

Govt is moving ahead on M.V.Act Amendment Bill

Get ready for another Battle – AIRTWF

Brothers,

The Parliamentary Standing Committee on Transport And Tourism has completed its six months long exercise and submitted its recommendations on 08th Feb 2017. The recommendations are not surprising but anticipated. It accepted the basic formulations of the Govt with regard to liberalization of Permits, Delegation of authority of Registration of vehicles to Dealers, allowing Aggregators(Big Corporates), enhancement of Penalties and Punishments. It made some practical recommendations to reduce the accidents. Now, the way has been cleared for the Government to get it passed in the Parliament as it had sufficient strength in the Loksabha. That is why, the Minister Nitin Gadkari made a public statement with enthusiasm that the Bill will be placed in the Parliament during this Budget Session.

After the passage of the Bill, all the single vehicle owner cum drivers will be thrown away from the field and the Big Corporates will capture. All the State Road Transport Corporations will lose their special protection and fight competition which will lead to gradual closure. There will be acute shortage of the drivers and the Transport industry will be in serious crisis. Finally the public will be the worst victims. Hence, the All India Road Transport Workers' Federation calls upon all the Road Transport Workers in the country to prepare for a big struggle unitedly to fight back the danger.

The Committee tried to pacify the State Governments and recommended to take the State govts in to consideration on many sections. In Para no 133, the committee while accepting the Govt proposal to allow Aggregators, it suggested to take some protective measures to safeguard the livelihood of small operators. This is nothing but praying the lion not to eat me. When giant companies are allowed, the question of protecting the livelihood of small operators will only be a lip sympathy but not the reality.

In pases 105,107,111,116,119 and 124, the Committee accepted the govt proposals of liberalizing permit system by commenting as accepting/appreciating/beneficial to public. But in practice it cause indiscriminate flood of vehicles. All the existing Special protections for the State Transport Corporations will be removed. Further the line between the Contract Carriage and the Stage Carriage will be erased. The STUs will have to face the unhealthy and without level playing field competition, which will ultimately leads to closure.

In Para no 65, the Committee accepted the proposal of the Govt to authorize the Vehicle Dealers for Registration of vehicles while agreeing that dealers are doing unlawful things. At the same time the committee made a serious comment that the "RTO Office is a Den of Corruption". While doing so, the Committee flagged off for outsourcing the activities of the Govt Transport Department and posed a threat of job security to the employees.

In Para no 183, the Committee accepted the proposal of the Govt to control the movement of

non motorized vehicles and pedestrians saying that it is an important one. Further the committee recommended not to allow the non motorized vehicles on National Highways and main roads of metro cities. Without building proper infrastructure and alternative arrangements, this will eliminate the poor street vendors, cycle rickshaw pullers etc posing threat to their livelihood. It also leads to harass the pedestrians.

In Para no 306, the Committee recommended to increase the penalties at the rate of 10% per annum and supported all other proposals for enhancement of penalties.

The Committee made some positive recommendations also. They are (1)to reduce the proposed penalty for overload of passengers from Rs.1000/- to Rs.200/-(Para no 282). (2) To limit the maximum speed of the vehicles at the time of manufacturing.(3) To omit the proposed cap on maximum insurance premium(5 and 10 lakhs) payable to the victims.

The Committee made some general recommendations also. They include 1) to introduce Road Safety Education in the Curriculum up to 12th Standard.2)To restrict the movement of heavy vehicles from 3.00 to 5.00 AM. 3)Segregation of road basing on the type and speed of the vehicle particularly in the National Highways vide Para nos 322,324 and 325 respectively. It is to remind that AIRTWF is demanding for a long time for implementation of segregation of roads and introduction of road safety in the curriculum. It is happy, at least these two find place in the general recommendations of the Parliamentary Standing Committee on Transport and Tourism.

On the whole the Committee accepted the basic formulations of the Government to eliminate the single vehicle owner cum driver from the field, to dismantle the STUs, Privatization of the Government department functions and to impose heavy penalties on drivers and burdens on the people at large. Hence the AIRTWF calls upon all the Road Transport Workers' in the country to rise to the occasion and prepare for more unity and big struggle to fight back the retrograde legislation.

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All India Road Transport Workers' Federation