

आपको ज्ञान है? लाल-किले से जो यात्री लम्बी रूट में यात्रा करते हैं, उन्हें पहिले वहां पर क्यू पर खड़ा होना पड़ता है और फिर दूसरी जगह पर उन्हें बस बदलनी होती है, वहां पर दुबारा क्यू में खड़ा होना पड़ता है और इस तरह से उन यात्रियों को कष्ट होता है और आपको इस नई व्यवस्था से लाभ भी नहीं हुआ है। इसलिये मैं आपसे यह जानना चाहता हूँ कि जो लम्बी रूटों में यात्रा करने वाले यात्री हैं, क्या उनकी सुविधा के लिये लम्बी रूट वाली बसें चलाने पर विचार करेंगे या नहीं? अगर नहीं करेंगे, तो क्यों नहीं?

DR. G. S. DHILLON : Thank you very much for this suggestion. We will examine this.

DR. K. MATHEW KURIAN : The information given by the hon. Minister does not seem to be correct. Sir, according to my information, the earning per kilometre has declined from October (141) to November (139) and December (136). Similarly, I would like to know whether it is a fact that the percentage of people affected in the ordinary bus sector (apart from express which is 43 per cent) is high. The total number will add up to 43+14 per cent in the 45 to 60 paise range+another 7 per cent. Therefore, a large percentage, much bigger than what the Ministry thinks, has been affected by this new relative fare increase. But on the other hand, earning per kilometre has declined from October to November-December. Is it true or not?

DR. G. S. DHILLON : Sir, I gave the figures as they are before me but if you hand me over your figures—I stand subject to correction—I will compare them.

DR. K. MATHEW KURIAN : I got the information from reliable sources. I would like to check up whether the Minister has been misled by the officers concerned.

DR. G. S. DHILLON : My reliable source is the department. If you reveal your reliable source, I will try to verify which is more reliable.

Allotment of National Truck Permits

*99. SHRI JAGDISH JOSHI† :
SHRI GANESH LAL MALI .

SHRI KHURSHEED ALAM
KHAN :

SHRI KASIM ALI ABID :

SHRI PIARE LALL KUREEL
urfi TALIB :

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

(a) whether it is a fact that 5,000 national truck permits are being issued under the 20-point economic programme for facilitating inter-State movement of trucks ;

(b) whether any criteria have been fixed for allotment of these permits to the various operators ensuring their equitable distribution; and

(c) the number of such permits likely to be allotted in the Union Territory of Delhi ?

THE DEPUTY MINISTER OF SHIPPING AND TRANSPORT (SHRI DALBIR SINGH) : (a) A ceiling of 5300 permits for Public carriers (trucks) to be issued by the various States and Union Territories has been specified under the National Transport Permit Scheme.

(b) Yes, Sir.

(c) The ceiling of national permits, fixed in respect of the Union Territory of Delhi, is 250.

श्री जगदीश जोशी : माननीय मंत्री जी क्या यह बतलाने की कृपा करेंगे कि जो नेशनल परमिट्स के लिये 5 हजार की सीमा का निर्धारण किया गया है उनको किस प्रकार वे वितरित कर रहे हैं, राज्यों को दे रहे हैं, या प्रादेशिक परिवहन प्राधिकरण को यह काम देंगे और किस आधार पर टूट पूरे देश में जा सकेंगे?

†The question was actually asked on the floor of the House by Shri Jagdish Joshi.

श्री दलबीर सिंह : इसके वितरण का जो काम है वह स्टेट गवर्नमेंट के पास है। स्टेट गवर्नमेंट उनको स्टेट ट्रांसपोर्ट अथॉरिटी को दे अथवा रोजनल अथॉरिटी को दें, इसकी व्यवस्था स्टेट करेगी कि किन हिसाब से इसे देश के अन्दर लागू किया जाये।

श्री जगदीश जोशी : मोटर वहिकल एक्ट के अन्तर्गत जो इंटरस्टेट ट्रांसपोर्ट कमीशन का निर्माण किया गया है, कानून में लिखा है कि केंद्र सरकार को यह अधिकार है कि गजट में प्रकाशित करके नेशनल ट्रांसपोर्ट कमीशन राजमार्गों के लिये परमिट भी दे सकता है, उनको नियंत्रित कर सकता है और इस प्रकार कई चीज कर सकता है, सुनवाई भी कर सकता है और परमिट नये सिरे से दे सकता है। क्या केंद्रीय सरकार इसके लिये कोई अधिकार देगी इंटरस्टेट ट्रांसपोर्ट कमीशन को गजट में प्रकाशित करके कि अगर किसी तरह का अन्याय राज्य या प्रादेशिक प्राधिकरणों द्वारा हो तो उसका निराकरण इंटरस्टेट ट्रांसपोर्ट कमीशन कर सकेगा ?

श्री दलबीर सिंह : माननीय सदस्य मुझाबं दे रहे हैं.....

श्री जगदीश जोशी : मुझाबं नहीं है। क्या अधिकार दे रहे हैं। कानून में इसकी व्यवस्था है लेकिन जो याता-यात का विभाग है, उसने इंटरस्टेट ट्रांसपोर्ट कमीशन को अधिकार नहीं दिया है। क्योंकि यह प्रधानमंत्री के 20-पॉइंट प्रोग्राम में है और पूरे मुल्क के लिये है, इसलिये इसके सुपरविजन की बहुत कुछ जिम्मेदारी केंद्र सरकार की है। तो क्या केंद्रीय सरकार इस तरह का अधिकार इंटरस्टेट ट्रांसपोर्ट कमीशन को देगी जो कानून के अन्तर्गत उसे मिलना चाहिए ? मैं स्पष्ट सवाल पूछ रहा हूँ ?

