

RAJYA SAHBA

Wednesday, the 22nd April, 1997/

2 Vaisakha, 1909 (Saka)

The House met at eleven of the clock, Mr. Chairman in the Chair.

ORAL ANSWERS TO QUESTIONS**Smoke meters in buses**

*101. **SHRI SANTOSH BAGRODIA:** Will the Minister of SURFACE TRANSPORT be pleased to state whether Government have any proposal under its consideration to instal smoke meters in public and private buses plying all over the country?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): No, Sir. Smoke-meter is not meant to be installed in a bus. It is an instrument to measure smoke density of exhaust gases emitted from tail-pipes of diesel vehicles and this is done when the vehicle is stationery at testing sites, depots, workshops.

SHRI SANTOSH BAGRODIA: Mr. Chairman, Sir, cities are so much polluted due to various factors including factories and automobiles of all kinds. In fact, there is medical advice that one should go outside the cities for proper breathing. It is not a luxury but a must for the health of city-dwellers to have a smoke-meter at least at the road crossings to test the level of pollution. Does the Government have any plans whatsoever to reduce the pollution level in cities due to automobiles, and if so, what are they?

SHRI RAJESH PILOT: Mr. Chairman, Sir, this medical advice is not only when we go about in the cities but it is also when we are in our homes. The Government has taken up the subject very seriously. And in the last Transport Development Council, we have discussed with all the Transport Ministers and accordingly we wrote to all the State Governments. Unfortunately, Sir, this

becomes a State subject under the present Motor Vehicles Act. Under Clause 70, it is the State Government which has to control the traffic and put restriction on traffic. Now, we have taken up to amend our Motor Vehicles Act where it will be compulsory on State Governments to regulate their traffic and implement the system and implement the various schemes which are formulated by the Central Government. This Motor Vehicles Act is likely to come up soon in the House.

SHRI JAGESH DESAI: Mr. Chairman, Sir, especially in big cities, at the time of peak hours at the major crossings, because of red signal the traffic is at a standstill, and sometimes even hundreds of vehicles are there and the pedestrians cannot cross because of the red signal. And the smoke which is emitted by these vehicles is to such an extent that it is not even possible to breathe and even your sight is impaired. For this purpose, I want to know whether the Government will consider the suggestion of taking a test of all the vehicles every year, so that this menace is reduced. Sir, in Bombay they have introduced a system, and by that there is some kind of relief. I want to know whether the Government is considering that this type of test is taken in all the cities so that this menace can be reduced and whether the Government has given this kind of directive to all the States.

SHRI RAJESH PILOT: Sir, as I have mentioned earlier, I do share the feelings of the hon. Member. It is a very important sector where we have got to pay attention. And Government is, accordingly, coming out with a legislation where we can implement these measures. We wrote to all the State Governments. Some States have implemented. Maharashtra is one of them. Karnataka is one of them who are taking these steps. But some of the States have not really come up to that expectation which we expected to implement all these steps to improve the ...

AN HON. MEHBER: What about Delhi?

SHRI RAJESH PILOT: Delhi is one of the States which has not taken the steps. But for our organisation like the DTC which is directly under the Government. We have taken a lot of steps. But I assure the House that we are coming up with the legislation only when the Government is feeling so much concerned about this that we must take strict measures and make sure that uniform law is there all over the country. We do not leave out any State that Maharashtra does not or Karnataka does not or UP does not. We will have a uniform law all over the country where we can keep the environment clean for the country.

कुमारी सईदा खातून : मैं माननीय पंती जी से जानना चाहूंगी कि लांग स्ट जर्नी के लिए कम से कम 300 किलोमीटर से ज्यादा की जहाँ जर्नी की जाती है उसके लिए एक ड्राइवर के बजाय क्या दो ड्राइवर देने की मेहरबानी करेंगे ? दूसरी चीज यह है कि नाके-नाके पर बमोज को रोका जाता है इससे डीजल भी वेस्ट होता है और टाइम भी बर्बाद हो जाता है। मेरा कहना यह है कि जो टेक्सेज नाके पर पैसेजर्स से लिये जाते हैं या गाड़ी के प्रोपराइटर से लिये जाते हैं क्यों नहीं उन टेक्सेज को जब सवारी बैठती है या जब बम चलती है तभी शुरू में उनसे ले लिये जायें ? क्या इस प्रकार की कोई व्यवस्था करने को कोशिश करेंगे ?

