 16) That at page 16, clause 41, be deleted.

The question was put and the motion was negatived.
Clause 41 was added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 42, there is one Amendment (No.42) by Dr. T. Subbarami Reddy. Are you moving?
DR. T. SUBBARAMI REDDY: No, Sir. I am not moving.

Clause 42 was added to the Bill.

Clauses 43 to 46 were added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 47, there is one Amendment (No. 35) by Shri Manish Gupta. Are you moving?

**CLAUSE 47 - INSERTION OF NEW SECTION 136A**

Electronic Monitoring and Enforcement of Road Safety

SHRI MANISH GUPTA: Sir, I move:

(No. 35) That at page 18, clause 47, be deleted.

The question was put and the motion was negatived.

Clause 47 was added to the Bill.

Clause 48 was added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 49, there is one Amendment (No. 17) by Shri Elamaram Kareem. Are you moving?

**CLAUSE 49 - AMENDMENT OF SECTION 138**

SHRI ELAMARAM KAREEM: Sir, I move:

(No. 17) That at page 18, line 35, after the words "national highways", the words "by making alternative arrangements of rehabilitation of those dislodged" be inserted.

The motion was negatived.

Clause 49 was added to the Bill.

Clause 50 was added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 51, there are five Amendments; Amendments (Nos.43 to 45) by Dr. T. Subbarami Reddy, Amendment (No.78) by Shrimati Chhaya Verma, No.81 by Shri Husain Dalwai. Dr. T. Subbarami Reddy, are you moving the Amendments?

DR. T. SUBBARAMI REDDY: Sir, I just want to make one point.

MR. DEPUTY CHAIRMAN: Are you moving the Amendments or not?
DR. T. SUBBARAMI REDDY: Sir, I want to suggest two things. Just have some patience, Sir. The officer below the rank of sub-inspector should not stop the driver and demand for production of documents.

My second suggestion is to increase the amount of compensation in the hit and run motor accidents to ₹ 4 lakh instead of ₹ 2 lakh prescribed by the Government. I am not moving the Amendments.

MR. DEPUTY CHAIRMAN: Shrimati Chhaya Verma, are you moving the Amendment?

SHRIMATI CHHAYA VERMA: No, Sir. मैं अपना मुख नहीं कर रही हूं।

MR. DEPUTY CHAIRMAN: Shri Husain Dalwai, are you moving the Amendment?

SHRI HUSAIN DALWAI: No, Sir.

Clause 51 was added to the Bill.

Clauses 52 to 74 were added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 75, there are three Amendments; Amendment (No.46) by Dr. T. Subbarami Reddy and Amendments (Nos.50 and 51) by Shri Vishambhar Prasad Nishad. Dr. T. Subbarami Reddy.

DR. T. SUBBARAMI REDDY: Sir, I am not moving the Amendment.

MR. DEPUTY CHAIRMAN: Shri Vishambhar Prasad Nishad, are you moving the Amendments?

SHRI VISHAMBHAR PRASAD NISHAD (Uttar Pradesh): Sir, I am not moving the Amendments.

Clause 75 was added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 76, there are two Amendments (Nos.52 and 53) by Shri Vishambhar Prasad Nishad. Shri Vishambhar Prasad Nishad, are you moving the Amendments?

SHRI VISHAMBHAR PRASAD NISHAD: Sir, I am not moving the Amendments.

Clause 76 was added to the Bill.
CLAUSE 77 - AMENDMENT OF SECTION 193

MR. DEPUTY CHAIRMAN: Now, I put the Amendment (No.90) moved by the hon. Minister to vote. The question is:

(No. 90) That at page 37, line 24, for the word, bracket and figure “sub-section (4)”, the word, bracket and figure “sub-section (1)” be substituted.

The motion was adopted.

Clause 77, as amended, was added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 78, there are three Amendments (Nos.54-56) by Shri Vishambhar Prasad Nishad. Shri Vishambhar Prasad Nishad, are you moving the Amendments?

