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RAJYA SABHA

*Friday, the 2nd March, 1979/the 11th
Phalgun, 1900 (Saka)*

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

ORAL ANSWERS TO QUESTIONS

MR. CHAIRMAN: Questions. Question No. 161 Shri Janardhanam. Not here. Shri Kadershah.

SHRI M. KADERSHAH: Question No. 161.

Sir, I am very sorry that the Minister is very lethargic and is coming only after the question has been taken up.

SHRI CHAND RAM: I am sorry.

MR. CHAIRMAN: It is all right

Plying of mini, buses in Delhi

161. SHRI A. P. JANARDHANAM:
SHRI M. KADERSHAH: f SHRI
E. R. KRISHNAN:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware that recently two Members of Parliament met with serious accidents with the mini buses operating under D.T.C;

(b) whether it is also a fact that a number of persons in the Capital are daily involved in road accidents particularly with the mini buses;

(c) if so, what steps have been taken by the Government to check the speed of the mini buses and caution the mini bus drivers and with what results; and

(d) whether Government propose to discontinue the plying of mini buses on Delhi roads and if not, what steps Government propose to take to remedy the situation?

fThe question was actually asked on the floor of the House by Shri M. Kadershah.

2050 RS—1

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) to (d) A statement is laid on the Table of the Sabha.

Statement

(a) An accident involving two MPs took place on the night of 19-20/7-78 with a Standard Size private bus running under D.T.C. control. Another accident in which an M.P. received injuries when a bus struck the taxi in which he was travelling also occurred on 31-1-79.

(b) The occurrence of accidents involving all types of motor vehicles, including mini buses is quite frequent, though not daily.

(c) The State Transport Authority as well as Delhi Police make regular checks to see that the provisions of Motor Vehicle Acts Rules and the Traffic Rules are not violated. In order to optimise road safety, the Delhi Administration has since decided that all passenger transport vehicles including mini buses plying on intra-city routes in Delhi are fitted with speed governors. 1800 DTC vehicles have already been fitted with the governors. All the private operated buses were expected to instal speed governors by 1st March, 79. No passenger transport vehicle plying in Delhi is to be granted certificate of fitness unless it is fitted with a speed governor. Delhi Police also make regular speed checking with the help of Radars on important and accident prone roads. The Delhi Police made 28,003 challans against mini buses for overloading, reckless driving and other traffic violation during 1978. The Enforcement staff of Delhi Administration also made 1132 challans against the mini buses for rash and negligent driving and unauthorised operation during the same year. Driving licences of drivers violating traffic rules are also suspended by Delhi Administration on the recommenda-

tions of the police authorities. Proceedings for suspension and cancellation of permits under section 60 of Motor Vehicles Act are also launched against the mini buses if they are challoaned excessively or for their involvement in fatal/grievous accidents.

(d) There is no proposal as such to discontinue plying of mini buses on Delhi roads. However, to check the menace of mini buses on Delhi roads, fresh route permits are not being issued to them since last one year. With the fitment of speed governors on all public transport vehicles including mini buses, the number of accident is likely to come down.

SHRI M. KADERSHAH: Sir, Delhi being the Capital of the country, needs a clean and efficient transport system, but it is totally absent. In spite of patronage, and crores of money pumped into the Delhi Transport Corporation, it is not showing any sign of improvement. Overcrowding, rash and negligent driving, indecent behaviour of drivers and conductors and not stopping at scheduled stops—these are the things which we see in the Delhi Transport system today. The buses are neither comfortable nor safe, and the lady passengers have to jump down from the running vehicles to save their honour. And recently, we saw a demonstration of women in front of the Commissioner's office. Sir, I do not think the Government is much concerned with all these things. And the Delhi Administration itself has come out with a statement. And I would like to know whether the Government's attention has been drawn to a policy statement of the Chief Executive Councilor of Delhi that mini buses will not be issued permit, to operate in Delhi and, if so, what is the reaction to and the reasons for, such a decision?

SHRI CHAND RAM: Beehind the mini bus, it is a big worry for the Government, driving has a very responsible role to play. And We have issued instructions to the

Delhi Transport Corporation as well as the Delhi Administration that there should be effective control so far as the mini buses are concerned. And as will be clear from the answer itself, there were as many as....

