

**EIGHTH LEGISLATIVE ASSEMBLY OF MIZORAM
(NINTH SESSION)**

LIST OF BUSINESS

FOR FOURTH SITTING ON FRIDAY, THE 25th FEBRUARY, 2022
(Time 10:30 A.M. to 1:00 P.M. and 2:00 P.M. to 4:00 P.M.)

QUESTIONS

1. **Questions** entered in separate list to be asked and oral answers given.

PRIVATE MEMBERS' BUSINESS

2. (i) Private Member's Bill

DR. VANLALTHLANA to move that the Mizoram Private Transport Workers (Welfare) Bill, 2022 be taken into consideration

AND

to move that the Bill be passed.

- (ii) Private Members' Resolutions.

H. LALRINAWMA
Commissioner & Secretary

* Please see Bulletin Part-II No. 206, dated the 22nd February, 2022 for relative precedence of Private Members' Resolutions to be moved.

SPEAKER: *Commit your way to the Lord; trust in him and he will do this.*

- Psalms 37:5

QUESTIONS & ANSWERS:

We will start with the Question Hour. Hon. member Pu Zodintluanga Ralte to ask Starred Question No. 21.

PU ZODINTLUANGA RALTE: Pu Speaker, will the concerned Minister of School Education Department be pleased to state –

- a) If construction and repairing work of school buildings from NABARD loan in various areas is satisfactory?
- b) Who are the contractors of construction and repairing works of such schools?

SPEAKER : The concerned minister to answer the question.

PU LALCHHANDAMA RALTE, MINISTER: Thank you, Pu Speaker. The answer is –

- a) Most of the works are satisfactory while a few of them are not.
- b) The constructors are –
 - i) NABARD-RIDF-XIII (2016-2017) – Lushai Engineers.
 - ii) NABARD-IDF-XXIV (2018-2019) – CB Engineering.
 - iii) NABARD-RIDF-XXV (2019-2020) – Allied Concern.

SPEAKER : *Supplementary Question* from Pu Lalrinsanga Ralte.

PU LALRINSANGA RALTE: Thank you, Pu Speaker. Is there any plan to continue with construction work of schools from NABARD fund? If the bill to that effect has already been released? Did the concerned workers face any problem? Is it possible to repair Saipum Primary School, Rengtekawn High School and Bilkhawthlir High School?

SPEAKER : Pu C. Ngunlianchunga.

PU C. NGUNLIANCHUNGA: Pu Speaker, there is a financial sanction for construction of Palsang School building but one room is left unconstructed. (**Speaker:** Please go to straight your question without much ado.) Pu Speaker, is the hon. Minister aware of the fact that one room of Palsang Primary School is left constructed in?

DR. ZR. THIAMSANGA: Pu Speaker, we welcome the hon. Member to visit the repairing work of schools under Champhai North Constituency.

SPEAKER : Keep silence please.

PU C. NGUNLIANCHUNGA: Pu Speaker, I think the Dy. Chief Whip should be more aware of his concern. (**Speaker:** State your question, please.) I wish that one should not be disturbed while asking his questions.

Pu Speaker, is the hon. Minister aware of the fact that some schools had not been repaired as proposal? I have some pictures here with me. There are school buildings which has been painted only the frontage and there are some which has no ceiling at all. Moreover, some are covered with tin sheet roof though they are supposed to be of Dyna roof. If the concerned minister finds these satisfying, this ministry must be of the worst so far.

Anyway, how much is the interest for NABARD loan and how long is the period for recovery? And, is it appropriate to utilize this scheme for the benefit of one particular party?

SPEAKER : Pu Zodintluanga.

PU ZODINTLUANGA RALTE: In my personal opinion, Pu Speaker, the hon. Minister concerned is of the most proficient minister we have known so far. May he assure us to keep up his efficiency as before?

SPEAKER : The concerned minister to answer the questions.

PU LALCHHANDAMA RALTE, MINISTER: Pu Speaker, regarding the recovery of loans and bills, 60% of the bills was received and 50% of NABARD-25 loans had also been recovered. Our Engineers has verified construction of 35 nos. of villages and 29 are found satisfactory while the remaining 6 nos. needs to be retouched. The final bill has not been released due to some paper works which needs to be completed. Though the project had been reported as 'completed' under physical achievement, the bills can be released only after the approval of our engineers is obtained.

PU C. NGUNLIANCHUNGA: Will action be taken against the person who issued completion certificate?

SPEAKER : You can ask the question as *Point of Order* but not as supplementary.

PU C. NGUNLIANCHUNGA: Pu Speaker, I have the documents here with me; may you please see it yourself?

SPEAKER : Let the hon. Minister continue without being interrupted.

PU LALCHHANDAMA RALTE, MINISTER: Pu Speaker, we will accept the project as 'completed' project only after our engineers approved so. (**Pu Vanlalhlana:** Pu Speaker, may the hon. Minister give the names of school building which have been found as satisfactory?) (**Speaker:** Their names are all in the records.)

Our workers had also faced problems due to the pandemic and so was very difficult to continue with their work since materials cannot be acquired as desired. Yet, we are doing our best to continue with the repairing works which were found

unsatisfactory. Plan has also been made to renovate Saipum Primary School-I, Rengtekawn and Bilkhawthlir.

Regarding the question of Pu Zodintluanga.... (*Interruption*)...