SHRI VISHAMBHAR PRASAD NISHAD: Sir, I am not moving the Amendments.

Clause 78 was added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 79, there are two Amendments Amendment (No.47) by Dr. T. Subbarami Reddy and Amendment (No.57) by Shri Vishambhar Prasad Nishad). Dr. T. Subbarami Reddy, are you moving the Amendment?

DR. T. SUBBARAMI REDDY: Sir, I am not moving the Amendment.

MR. DEPUTY CHAIRMAN: Shri Vishambhar Prasad Nishad, are you moving the Amendment?

SHRI VISHAMBHAR PRASAD NISHAD: Sir, I am not moving the Amendment.

Clause 79 was added to the Bill.

Clause 80 was added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 81, there is one Amendment (No.48) by Dr. T. Subbarami Reddy.

DR. T. SUBBARAMI REDDY: Sir, penalty for subsequent offence of driving a vehicle without insurance is prescribed as three months' imprisonment. My suggestion is to reduce it to one month.

MR. DEPUTY CHAIRMAN: Dr. T. Subbarami Reddy, are you moving the Amendment?
DR. T. SUBBARAMI REDDY: Sir, I am not moving the Amendment.

Clause 81 was added to the Bill.

Clauses 82 and 83 were added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 84, there are three Amendments; Amendment (No.58) by Shri Vishambhar Prasad Nishad and Amendments (Nos.82 and 83) by Shri Husain Dalwai) Shri Vishambhar Prasad Nishad, are you moving the Amendments?

श्री विशंभर प्रसाद निशाद (उत्तर प्रदेश) : सर, इसमें जो इंजीनियर डिजाइन बनाते हैं, अगर उनकी गलती से कोई मतलब है, तो पहले एक लाख देते थे, उसको दस लाख होना चाहिए, तो मैं इस अंग्रेजी को मूढ करता हूँ। Sir, I move:

(No.58) That at page 39, line 33, for the words "one lakh rupees", the words "ten lakh rupees" be substituted.

The question was put and the motion was negatived.

MR. DEPUTY CHAIRMAN: Shri Husain Dalwai, are you moving your Amendments?

SHRI HUSAIN DALWAI: Sir, I am not moving.

Clause 84 was added to the Bill.

MR. DEPUTY CHAIRMAN: Now, Clause 85. There are four Amendments; Amendment (No.49) by Dr. T. Subbarami Reddy and Amendments (Nos.59 to 61) by Shri Vishambhar Prasad Nishad. Dr. T. Subbarami Reddy, are you moving?

DR. T. SUBBARAMI REDDY: Sir, I am not moving.

MR. DEPUTY CHAIRMAN: Shri Vishambhar Prasad Nishad, are you moving?

SHRI VISHAMBHAR PRASAD NISHAD: Sir, I am not moving.

Clause 85 was added to the Bill.

Clause 86 was added to the Bill.

MR. DEPUTY CHAIRMAN: Now, Clause 87. There is one Amendment (No.62) by Shri Vishambhar Prasad Nishad. Are you moving?

SHRI VISHAMBHAR PRASAD NISHAD: Sir, I am not moving.
Clause 87 was added to the Bill.
Clauses 88 and 89 were added to the Bill.

MR. DEPUTY CHAIRMAN: Now, Clause 90. There are two Amendments; (Nos.66 and 67) by Shri S.R. Balasubramoniyan. Are you moving?

SHRI S. R. BALASUBRAMONIYAN (Tamil Nadu): Sir, I am not moving.

Clause 90 was added to the Bill.
Clause 91 was added to the Bill.

MR. DEPUTY CHAIRMAN: Now, Clause 92. There are nine Amendments -- Amendment (No.18) by Shri Elamaram Kareem, Amendments (Nos.64 and 65) by Shri B. K. Hariprasad, Shri Husain Dalwai and Shrimati Chhaya Verma, Amendments (Nos.68 and 69) by Shri S. R. Balasubramoniyan and Amendments (Nos.84 to 87) by Shri Husain Dalwai. Shri Elamaram Kareem, are you moving?