श्री दलबीर सिंह : जहां तक इन परमिटों के वितरण की बात है, इसकी जो परिस्थिति है उसको मैंने माननीय सदस्य को बतला दिया है। जहां तक इंटरस्टेट ट्रांसपोर्ट कमीशन को और अधिकार देने की बात है उसके विषय में मैं कुछ नहीं कह सकता हूँ।

श्री गणेशीलाल माली : मैं माननीय मंत्री जी से यह पूछना चाहता हूँ कि जो 5 हजार नेशनल ट्रक परमिट्स दिये जा रहे हैं और जो राज्यवार कोटा कायम किया गया है वह क्या है और कितना है और राजस्थान के लिये कितने परमिट फिक्स किये गये हैं।

श्री दलबीर सिंह : प्रत्येक राज्य को 250 दिये हैं और 250 राजस्थान को भी दिये हैं।

SHRI KHURSHED ALAM KHAN : Sir, these inter-State permits should have been issued long ago. Unfortunately, they have been delayed for lack of negotiations and no advantage was taken of section 63A, sub-section (d) which provides :

“to grant, revoke or suspend any permit or countersign any permit for the operation of any transport vehicle in respect of such route or area common to two or more States as may be specified in this behalf by the Central Government.”

This advantage has not been taken by the Ministry because no powers have been delegated under this sub-section and the same have still been withheld. Had these powers been delegated, permits could have been issued without delay but that was not done.

Secondly, when you are going to issue 5000 permits, which is large number, how are you going to ensure that there will be no wasteful competition with the Railways? After all, both will be in the nationalised transport system.

श्री दलबीर सिंह : इंटरस्टेट परमिट के वितरण में कोई डिले नहीं है। स्टेट गवर्नमेंट्स को गाइड लाइन दे दी गई है। उसके अनुसार उन्होंने कार्यवाही शुरू कर दी है। सारे स्टेट्स की एप्लीकेशन ले ली गई है वे प्रोसेस में हैं। उसके बाद परमिट इशू किये जायेंगे। वेस्ट बंगाल में 244 नेटर इशू कर दिये हैं बाकी स्टेट्स भी इसी तरह से चल रही हैं। रेलवे की बात आपने कही है। रेलवे में आजकल परिस्थिति ऐसी है कि इतनी ज्यादा गुड्स हैं, इतना ज्यादा सामान है कि रेलवे से जो बचना है उसको उठाने में ट्रक मदद करते हैं।

SHRI KHURSHED ALAM KHAN : I don't think the Railways will agree to this because there is wasteful competition which should be avoided. Whether the Railways have wagons or not, it is entirely a different matter. It is a question of avoiding wasteful competition between the two transport systems.

SHRI DALBIR SINGH : This aspect is always kept in view when the entire system is brought into operation.

SHRI SANAT KUMAR RAHA : I want to know this from the Minister, if there are more than 4 lakhs of trucks on road, how could you fix up only 5000 trucks for the national permits system ? If this figure is meagre, is the Government going to increase the figure so that a large number of trucks will be on the road and also the traffic congestion is removed ? This will also help the trader and consumer for providing door-to-door service.

DR. G. S. DHILLON : Mr. Chairman, Sir, I may inform the hon. Member that this will have to be only compartmentalised. There will be no reduction in the transport that is entrusted within the State itself. That will not be affected by this. But we have fixed the number of inter-state permits. Fifty per cent of these permits will go to those operators who are already working on a bilateral system or within the five zones already fixed. And so far as the existing arrangements within the zone are concerned, they will have their existence as before. But for inter-State purposes, 50 per cent will go only to those who want to expand it. But in the case of the multi-zonal system, 25 per cent will go to those who are within the State and 25 per cent to those who are ex-Army officers and others—outsiders.

SHRI SYED NIZAM-UD-DIN : I would like to know from the hon'ble Minister if the Centre will issue directive to the States that the permits are first to be operated upon by the Government Undertakings and where the Undertakings show their inability to operate upon those permits, only then the permits will go to the individuals and the companies.

DR. G. S. DHILLON : Sir, as you will see, the question poses a little predicament. I am not in a position to answer it. But we will regulate in such a way that individuals who have more than 3 will not have any more permit and they will have to surrender the surplus, and

the companies which have more than 7 will have to surrender those above it. Of course, the choice of surrender will be left to them, as to which one to surrender and which one not to surrender. But it will not affect the Public Undertakings.

* 100. [The Questioners (Suryashri Sardar Amjad Ali, Dr. V. B. Singh and Harsh Deo Malaviya) were absent. For answer vide Cols. 32 infra.]

* 101. [The Questioners (Suryashri Dr. V.B. Singh, Sardar Amjad Ali and Harsh Deo Malaviya) were absent. For answer vide Cols. 33 infra.]

Closure of Indian Linolium Ltd.

* 102. SHRI BIR CHANDRA DEB BURMAN†:

SHRI S. G. SARDESAI :

Will the Minister of LABOUR be pleased to state :

have declared closure in Indian Linolium Ltd. and have thrown out workers with the help of police and other anti-social the help of police and other anti-social elements; and

(b) whether any action has been taken to lift the closure ?

THE MINISTER OF LABOUR (SHRI K. V. RAGHUNATHA REDDY) : (a) and (b) The matter falls essentially in the State sphere. According to available information, the management are reported to have declared lockout from November 11, 1975. The number of workers affected is about 750. The Central Industrial Relations Machinery has no information about the reported closure as such or about the alleged throwing out of workers with the help of police and anti-social elements. The matter in any case has been brought by the Ministry of Labour to the attention of the Government of West Bengal.

† The question was actually asked on the floor of the House by Shri Bir Chandra Deb Burman.