PU VANLALHLANA : Pu Speaker, is it so difficult to clarify the names of such schools? Or, if the minister himself is involved in the case?

PU LALRINTLUANGA SAILO: Pu Speaker, what is meant by the word ‘unsatisfactory’?

SPEAKER : The hon. Minister has pointed out three schools which will be repaired/constructed from the loan which I believe are included in the category of ‘unsatisfactory’.

PU LALCHHANDAMA RALTE, MINISTER: Pu Speaker, as I mentioned earlier, there are six schools which needs renovation.

PU VANLALHLANA : Where is the location of such schools and what are the names of the construction firms thereof?

PU LALDUHOMA : Pu Speaker, out of the 170 schools being proposed for reconstruction and repair, how can the hon. Minister asserted the works as ‘mostly satisfactory’? I myself can give the number of schools which needs to be repaired.

SPEAKER : The hon. Minister makes his conclusion only from such schools verified by the officials.

PU LALCHHANDAMA RALTE, MINISTER: Pu Speaker, due to the pandemic, our engineers had a problem to visit each of the schools. I have instructed that all schools should be inspected carefully as we all want the best for our state. I further request all my fellow members for your cooperation in this regard. Thank you.

SPEAKER : Since the hon. Minister has make a promise to do his best, you may pursue the matter only if he fail to fulfill so.

Now, hon. Member Er. H. Lalzirliana to ask starred Question No. 22.

ER. H. LALZIRLIANA : Thank you, Pu Speaker. Will the hon. Minister of School Education Department be pleased to state –

- a) Is there a plan to regularize Samagra Pvt. Higher Secondary School of Lengpui?
- b) If so, when?

SPEAKER : The concerned minister to answer it.

PU LALCHHANDAMA RALTE, MINISTER: Pu Speaker, the answer is –

- a) This matter is placed under Pre-PAB for discussion and regarding the implementation is of the Central Govt.
- b) As mentioned earlier, it is put up for discussion at Pre-PAB level.

SPEAKER : Er. Lalzirliana to ask *Supplementary Question*.

ER. H. LALZIRLIANA : Pu Speaker, having educational institution at Lengpui is of much important and I request the hon. minister to prioritize this matter. Is it possible for private schools in Lengte, Serzawl and West Tuipuibari to take up under Samagra? Thank you.

SPEAKER : Dr. Vanlalhlana.

DR. VANLALHLANA : Thank you, Pu Speaker. I have already pointed out regarding DIET in 2019 session and what are the initiatives taken in those regard? Will the concern Minister of School Education be please to state- If there are any intentions to reconstruct Ramhlun Vengthar High School and Ramhlun Sport Complex Primary School?

SPEAKER : Pu C. Lalmuanpuia.

PU C. LALMUANPUIA : Thank you, Pu Speaker. We have seen many schools reconstructed and repaired in rural areas under NABARD, so, will the construction and repairing works be continued within the city under NABARD?

SPEAKER : The concerned minister may answer the questions.

PU LALCHHANDAMA RALTE, MINISTER: Thank you, Pu Speaker. Regarding the question raised by Er. H. Lalzirliana, before it is submitted for discussion at Pre-PAB it is thoroughly checked in Mizoram which will be examined carefully at Delhi and by UDISE and the success lies solely under the authorization of the Central Government.

On the matter of DIET questioned by Dr. Vanlalhlana, we have taken initiatives regarding the number of trainings recorded and ACB and departmental inquiry had also been conducted and actions had also been taken in this matter, there are also cases which are still ongoing.

Regarding Ramhlun Vengthar High School and Ramhlun Sports Complex Primary School, plans are made to reconstruct Ramhlun Vengthar High School under IFMIS NGO Scheme. Regarding the question by Pu Lalmuanpuia, plans are made with the hon'ble Chief Minister under SEDP for the infrastructure of school within the city but due to the pandemic funds needs to be diverted. But we are trying our best to find ways for reconstruction and repairing works and projects are also made under Article 275. With the pandemic we are unable to make a desired progress but we are trying our best to achieve our desired goals. Thank you.

SPEAKER : Pu Lalrindika Ralte to ask Starred Question No – 23.

PU LALRINDIKA RALTE: Thank you Pu Speaker. Will the concern Minister of Supply Department be please to state –

- a) Is rice procured from Food Corporation of India (FCI) *treated rice*?
- b) If so, how it is treated?

c) Is there a prove that chemical used for the treatment is not harmful for human?

SPEAKER : The concern Minister Pu K. Lalrinliana may answer the question.

PU K. LALRINLIANA, MINISTER: Thank you Pu Speaker.

- a) From the information we received, rice we bought from FCI are 'treated rice' and the bags of rice and the Godown area are sprayed with Lalathion chemical at two weeks interval.
- b) In order to prevent rice from insects it has to be sprayed with Deltamitrine chemical for three executive months and if it had been infected by insects/bugs it is to be sprayed with Alphos chemical.
- c) Since these chemicals are used under quality control wing guidelines, we believe it is not safe for both humans and animals.

SPEAKER : Dr. B.D. Chakma to ask Supplementary question.

PU B.D. CHAKMA : Thank you Pu Speaker. Is there a possibility of having monsoon stock of rice at Tlabung- Tuichawng, Borapansuri-Chawngte, Damdep and Parva?