POWER OF CENTRAL GOVERNMENT AND STATE GOVERNMENT TO DELEGATE NATIONAL ROAD SAFETY BOARD

Power of Central Government to make Rules

Power of State Government to make Rule

SHRI ELAMARAM KAREEM: Sir, I move:

(No. 18) That at page 43, lines 32 and 33, for the words "public servant or public authority", the words "Government servant or Government authority" be substituted.

The question was put and the motion was negatived.

MR. DEPUTY CHAIRMAN: Shri B. K. Hariprasad, are you moving?

SHRI B. K. HARIPRASAD: Sir, I move:

(No. 64) That at page 43, lines 28 to 46, be deleted.

(No. 65) That at page 44, lines 1 to 45, be deleted.

MR. DEPUTY CHAIRMAN: Shri S. R. Balasubramoniyan, are you moving your Amendments?
SHRI S. R. BALASUBRAMONIYAN: Sir, I am not moving.

MR. DEPUTY CHAIRMAN: Shri Husain Dalwai, are you moving your Amendments?

SHRI HUSAIN DALWAI: Sir, I am not moving.

MR. DEPUTY CHAIRMAN: I put the Amendments (Nos. 64 and 65) by Shri B. K. Hariprasad to vote.

*The question was put and the motion was negatived.*

*Clause 92 was added to the Bill.*

*Clause 93 was added to the Bill.*

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

MR. DEPUTY CHAIRMAN: Now, Shri Nitin Jairam Gadkari to move that the Bill, as amended, be passed.

श्री निलिन जबराम गडकरी : माननीय उपसभापति महोदय, मैं प्रस्ताव करता हूँ:-

“कि विवेचन को यथासंशोधित रूप में पारित किया जाए!”

MR. DEPUTY CHAIRMAN: Motion moved that the Bill as amended be passed. The question is.....(Interruptions)...

SHRI ELAMARAM KAREEM: Sir, I demand a division. ...(Interruptions)...

MR. DEPUTY CHAIRMAN: It is by voice vote. ...(Interruptions)... Please stand and say so. ...(Interruptions)...

SHRI K. K. RAGESH: We are demanding a division. ...(Interruptions)...

MR. DEPUTY CHAIRMAN: Shri Elamaram Kareem. ...(Interruptions)... Nobody there but Shri Elamaram Kareem. ...(Interruptions)...

SHRI ELAMARAM KAREEM: Yes, I demand a division. ...(Interruptions)...

रेल मंत्री, तथा वाणिज्य और उद्योग मंत्री (श्री शीर्षक गोयल) : माननीय उपसभापति महोदय, जैसे लोक समा में हुआ, वैसे ही यहाँ भी सदर्श खड़े हो जाएं और मित्रता कर सी जाए कि कितने Ayes हैं और कितने Noes हैं।
SHRI GHULAM NABI AZAD: Sir, we are supporting the Bill. We have no problem. I think that is better because we are supporting the Bill. So, there would be half-a-dozen Members who would be objecting to the Bill.

SHRI T. K. RANGARAJAN: Sir, please hear me. When we ask for a division, it is a division on a regular pattern. Do not change that pattern.

MR. DEPUTY CHAIRMAN: Please.

SHRI PIYUSH GOYAL: There is no regular division or irregular division. After all, in Lok Sabha also, it is being done in the same way. They want to register their protest, the numbers would come out automatically.

DR. K. KESHAVA RAO: It is for the Chairman to decide how the division will take place. All that we want is how many are on this side, how many are on that side. Either raising the hand or by standing or by slips, this you decide. You can see the Rules book.

SHRI BHUPENDER YADAV: Sir, Rule 131 says, "If a motion that the amendments be taken into consideration is carried, the Chairman shall put the amendments to the Council in such manner as he thinks most convenient for their consideration." So, Sir, it is up to you.

MR. DEPUTY CHAIRMAN: Let the lobbies be cleared. Please take your seats.