श्री राजेश पायलट : चेयरमैन साहब, जैसा मैं पहले कहा, ट्रान्सपोर्ट के संबंध में स्टेट्स के कुछ अपने कानून होते हैं, उनके नियम होते हैं। लेकिन माननीय सदस्या ने जो सुझाव दिया है, हम उसको प्रान्तीय सरकार को भेजेंगे और जो प्रान्तीय सरकार कर पाएंगी, हम लोग उनसे इसके लिए कोशिश करेंगे।

SHRI NIRMAL CHATTERJEE:

Sir, I want to be assured by the hon. Minister that smoke nuisance, pollution emitted by buses, is much more harmful than the pollution caused by smoking, cigarettes, pipes or bidis. Can he assure me that smoking is much less dangerous than the emission of smoke by buses?

SHRI RAJESH PILOT: A suitable answer can be given to this technical question by my colleague, Narasimharaoji.

SHRI P. V. NARASIMHA RAO: Hon. Member should know that smoking can cause cancer.

SHRI BIR BHADRA PRATAP SINGH: Sir, may I inform the Hon. Minister that this menace is not the subject matter of the Motor Vehicles Act. This menace is caused because of the growth of road transport. So, we have to think seriously about that aspect of the problem. After all, our laws were framed at a time when road transport was much less. Therefore, although the vehicle mentioned is only 'buses', but I say, trucks, tempos and several other kinds of vehicles that have been introduced in the cities, they have made the life of the city-dweller hell. One hon. Member suggested the installation of smoke meters. May I know from the Hon. Minister what steps are being taken to curb this nuisance? Unless we take recourse to suitable devices to curb smoke pollution, no amount of amendment in the law will solve the problem.

MR. CHAIRMAN: What is your question?

SHRI BIR BHADRA PRATAP SINGH: What are the devices that could be fitted in all kinds of vehicles so that emission of smoke by them can be curtailed?

SHRI RAJESH PILOT: There are two ways of removing these problems. One is to deal with this problem at the stage of manufacture i.e. the root cause. We have written to the Ministry of Industry and we have given them suggestions that at the manufacturing stage itself measures should be taken by which this problem is solved. This one is already existing. Then under the Motor Vehicles Act we will put more restrictions and we are putting in other types of restrictions and some research is also being carried out by the Central Institute of Road Transport to see how this pollution can be reduced. We are sending these suggestions to the State Government. We are very much concerned about it and the Government is taking whatever strictest measures can be taken in this direction.

SHRI G. SWAMINATHAN: Implementation of whatever laws are there is all right. But in other countries they are not allowing either buses or lorries or private cars on the roads after a certain period of life-span. We find that in India some of the lorries, buses and other kinds of vehicles are so old that they are emitting huge quantity of smoke. And especially in Delhi buses are so old that most of the smoke is coming out of these buses. Will the Government try to have a sort of time limitation for these buses and lorries and trucks?

SHRI RAJESH PILOT: Sir, this is one of the suggestions which we sent all over the country. We sent suggestions to the State Governments and transport operators. This is one of the suggestions that has come, that we must limit the age of the vehicle. And, it is a fact that when the vehicle becomes old it creates more smoke and more problem for the environment. Now, I am soon coming with my suggestions before the House and whatever the House approves, we will make the provision in the Act.

AN HON. MEMBER: Is it applicable to Members of Parliament also?

*102. [The questioner (Shri Rajni Ranjan Sahu) was absent. For answer, vide col. 32-34 *infra*.]

Setting up of Bal Bhawans in State Capitals

*103. **SHRI V. RAMANATHAN:** Will the Minister of HUMAN RESOURCES DEVELOPMENT be pleased to state:

(a) whether Government are considering proposals to help set up Bal Bhawans in State capitals with Central assistance; and

(b) if so, what are the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI): (a) No, Sir.

(b) Does not arise.

SHRI V. RAMANATHAN: May I know how many Bal Bhawans are run in India with Central assistance and in which cities are they located and what is the criteria under which financial assistance is provided to these institutions?

श्रीमती कृष्णा साही : सभापति महोदय, भारत सरकार की कोई योजना ऐसी नहीं चलती है। भारत सरकार केवल बाल भवन सोसायटी, नई दिल्ली को वित्तीय सहायता देती है। प्रान्तों में कोई ऐसी योजना नहीं चलाती है। आपका दूसरा प्रश्न क्या था, मैंने सुना नहीं ?

SHRI V. RAMANATHAN: What is the criteria under which Central assistance is provided?

SHRI NIRMAL CHATTERJEE: What is their number in different States?