SPEAKER : Dr. K Pachhunga to ask Supplementary Question.

DR. K. PACHHUNGA : Thank you Pu Speaker. Do we face any problems regarding the supply of Gas and how many supply go downs had been constructed, how many constructions are ongoing and how many more are planned to be constructed? Are there any initiatives taken regarding gas pipelines?

SPEAKER : Pu Lalrindika Ralte to ask supplementary question.

PU LALRINDIKA RALTE: Thank you Pu Speaker. The FCI approve of the chemicals sprayed at the rice but considering our health status, is there a possibility to conduct an experiment on these chemicals in order to be certain that it is not hazardous for our health.

SPEAKER : The concern Minister Pu K. Lalrinliana may answer the question.

PU K. LALRINLIANA, MINISTER: Thank you, Pu Speaker. On the matter of monsoon stock questioned by Dr B.D. Chakma, we have faced a problem in this matter last year but this year we have taken steps in different areas like in widening and Tlabung is also included among these. On the questions raised by Dr. K. Pachhunga, at the moment we do not face any problems regarding the supply of gas and so far, 10 godowns had been constructed and the construction of 21 nos. of another go down are ongoing where 90% are already completed. Plans are made to construct another 31 no's of go downs.

We need more capacity at Zuangtui go down and we have also inspected many potential areas. Regarding the pipelines questioned by the hon'ble member Dr. K.

Pachhunga, as per the plans made by the Central Government, every state capital should be connected with pipelines but due to the pandemic we are unable to pursue this project in our State but I hope this will be continued in the near future.

Regarding the question raised by Pu Lalrindika Ralte, this matter is of great importance and we will try our best to examine our rice more often. Thank you.

SPEAKER : Hon. Member Pu Zodintluanga to ask starred Question No. 24.

PU ZODINTLUANGA RALTE: Thank you, Pu Speaker. Will the concern Minister of District Council & Minority Affairs Department be please to state –
If DC & MA is responsible for the monitoring work of PMJVK?

SPEAKER : The concern minister may answer the question.

PU R. LALZIRLIANA, MINISTER: Thank you Pu Speaker. The answer to the hon'ble member question is – to some extend DC & MA does have a responsibility in monitoring the work of PMJVK.

SPEAKER : Pu H. Biakzaua to ask supplementary question.

PU H. BIAKZAUA : Thank you Pu Speaker, can project under PMJVK scheme be submitted without going through the district level? Considering the fact that this scheme is equivalent to MSDP, why are there more funds involved under PMJVK?

SPEAKER : Pu C. Ngunlianchunga.

PU C. NGUNLIANCHUNGA: Thank you, Pu Speaker, can the hon'ble Minister please give a better explanation regarding DC & MA responsibility on PMJVK projects. Some residential hostels are also constructed and if these constructions are not completed on time, who will be responsible for the monitoring?

SPEAKER : The concern minister may answer the questions.

PU R. LALZIRLIANA, MINISTER: Pu Speaker, regarding the question by Pu H. Biakzaua, it is possible to submit DPR directly at the Ministry but according to the guidelines, the concern district DC must countersign the project which has to go through the state authorities.

Some Central scheme projects lasted for 5 years and by the end of the term it is usually changed into another name but having the same purpose. DC & MA does not cover minority area and since we are under minority area, we propose that we should be under PMJKV and we hope funds could be acquired through this.

Regarding the making of DPR questioned by Pu Biakzaua, yes, it is possible to submit DPR directly but it is difficult for the Central department to choose so, I propose that it should go through DC & MA in order to save money since hiring consultancy

firms usually demands a certain amount of funds. The hon'ble Chief Minister had also approved this proposal.

On the question raised by Pu Ngunlianchunga regarding residential hostels, it will be utilized by those departments who are in need while we will still be monitoring authority. Thank you.

PRIVATE MEMBERS' BUSINESS:

SPEAKER : Today we have two Private Members Resolution. May I first call upon Dr. Vanlalhlana to introduce, "The Mizoram Private Transport Workers (Welfare) Bill, 2022" in the hon'ble House.

DR. VANLALHLANA : Pu Speaker, with your permission and the permission of the House I appeal to introduce, "The Mizoram Private Transport Workers (Welfare) Bill, 2022"

SPEAKER : The mover of the Bill had appeal to introduce the Bill, do we all agree? Since there are no objections, he may introduce and move the Bill.

DR. VANLALHLANA : Thank you, Pu Speaker. With your permission I move, "The Mizoram Private Transport Workers (Welfare) Bill, 2022" for discussion in the hon'ble House.

SPEAKER : You may further move the Bill.

DR. VANLALHLANA : Pu Speaker, I am glad that I am able to present this Bill in this august House and I also express my gratitude towards the hon'ble Governor and the hon'ble Speaker for their approval since this is a money bill.

Pu Speaker during this pandemic, I had interviewed our taxi drivers both four wheelers and two-wheeler owners and drivers, bus conductors and I have witnessed their problems which makes me very much eager to stand for them in this hon'ble House.