SHRI VAIKO: Sir, procedure should be followed strictly.

MR. DEPUTY CHAIRMAN: Secretary-General will now explain the voting procedure.

SECRETARY-GENERAL: Hon. Members, as the seating plan and allotment of Division Nos. has not been finalised, the voting will be done through voting slips. The voting slips will be distributed to the Members by the Officers of the Secretariat. Hon. Members may cast their vote by ticking 'Ayes', 'Noes', 'Abstentions' as per their choice and hand-over the slips back to the officials after signing. Thank you.

MR. DEPUTY CHAIRMAN: The question is:

That the Bill, as amended, be passed.

The House Divided.
SHRI ELAMARAM KAREEM: Sir, I demand Division.

MR. DEPUTY CHAIRMAN: Please be on your seats. Shri Wilson, please be on your seats, they will give the slips.

SHRI ANAND SHARMA: Sir, nobody can move under the Rules from the House.

MR. DEPUTY CHAIRMAN: No Members can move. Shri T. K. Rangarajan, be on your seat. You are a very senior Member. ...(Interruptions)... Please be on your seats.

SHRI V. MURALEEDHARAN: Sir, I have to make an announcement. ...(Interruptions)...

MR. DEPUTY CHAIRMAN: Let the process be over.

SHRI V. MURALEEDHARAN: Refreshments have been arranged.

MR. DEPUTY CHAIRMAN: Please. ...(Interruptions)... The Minister of State in the Ministry of Parliamentary Affairs has an announcement for all of you.

SHRI V. MURALEEDHARAN: Refreshment has been arranged in the Central Hall. Hon. Members are invited to have the refreshments after the voting is over. ...(Interruptions)...

SHRI PIYUSH GOYAL: Of course, the refreshments are all without payment but, on behalf of the hon. Minister, I would like to inform everybody...(Interruptions)...he has set up a very nice facility at the top floor of the Transport Bhawan. ...(Interruptions)...

MR. DEPUTY CHAIRMAN: He has already informed the House. ...(Interruptions)...

SHRI PIYUSH GOYAL: Everybody should be invited over there by the hon. Minister.

MR. DEPUTY CHAIRMAN: He has already invited. ...(Interruptions)...

Result of the 'division' on adoption of the motion.

Ayes : 108
Noes : 13

AYES-108

Abdul Wahab, Shri
Agrawal, Dr. Anil
Akbar, Shri M. J.
Alphons, Shri K. J.
Anand Sharma, Shri
Athawale, Shri Ramdas
Azad, Shri Ghulam Nabi
Baishya, Shri Birendra Prasad
Bajpai, Dr. Ashok
Balasubramoniyan, Shri S. R.
Baluni, Shri Anil
Banda Prakash, Dr.
Bhunder, Sardar Balwinder Singh
Bora, Shri Ripun
Chandrasegharan, Shri N.
Chandrasekhar, Shri Rajeev
Chhatrapati, Shri Sambhaji
Dalwai, Shri Husain
Dasgupta, Shri Swapan
Desai, Shri Anil
Dudi, Shri Ram Narain
Dungarpur, Shri Harshvardhan Singh
Fernandes, Shri Oscar
Ganguly, Shrimati Roopa
Gehlot, Shri Thaawarchand
Goel, Shri Vijay
Gohel, Shri Chunibhai Kanjibhai
Goyal, Shri Piyush
Gujral, Shri Naresh
Hanumanthaiah, Dr. L.
Hariprasad, Shri B. K.
Jadhav, Dr. Narendra
Jain, Dr. Anil
Jaishankar, Shri S.
Jatiya, Dr. Satyanarayan
Javadekar, Shri Prakash
Jha, Shri Prabhat
Judev, Shri Ranvijay Singh
Kalita, Shri Bhubaneswar
Kanakamedala Ravindra Kumar, Shri
Kashyap, Shri Ram Kumar
Kore, Dr. Prabhakar
Mahatme, Dr. Vikas
Malik, Shri Shwait
Mandaviya, Shri Mansukh
Manhas, Shri Shamsher Singh
Mathur, Shri Om Prakash
Meena, Dr. Kirodi Lal
Mohapatra, Dr. Raghunath
Muraledharan, Shri V.
Muthukaruppan, Shri S.
Nadda, Shri Jagat Prakash
Navaneethakrishnan, Shri A.
Nekkanti, Shri Bhaskar Rao
Netam, Shri Ram Vichar
Nirmala Sitharaman, Shrimati
Government Bills