MR. CHAIRMAN: Is it a fact that licences are not issued now?

SHRI CHAND RAM: ...28,000 challans have been made. And we have issued instructions that in future no permits for mini buses should be issued. And then, Sir, in order to grab more money under the A.O.C.C. scheme, they indulge in reckless driving and compete with one another. We have issued instructions to the Delhi Transport Corporation that that thing should be stopped and they should also be brought under the kilo, metreage scheme. That will, I think, prevent this.

SHRI M. KADERSHAH: The hon. Minister has pointed out that two accidents involving Members of Parliament took place. Sir, he has not been courteous enough to admit that one of the Members of the other House died out of one of these accidents. And recently we saw that a Member of our own House, the learned politician from UP., Shri Asthana, was severely injured, and he has been just discharged from the Dr. Ram Manohar Lohia Hospital. And the doctor says that it will take another fifteen to twenty days for his complete recovery out of that severe head injury.

MR. CHAIRMAN: What is your supplementary?

SHRI M. KADERSHAH: And Sir, these incidents are taking place very close to Parliament House. I would like to know the total number of accidents, including fatal accidents, in the Union Territory of Delhi during the last one year, what is the percentage of mini buses involved in such accidents and what is the percentage of other DTC buses and private buses which are responsible for all such

accidents. The Minister has said that 28,000 challans have "been issued against the bus operators. But it seems that in spite of all the challans issued by the Government, accidents are taking place, and what steps are the Government going to take to remedy the situation?

SHRI CHAND RAM: Sir, I am only sorry for the loss of life of my friend. I myself went to the hospital on the very day and he says that we do not feel even sorry.

So far as accidents by private buses and buses under D.T.C. are concerned, 76 fatal accidents took place in 1977. The number of persons killed in 1977 was 77. In 1978 the number of those killed by Government buses was 83.

MR. CHAIRMAN: He wants to know the steps taken or the steps that you would like to take.

SHRI M. KADERSHAH: And also the percentage of accidents. It differs from the statement of the hon'ble Home Minister.

SHRI CHAND RAM: Sir, to eliminate overcrowding we have asked the traffic police to prevent it. I have held three meetings with the Superintendent, Traffic Police, himself. He has assured me that he will gear up his machinery more ^{and} more so that these accidents do not take place.

SHRI M. KADERSHAH: Which one should we believe? The statement of the Home Minister or the Transport Minister? The Home Minister says that the number of fatal accidents in Delhi is more than 750 in a year.

SHRI CHAND RAM: I gave you the figure regarding D.T.C. buses only. Then, we have also taken steps to control the speed by installing speed governors.

(SHRI E. R. KRISHNAN spoke in Tamil)

MR. CHAIRMAN: Will the hon'ble Member resume his seat. Last time I told specifically in this House that I am considering this question in consultation with the leaders of all the parties. Why do you raise it now? I request you to put your question! either in English or in Hindi for some time. Then we will make some other arrangement after consultations with the leaders.

SHRI M. KADERSHAH: We have already here Tamil interpreter. Why not ask him to do it?

SHRI G. LAKSHMANAN: You can convene the meeting even this afternoon.

MR. CHAIRMAN: I told you frankly and openly that . . .

SHRI M. KADERSHAH: If the hon'ble Member does not know either English or Hindi what is to be done?

MR. CHAIRMAN: I have already said that some arrangement is to be made.

SHRIMATI NOORJEHAN RAZACK: Mr. Chairman, three days back . . .

SHRI G. LAKSHMANAN: With regard to Tamil there is an interpreter right now available. You can ask him to interpret.

MR. CHAIRMAN: If I allow him to put his question in Tamil, then immediately Mr. Kuikarni will ask in Marathi . . .

SHRI G. LAKSHMANAN: If Mr. Kuikarni asks you can tell Mr. Kuikarni that the Marathi Interpreter is not available. But the Tamil Interpreter is here.