This bill consists of only two pages which is not lengthy, in other States it is usually under Labor & Employment and I too have submitted this Bill through Assembly at Labor Employment Skill Development & Entrepreneurship. I apologize for the patent error in the first page where the word, 'Mizoram' needs to be added. For the definition of private transport workers, I look up to the definition of other states and their attendants, clerk and those who maintain the vehicles are all included but, in my definition, only the drivers along with their handyman only are included. Under Section – 2 clause (g) those who drive their own vehicles are also included. Under Section -3, establishment of welfare funds are highlighted and Section – 4 states the utilization of the welfare fund and on how to generate an income for driver pensioners, medical bills, life insurances of the driver's families which amounts to one lakh. Section – 5 states the minimum wages of the drivers and the handyman.

Section 6, states that the working hours of the drivers and handyman should not be more than 11 hours and if they are to continue do their work for 5 hours continuously, they should be given a break. Section 7 states the possible penalty of the vehicle owners if they hesitate to give their part of their contribution.

Section -8 states the need of the government for their contribution and Section – 9 highlights on how the rules will be defended from breaching. Section – 10 states on how the government will make the rules and regulations and on the third page, ‘Statement of Objects and Reasons’ which clearly explains why this Bill is presented here in the hon’ble House.

Pu Speaker, this bill may not be perfect but I believe there will be a way to improve it and I request my fellow members to give their consent in passing ‘The Mizoram Private Transport Workers (Welfare) Bill, 2022,’ thank you.

SPEAKER : We will now start our discussion and each member will be allotted 5 minutes and the Opposition Group Leader will have more time than the rest of the respected members. May I now call upon the hon’ble Minister Pu Lalchhandama Ralte.

PU LALCHHANDAMA RALTE, MINISTER: Thank you Pu Speaker. As the concern Minister of LESDE I want to say a few words regarding this Bill. Since the submission of this Bill, I look up for information if this kind of Bill had been submitted or practiced in other States and I found out that this kind of Bill had been submitted in the Parliament by Pu Mahesh Giri, BJP MP, the concern MLA of East Delhi in 2015. The Statement and Object, Financial Memorandum etc. are all the same and so far, this Bill had not been discussed in the Parliament.

Among the 30 States in India, Kerela, Tamil Nadu and West Bengal have almost the same kind of Bill which are exercised till date and covers public carrier, bus drivers, taxi drivers, tempo drivers and auto- drivers and Karnataka also have ‘Karnataka State Commercial State Transport Workers Accident Benefit Scheme’ which are also very similar to the Bill we are discussing today. Anyway, this Bill needs to be revised if it is to be legislated. I believe it will be wise to cover only public carrier drivers and handyman. We should also know that in other states, contributions are paid mainly by the employers and the drivers do not pay much at all. In my opinion it is not advisable to expect the employees to pay a reasonable amount for their fund.

In Section – 6 (1) states the duration of the working hours which should not be more than 11 hours. The Central Acts, the motors Transport Workers Act, 1961 states that the working hours should be 8 hours and with the consent of authorities it can be extended to 10 hours. So, I suggest the motors Transport Workers Act, 1961 Section – 13 should be studied carefully once again. From the year 1970 till today Private Bills had not been passed in the Parliament. Here in Mizoram also Private Bill had not been passed since the past 50 years. Anyway, we have to make sure if it is safe for law vetting and if it is permitted by our rules to pass the Bill without law vetting. Anyway, I believe it will be wise to give more time to study this, Bill.

For my conclusion I want to say that e-shram had been launched in our State on the 26th August, 2021 where 3 lakhs of Un-organized Workers could be affiliated for free and they can have dead benefits and many other opportunities will also be introduced in the future. So, I believe it will be wise to withdraw this Bill since the content of this Bill could be found in e-shram, thank you.

SPEAKER : Hon. member Pu L. Thangmawia.

PU L. THANGMAWIA : Pu Speaker, I am glad that this kind of Bill is moved by the hon'ble member. Under Section 2(b) in the definition of 'private transport worker' I believe co-terminus drivers should be included and in (f) we could see that the definition 'members' which is only seen in section -3. So, I request the mover to give a detail explanation in this matter.

Under Section 4 (2) "self-employed person" is highlighted but is excluded in (a) (b) and (c), this may be a patent error and their benefits are not stated.

After taking loan it will be hard for them when they reach 60. Is there a way to exempt them from work? I think the mover will understand what I mean to say. On No.4 it read retirement age will be 60. Drivers I have known retire before they reach this age. Drivers who drove till they reach 60 are very few. I also want to know where we are going to make the margin in respect of their age limit i.e., 60 years. On (b) it refers to Health Care Facility. I will not dwell on this topic as the government runs healthcare programme. On (c) 'Life Insurance', I think this can be explore by the drivers and others.

On No. 5 'Minimum Wages' it stated that every private transport driver shall be entitled to get assured minimum wages as such rate. While I agree with this, can we enforce it in reality as the salary of drivers differ according to their task. While No. 6 is good it should be enforced as a guideline. The mover mentioned what he deems important in Statement of Objects and Reasons. As our time is limit, I will not go there. However, I support this bill on the condition that it is amended. Last of all I want to add all our co-terminus drivers also. Thank you.

SPEAKER : Who will be the next? Let us call upon hon. Member Pu Lalchhuanthanga.

PU LALCHHUANTHANGA: Pu Speaker, thank you. Today our hon. Member Dr. Vanlalhlana move an important bill. I regard this bill is very important as our drivers are high-risk group in our current situation and are also frontline workers in this pandemic. Many of our drivers come from poor family and are also uneducated. If we can pass this bill, it will be benefitted by them immensely. Some of our neighboring states already have this rule. They also need to learn manners as they are in the fore front of welcoming tourist.