[31 July, 2019]

Oraon, Shri Samir
Panchariya, Shri Narayan Lal
Patra, Shri Sasmit
Perween, Shrimati Kahkashan
Poddar, Shri Mahesh
Prabhu, Shri Suresh
Pradhan, Shri Dharmendra
Punia, Shri P. L.
Puri, Shri Hardeep Singh
Rajbhar, Shri Sakaldeep
Ramesh, Shri C. M.
Ramesh, Shri Jairam
Rao, Dr. K. Keshava
Rao, Shri G. V. L. Narasimha
Rao, Shri Garikapti Mohan
Rathwa Shri Naranbhai J.,
Reddy, Dr. T. Subbarami
Rupala, Shri Parshottam
Sable, Shri Amar Shankar
Sahasrabuddhe, Dr. Vinay P.
Seetharama Lakshmi, Shrimati Thota
Selja, Kumari
Selvaraj, Shri A. K.
Shukla, Shri Shiv Pratap
Singh, Chaudhary Birender
Singh, Shri Ajay Pratap
Singh, Shri Amar
Singh, Shri Digvijaya
Singh, Shri Gopal Narayan
Singh, Shri K. Bhabananda
Sinha, Shri R. K.
Sinha, Shri Rakesh
Soni, Shri Kailash
Tamta, Shri Pradeep
Tasa, Shri Kamakhya Prasad
Tendulkar, Shri Vinay Dinu
Thakur, Dr. C. P.
Thakur, Shri Ram Nath
Tlau, Shri Ronald Sapa
Tomar, Shri Vijay Pal Singh
Tundiya, Mahant Shambhuprasadji
Uikey, Shrimati Sampatiya
Vaiko, Shri
Vats, Dr. D. P.
Vankatesh, Shri T. G.
Verma, Shri Ramkumar
Verma, Shrimati Chhaya
Vijayakumar, Shri A.
Vijila Sathyananth, Shrimati
Yadav, Shri Bhupender
Yadav, Shri Harnath Singh
Yajnik, Dr. Amee

NOES-13

Baidya, Shrimati Jharna Das
Elangovan, Shri T. K. S.
Kareem, Shri Elamaram
Nishad, Shri Vishambhar Prasad
Ragesh, Shri K. K.
Rangarajan, Shri T. K.
Shanmugam, Shri M.
Singh, Shri Veer
Siva, Shri Tiruchi
Somaprasad, Shri K.
Verma, Shri Ravi Prakash
Viswam, Shri Binoy
Wilson, Shri P.

The motion was adopted.

MR. DEPUTY CHAIRMAN: Open the lobbies. Message from Lok Sabha.

MESSAGE FROM LOk SABHA

The Public Premises (Eviction of Unauthorised Occupants) Amendment Bill, 2019

SECRETARY-GENERAL: Sir, I have to report to the House the following message received from the Lok Sabha, signed by the Secretary-General of the Lok Sabha:

"In accordance with the provisions of rule 96 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to enclose the Public Premises (Eviction of Unauthorised Occupants) Amendment Bill, 2019, as passed by Lok Sabha at its sitting held on the 31st July, 2019."

Sir, I lay a copy of the Bill on the Table.

MR. DEPUTY CHAIRMAN: The House stands adjourned till 11.00 hours on Thursday, the 1st August, 2019.

The House then adjourned at forty-five minutes past eight of the clock till eleven of the clock on Thursday, the 1st August, 2019.