MR. CHAIRMAN: Please resume your seat. I will clarify,

SHRI ARVIND GANESH KULKARNI: I would submit that we are working on the panel of Vice-Chairmen. When the Chairman is advising

us we have to abide by his ruling. He has already promised that he will call a meeting and arrange for Interpreters. Let us wait. Let us not make a show. Mr. Krishnan, put your question in English today. Next time . .

MR. CHAIRMAN: Mr. Krishnan, put your question in English today.

SHRI M. KADERSHAH: The question arose day before yesterday. By this time . .

MR. CHAIRMAN: Within a day or two, I do all that?

(SHRI E. R. KRISHNAN spoke in Tamil)

MR. CHAIRMAN: Therefore, you start in English.

SHRIMATI NOORJEHAN RAZACK: It is two days; earlier. (Interruptions)

MR. CHAIRMAN: You are taking time although I have told you.

SHRI M. KADERSHAH: If interpreters are there for debates, why not for questions also?

SHRI G. LAKSHMANAN: The question is coming up every day. Therefore, you may kindly call a meeting immediately. For your information, there is a Tamil Interpreter available even now. (Interruptions).

MR. CHAIRMAN: That is all right, but some arrangement has to be made. When I say that some arrangement will be made, why don't you please keep quiet?

(Interruptions)

SHRI M. KADE SHAH: If interpreters are available for debates, why not for questions also? There is no difficulty.

MR. CHAIRMAN: Unnecessarily you are wasting time during the Question Hour even when I said specifically that I will consult and do something. You put your supplementary in English. You start today. Let us see.

(Interruptions)

श्री श्रीकान्त वर्मा : सभापति महोदय, चांद राम जी जमीन पर नहीं रहते, चांद पर रहते हैं। दिल्ली में जो रोज दुर्घटनाएँ हो रही हैं और जिन कारणों से हो रही है इसका उनको कुछ पता नहीं है और उन्होंने कह दिया कि स्पीड गवर्नर लगा देने से एक्सीडेंट कम हो जायेंगे। उनको यह जानकारी नहीं है कि ज्यादातर मिनी बसें ओवर टेक करती हैं और ओवर टेक करने की वजह से एक्सीडेंट्स होते हैं, गलत साइड से ओवरटेक करते हैं, स्पीड इतनी समस्या नहीं है। दूसरी बात यह है कि जो ड्राइवर हैं वे उनके इलाके के हैं, हरियाणा के हैं और कितनों को गाड़ी चलाना आता है इसमें बहुत सन्देह है। सभापति महोदय, उनको यों ही लाइसेंस दे दिया जाता है। इसलिये क्या मंत्री महोदय यह बताने की कृपा करेंगे कि क्या सारे मिनी बसेज के ड्राइवर्स की एक निष्पक्ष रूप से फिर से ड्राइविंग की परीक्षा की जायेगी या केवल यह उत्तर दे दिया जायेगा कि समय-समय पर उनकी जांच होती रहती है। लाइसेंस सस्पेंड होने से कुछ नहीं होता। उनकी जांच होनी चाहिए कि दाकड़ में उनको ड्राइव करा जाता है या नहीं आता है और ऐसे ही अनस्कूपलस ठेकेदार उनको रख लेते हैं। इसलिये यह आश्वासन मंत्री महोदय सदन में दें क्योंकि बहुत से सड़क सड़कों की जानें मिनी बसेज की वजह से बजारे में हैं . . .

MR. CHAIRMAN: Now you are becoming more . . .

श्री श्रीकान्त वर्मा : यह बहुत महत्वपूर्ण प्रश्न है इसलिये मैं उनसे यह आश्वासन चाहता हूँ कि मिनी बसेज के जो सारे ड्राइवर्स हैं उनके ड्राइविंग लाइसेंस क्या तब तक के लिये मूवतिल करेंगे जब तक कि उनकी एक निष्पक्ष समिति द्वारा जांच नहीं हो जाती कि वे ठीक से ड्राइविंग जानते हैं या नहीं ?