As we all know Mizoram is a hilly area and our roads are not good during rainy season. We have to ensure their safety and facilitate them with a good healthcare system in case of accident and others calamity. It would be welcoming to pass this bill and we

can amend what is necessary in the future. I support this bill and hope we all agree to pass, thank you.

DEPUTY SPEAKER : Before I call upon the others, I want to remind you that we have to keep our time. Let us call upon the hon. minister Pu Lalruatkima.

PU LALRUATKIMA, MINISTER: Pu Dy. Speaker, thank you. A private member's bill can be introduced to this House under our Rules of Procedure and Conduct of Business. The hon. Speaker already explains how this bill was accepted by him and the Governor as it is a Money Bill. The mover moved the bill and explain how important the bill was.

The main concern of this bill is the welfare of private drivers and their owners. Suggestion was made to constitute Private Transport Workers Welfare Fund which will be administered by a Board. Utilization of fund for private transport workers as well as self-employed persons are also shown in the bill.

I think this bill was already introduced in Lok Sabha as I look into the body of the bill. It is 98% a copy of the Lok Sabha bill introduced in 2015. In the Handbook for the Members of Rajya Sabha it is stated that Private Member may draft his/her own bill. If we look into this bill, it is not authenticated but only a copy of the bill introduced in the Lok Sabha which till date lapse. I want us to know that under the Central Government we have Motor Transport Workers Act, 1961. Under this Act, there is a provision where a state can make its own Rules. We can also add this bill under the Directive Principles of State Policy's Welfare State. While this is the case, we already have different schemes for the welfare of the people under the Central Government. The Mizoram Government also run healthcare scheme for the benefit of the people. Regarding corpus fund, we already have this under the Insurance Scheme, Pension Scheme and Welfare Scheme for workers under the Central Government.

Besides, in this House Pu Liansuama and Pu K. Liantlinga also introduced Private Bill in the past. However, due to its long road and which need much thinking it was not passed. Kerala and Tamil Nadu passed this bill and found it hard to execute. Therefore, I request the mover to withdraw his bill in spite of all his hard work. Let us try to use what we already and make it more useful. Thank you.

DEPUTY SPEAKER : Let us call upon hon. Member Pu Vanlalhlana.

PU VANLALHLANA : Pu Dy. Speaker, thank you. We are in discussion about Private Member's Bill regarding "The Mizoram private Transport Workers (Welfare) Bill, 2022". It appears that we are not going to pass the bill from the discussion of the members and from LESDE Minister.

The hon. Member Dr. Vanlalhlana give important to this bill and voice out his interest to me two years ago. He works hard to move this bill and went through Parliament, Secretariat and other States to study their rules. It is not wrong to have the same bill as many Governments Bill we introduced in this House look the same with other States. We have to copy others in order to have rules as our own officers cannot accomplish themselves. The Parliament and Central Government often constitute many

of our bills. Also, many of State-owned bills are copied from other State. It is not uncommon that this bill resemble bill introduced in Parliament. It means that the hon. Member work hard and study these bills and produce this bill that concern private transport workers. I see no wrong in this regard.

I also praise him for preparing this bill. We are reaching 50 years of Mizoram Legislative Assembly and within this period only three Private members' bill was introduced in this House. This shows that preparing a bill is no easy task. Most of the Government Bills we passed in this House were not prepared by the Minister but officers of the concerned bills. It is also a blessing for the drivers to know that their situation was witness and someone gives important for their welfare. We should be thankful that this bill was introduced in this House.

Next, under LESDE, there is "Mizoram Building & Other Construction Worker Welfare Board". This includes many workers like manual labor, Bulldozer & JCB Operator, Tipper Drivers etc. They have good facilities like education assistance, medical assistance, funeral assistance, maternity assistance, dead benefit, marriage assistance, funeral assistance and others. While this Board includes many facilities it does not cover all especially to uplift their situation. However, this "Transport Workers (Welfare) Bill" includes all of these and facilities for their upliftment.

Therefore, this bill is good compare to what other State already has. Drivers support their families whether they are taxi driver, 2-wheeler driver, truck driver or driver under company and any private dealings. This bill is for their security and safety and as such I give my support to pass this bill, Pu Deputy Speaker, thank you.

DEPUTY SPEAKER : Let us call upon hon. Minister Pu T.J. Lalnuntluanga.

PU T.J. LALNUNTLUANGA, MINISTER: Pu Deputy Speaker, thank you. This bill introduced by hon. Member Pu Vanlalhlana, "*The Mizoram Private Transport Workers (Welfare) Bill, 2022*" is much appreciative a very good and needed bill for the protection of those who earned their living as private transport workers but be that as it may, I liked to point out a few things that necessitated a second look at the bill.

First, the enacting formula says "72 Year of the Republic of India" but this should be "73 Year of the Republic of India" as it is already 2022. Second, there is no *marginal heading* in the bill.

Thirdly, the *definition clause* should be in an alphabetical order and the bill does not follow it.

Fourthly, section 3 says that there shall be a board to look after the Welfare Fund which shall comprise a Chairman and 2 expert members. But it does not lay out the specific qualification needed.

Fifth, on Section 7, it declares that those who do not deposit funds to the Welfare Funds shall face a penalty of 1 lakh rupee or the equivalent of a total of *Assured Minimum Wages* of a year and again it does not specify the how and where of these funds should be deposited.

Sixth, it does not specify how much fund the owner of the vehicle, the private driver or the government should contribute to the fund and also fails to provide the mechanism of contribution. It also does not contain “Power to remove Difficulty” clause which will enable clerical or punctuation mistake to be corrected. If it is like this, it will need to be submitted again to the Assembly Session in order to correct any mistake, small or big.

Furthermore, even if passed, it will need to be tabled again in the House before sending it for Governor’s Approval as citing all the oversight in the bill shown and because of this, will it not be prudent to delay it and even rehash the bill with the help of the Transport Department as there are going to be financial implication. It also needs Finance Department, Legislative Drafting and Law & Judicial expert to rehash drafting. If that is accomplished it would be a major step forward for Mizoram. It would be wise to reconsider this bill before we pass in this House, thank you.

DEPUTY SPEAKER : Now, let us call upon hon. Member Dr. F. Lalnunmawia.

DR. F. LALNUNMAWIA : Pu Dy. Speaker, thank you. When I look into the bill introduced by the hon. Member Dr. Vanlalhlana regarding “The Mizoram Private Transport Workers (Welfare) Bill, 2022”, I am very thankful. In our State the condition of private drivers is not good enough. During the pandemic their situation become very worse as there is no time for working. Many of them depend on their daily wages and support their family. I also give support to them through driver welfare. I share Dr. Vanlalhlana’s earnestness in lifting up their situation.

I have been thinking how many drivers will be there in Mizoram who are hired. It would be welcoming if the mover can make clarification in this regard. According to the financial memorandum stated here that 5 crores will be needed for non-recurring expenditure and 50 lakhs yearly for recurring expenditure. I want to ask whether he has a thorough study in this bill. I also want him to clarify the number of drivers and how many can contribute employer’s fund. Nevertheless, I share his zealously knowing the condition of our drivers. However, as the other members pointed out there are many points to amend and which need much thinking, it would be appropriate if we put it for another time, thank you.

DEPUTY SPEAKER : Let us call upon hon. Member Pu V.L. Zaithanzama.

PU VL. ZAITHANZAMA : Pu Dy. Speaker, thank you. I am thankful to Dr. Vanlalhlana for introducing this bill for discussion. From the discussion we have had we know that the members studied in details. From the time this Assembly was constituted only three private members’ bill was introduced in this House. I praise the mover for giving time and effort to prepare this bill.

The role of driver in our society is important from the beginning. When we are young drivers are very popular and highly regarded. However, as time pass, their status is not the same before but their importance is the same. We cannot function without them. If they post a strike, we instantly face trouble as they are the only means we can

get our essential commodities. During pandemic we all know how important and useful they are as already mentioned.

It came into my mind that I used to have concern of their situation but never give it enough thought. Their situation is not safe as they are under the control of their owners having no time limit and fix salary. Many depend on their salary to support their family. It is imperative that we take a closer look into their situation. While we may point out the difficulty, what is most important is to meet their needs. Whether other states have this kind of bill or not, our country needs this bill and I give my support to pass this bill, Pu Deputy Speaker, thank you.

DEPUTY SPEAKER : We have three-minute remaining. Who can finish it in time? Let us call upon hon. member Dr. B.D. Chakma.

PU B.D. CHAKMA : Pu Deputy Speaker, thank you. It is welcoming that today the hon. member Dr. Vanlalhlana introduced “The Transport Workers (Welfare Bill, 2022”. The fates of private drivers or commercial drivers are in the hand of God. Whenever they face accident and some mishap they are fired without warning and with no security. I support this bill as I want the private transport worker to function under the law. I also want to know whether this bill include JCB Operator as they are not public transport. Also, will there be a contradiction in their security with the healthcare scheme. Pu Deputy Speaker, I want to say that I support this bill, thank you.

DEPUTY SPEAKER : We will have recess and resume discussion at 2 P.M.

2:00 P.M.

DEPUTY SPEAKER : We will resume our discussion and call upon Pu Lalrintluanga Sailo.

PU LALRINTLUANGA SAILO: Pu Deputy Speaker, thank you. Today we are having a discussion on “Private Transport Workers (Welfare) Bill, 2022”. From our discussion it appears that we love and sympathize drivers. Is this really our true feeling? We all have co-terminus drivers and do we all deposit their salary in their accounts. Meanwhile, do we make insurance for our driver while doing motor registration? Question was raised by my daughter as she read the bill and found out that there is plagiarism. It is not known that University and Educational Institution oppose plagiarism. Therefore, she questions how the bill will be introduce in the House. I think the mover is most familiar in this regard having a doctorate degree. Is this bill to gain people trust as it looks like an election-oriented bill? This kind of method is not practice by the world anymore meaning plagiarism. I want to say that this bill is technically wrong. It is shameful that we introduce this kind of bill to gain political advantage.