श्री चांद राम : चेयरमैन सर, जहाँ तक सवाल है कि हम एक ही कदम उठा रहे हैं और

केवल स्पीड गवर्नर लगा रहे हैं यह बात नहीं है। पहले जो यह था कि मिनी बसों से पैसे ले लेते थे और उसके बाद उनको छूट दे देते थे कि कुछ भी कमाओ, इससे उनके बीच कम्पीटीशन चलता था। अब पहली अप्रैल से इस बात के नोटिस दे दिये गये हैं कि अब इस तारीख से इस चीज को बदल कर किलोमीटर सिस्टम से इसको कर देंगे जिससे वे कम्पीटीशन एक दूसरे के खिलाफ न कर सकें और ज्यादा सवारियां न लें। दूसरी बात यह है कि यहां जो सुपरिटेन्डेंट ट्रैफिक है उनको मैंने यह सलाह दी है कि ड्राइवर्स का एक रजिस्टर कोस लगाया जाय और उसमें उनको ट्रैफिक रूल्स बताये जाय कि किस तरह से चलायें, कैसे कैसे किस रास्ते पर चलायें। इसके अलावा हमने यह भी कहा है कि हिन्दी, पंजाबी तथा उर्दू में छापकर यह भी बतायें कि किस लेन में किस स्पीड से चलना चाहिए। इसके अलावा जो पैदल चलने वाले हैं, साइकिलिस्ट हूँ उनको भी लाउड स्पीकर के जरिये ट्रैफिक के नियम बतायें और उन लोगों को एन्फोर्स करें। यहां

SHRI SHRIKANT VERMA: I have asked a question about overtaking by the drivers.

श्री चंद राम : मैं तो अभी बोल रहा हूँ। दूसरा उन्होंने कहा कि ओवरटेकिंग बहुत ज्यादा होती है। मैं यह कहना चाहता हूँ कि अब ओवरटेकिंग अपने आप बन्द हो जाएगी। ओवरटेकिंग इसलिए होता था क्योंकि वे ज्यादा कमाना चाहते थे, ज्यादा से ज्यादा सवारियां पकड़ना चाहते थे तो अब इस स्क्रीन को हटा बदल रहे हैं और सारी बसें किलोमीटर स्क्रीन के अनुसार चलेंगी? दिन भर में 250 किलोमीटर से ज्यादा नहीं चल सकेंगी। उन्होंने कहा कि हरियाणा के बहुत ड्राइवर हैं। ठीक है हरियाणा के होंगे लेकिन मिनी बसों में हरियाणा के नहीं हैं। चूहे कोई हरियाणा

का हो या कहीं का हो हमने सबको सख्त हिदायत दी है जो एक भी एंस्पीडेंट में इनवाल्व हो जाए उसका लाइसेंस फोरन सस्पेंड कर दिया जाए। अब तक हमने 25 लाइसेंस सस्पेंड कर दिए हैं। मैं और बिल ला रहा हूँ जिसमें यह है कि उनके लाइसेंस कैन्सिल कर दिए जाएं। उन्होंने कहा कि ड्राइवर्स लाइसेंस जल्दी दिए जाते हैं, यह बात ठीक नहीं है। पहले 60 दिन ट्रायल पीरियड होता है, लरनिंग पीरियड होता है और उसके बाद एक साल में उसको पूरा लाइसेंस देना पड़ता है। यह ला में प्रावाइडेड है और इसका कोई उल्लंघन नहीं कर सकता।

SHRI KHURSHED ALAM KHAN? Sir, in the first place, I must congratulate the Minister that he has decided to make all these changes from, the 1st of April, which is supposed to-be the fools day.

PROF. MADHU DANDAVATE: That is keeping you in view.

SHRI KHURSHED ALAM KHAN: Now I must really admit that the very approach of the Transport Ministry, and the Minister in particular, about the urban transport system in Delhi is absolutely wrong and un-realistc. I should like to know whether it is not a fact that in no big city mini buses are allowed to operate on urban routes. That is one question. The other question is: Is it also a fact that the terms and conditions given to the operators of the mini buses merely indicate that they have the right to indulge in over-loading when these buses are fabricated in such a fashion that they are not at all fit for over-loading, they are only to be operated with silting passengers? In view of this, I should like to know what the Minister's good or bad intentions are about it, what he is going to do about it, and how soon because the 1st April is coming very near.

SHRI CHAND RAM: Sir, I must make it clear that 243 private mini buses are operating under the admi-