It is also important that we conduct research and collect data in order to know the number of drivers who will need this scheme. There is no mentioning of any associations like Truck Driver Association, Government Driver Association, City Bus Driver Association, Taxi Driver Association, Pick-Up Driver Association, Tipper Driver Association and Mover Operator Association. I am afraid we may give what they do not expect. It will be proper if the mover will withdraw without shame. I want to

invite him as he is an intellectual member to prepare a fresh bill without any plagiarism. I want to say that it is a bizarre way of showing love, Pu Deputy Speaker, thank you.

DEPUTY SPEAKER : We will call upon hon. member Pu Lalrindika Ralte.

PU LALRINDIKA RALTE: Pu Deputy Speaker, thank you. While supporting this bill I want to say that expertise is gain from learning someone writing or collecting someone's writing or saying. Today, I support this bill knowing the mover intention. This bill intends to support and uplift the condition of the private transport workers from their predicament. I give my support so that this bill will be executed as it intended and will be profited as it should be, thank you.

DEPUTY SPEAKER : Now, we will call upon hon. member Dr. ZR. Thiamsanga.

DR. ZR. THIAM SANGA : Pu Deputy Speaker, thank you. We listen to discussion on 'The Mizoram Private Transport Workers (Welfare) Bill, 2022'. We need to think about this very carefully. While this bill is good, I want to know whether we consult Drivers Association, Aizawl City Bus Owners Association, Truck owners Association, Taxi Drivers Association and other employees. If we are going to do important things we have to consult and have a discussion. It looks like that the owners and employees are going to contribute for their welfare fund. Is this really coming from the heart that we want to uplift the driver's condition. Also, it would be hard to fix minimum wages and working hour. We need to think this carefully. It would be welcoming if this bill is introduced another time Pu Deputy Speaker, thank you.

DEPUTY SPEAKER : Let us call upon hon. member Pu K.T. Rokhaw.

PU K.T. ROKHAW : Pu Dy. Speaker, thank you. I think this bill introduced by the hon. member Dr. Vanlalhlana is carefully prepared and is very good as he is an educated person. It would be hard to prepare neatly at once. Therefore, I am thankful that he studies the condition of the drivers and introduced this bill. Our leaders say that it is the exact copy of bill introduced in the parliament. However, I found no fault in this as it is a bill and there will be similarity to some extent. The condition of the private drivers is unpleasant as their salary is very low. If this bill is pass, they will benefit greatly. Therefore, I give my support to pass this bill, thank you.

DEPUTY SPEAKER : Let us call upon the hon. member Pu H. Biakzaua.

PU H. BIAKZAUA : Pu Deputy Speaker, thank you. While looking into the bill introduced by hon. member Dr. Vanlalhlana it appears to be a good bill. However, if we look closer to the bill body it can bring many problems.

When I look into the bill sub-section (2) of section (1) it includes ADC and will that be right. According to the 6th Schedule to the Constitution of India, Article 244 (2) 7 275ADC can make their own rules. There is no exemption in this for the ADC. This bill was constituted to cover all of Mizoram. Therefore, it is not clear how many our bill will include.

On Sub-section (2) of section (3) there appear contributors of fund that is divided into namely the employer, the driver and the Government. While many employers are taking loan and run their vehicles by hiring driver will it be fair to make them contribute? Also, drivers with their low wages will be hard for them to make contribution. Knowing all these it will be hard to constitute the rules. If This bill is pass it would be appropriate to exclude the drivers as it would be a hardship for them.

Labor cess we often mention from and ‘Other Construction Workers Welfare Fund’ was collected at 1% from constructor. Here in this bill the drivers may face a big burden. Regarding working hour mentioned in Sub-section (1) of section (6) is also against the Central Act “The Motor Transport Workers Act, 1961”. It will not be right for a State to pass a bill against the Central.

If we look into Financial Memorandum it is going to be heavy. There is going to be a need to contribute fund in recurring and non-recurring. As there is going to be more hardship Pu Deputy Speaker, I contribute my opinion not to pass this bill right now, thank you.

DEPUTY SPEAKER : Let us call upon hon. Member Pu Nihar Kanti Chakma.

PU NIHAR KANTI CHAKMA: Pu Dy. Speaker, thank you. I am thankful that hon. member Dr. Vanlalhlana introduced “*The Mizoram Private Transport Workers (Welfare) Bill, 2022*”. The bill is well laid out and I convey my thanks and support this bill.

Some say it was introduced in the Parliament. However, this is not parliament but Mizoram Legislative Assembly. The live of drivers is at risk every minute and that is why their welfare is important. There are many drivers in Mizoram earning their livelihood by driving their own vehicle and some are hired. It is our responsibility to ensure their safety and welfare. There may be some mistake within the bill; however, we can make amendment. Therefore, I support this bill, thank you.

DEPUTY SPEAKER : Thank you. Now, let us call upon Pu Zodintluanga, Group Leader. He will have 10 minutes.

PU ZODINTLUANGA RALTE: Pu Dy. Speaker, today the hon. member’s bill was strongly opposed by the treasury bench stating that it is not authenticated, but a copy from another bill. However, I want to give him credit for preparing this bill. As It is hard work and dedication which needs in preparing this kind of bill. I am sorry that the timing of the introduction is not right. This government cannot pay monthly salary of govt. servant on time. There is no way for the treasury bench to pass the bill while there is still inflexibility in fund. However, I give my support to this bill and hope the members will pass it, thank you.

DEPUTY SPEAKER : Now, let us call upon hon. member Pu Ramthanmawia.

PU RAMTHANMAWIA : Pu Dy. Speaker, thank you. It appears to be a good bill if we look into the content of the bill. It derives from interest given to the welfare of the drivers. We all know that we cannot survive without drivers as they were our main transporter of goods. Without saying day or night they continue their works to meet our demands.

Before going to the bill, I want to mentioned about the incident that occurs here yesterday. We were waving and sayingS goodbye to each other when our opposition group left the House. However, today we all assemble to have a discussion on matters relating to our country and I am thankful for that.

I want to point out that if we really care for the welfare of the drivers why do we include them in the contribution of fund. Many drivers earn their livelihood by taking loans and some of them have owners. If we expect them to have contribution in their welfare fund it would be hardship for them. It would be more appropriate if we exclude them and find another way to collect the fund. Besides, many vehicles' owners are not all rich. Some take loan and need to recover that loan by hiring out their vehicles. There are a lot to think about in this regard. While the content of the bill appears to be good and effective it needs more scrutiny for its implementation. I think the mover need to review his bill and prepare a more complete bill, thank you.

DEPUTY SPEAKER : Let us call upon Pu C. Ngunlianchunga.

PU C. NGUNLIANCHUNGA: Pu Dy. Speaker, thank you. It appears that our bill has been thoroughly studied by the concern Minister and other Ministers and I am very thankful. I also want to praise Dr. Vanlalhlana for introducing this bill.

If our leaders give that much interest in this bill why not constitute the bill before it was introduced. Combining with another scheme it can be constituted under LESDE. If we think it is a copy from other bill what is the problem. If that bill is complete and applicable it is not wrong to copy by making changes here and there. Besides, this bill does not concern support in idleness I think which we object most is contribution of fund for their retirement benefit. It would be like putting GPF as the government servant. It is all for their own benefit as it will support them in healthcare and in other means.

From our discussion it appears we will agree with the bill. Therefore, let us pass the bill and make amendment as necessary. Private Transport Workers gives their best for the people working nonstop to provide us with our needs. If we really care about their future welfare let us pass the bill. Amendment can be made by setting up study team or committee. This bill is important for all of us in order to receive a blessing. Pu Dy. Speaker, I wholly support this bill, thank you.

DEPUTY SPEAKER : Let us call upon Pu Robert Romawia hon. Minister.

PU ROBERT ROMAWIA ROYTE, MINISTER: Pu Dy. Speaker, thank you. Today we are discussing an important matter and we all give a lot of thought in this matter. Our discussions are interesting and very informative.

I believe that we all give important to drivers and their welfare. While hon. member Pu Ngunlianchunga accused MNF government as negligent I think the Congress government has no knowledge at all during their 10 years rule. As we all know within only one year of this ministry, we face covid not only in Mizoram but all over the world. It is imperative that the Govt. of Mizoram take austerity measures. Therefore, it would be hard even for the concern minister to agree with this bill as it is a money bill. It is important to know how austerity measures is executed by the State government and Central Government. There are many other categories to give importance and I know that departments are giving their best to solve the said problem. As a Legislator, it is important to note the situation we face under this covid.

Lastly, I want to point out that the ‘text’ or ‘letter’ of the bill constitution is not appropriate for this House to pass. In the beginning what a bill or act should be is describe and this bill does not meet the criteria. Therefore, the hon. member Dr. Vanlalhlana should move for withdrawal instead of passing the bill. We know that all members give importance to drivers. Let us not give a halfhearted importance. Thank you.

DEPUTY SPEAKER : Now, let us call upon the hon. member Pu Lawmawma Tochwawng.

PU LAWMAWMA TOCHHAWNG: Pu Dy. Speaker, thank you. Today I am thankful that as legislators we constituting law that is very important. We have to give our utmost interest. While we thought we are doing a great thing for them right now in the future it may bring hardship if we are not careful. We also need to have a definite Labour Law in our country as the existing ILP does not cover enough. We need to enhance the law so that our workers can receive a better security. It is clear that our Ministers are using their brain to have a more definite welfare system for our workers. Therefore, in order to have a more definite law let us give another thought to our bill. This bill is not complete and it is important that we reconsider it to avoid having an incomplete law. It would be thankful if the mover can withdraw the bill with a clear and open mind. Thank you.

DEPUTY SPEAKER : Now, let us call upon the hon. member Dr. Vanlaltanpuia.

DR. VANLALTANPUIA : Pu Dy. Speaker, thank you. Today we have a discussion on Dr. Vanlalhlana’s bill “The Private Transport Workers (Welfare) Bill, 2022”. This House rarely receive private bill in the past and I want to say a few words in this regard. It is imperative that we have a just government. From the discussion we have had we discuss the bill from different angle. The first is from the view of common sense, from legal point of view and whether it has a legal sanction. I think there is also a mathematical point of view. We also hear a lot from the labour welfare point of view and legislation drafting point of view. They are all very informative. I think we all share the mover earnestness and want to provide a good welfare system for our drivers.

However, there are many inconsistencies in this bill for the House to pass. We detect plagiarism in the text of the bill as pointed out. We need to have a well laid out and respected bill to pass. As I think it is plagiarism it would not be right to pass in this

House. But I agree with the idea to support and uplift the condition of the drivers. Besides, if we look from the economic point of view this bill will bring increase in revenue expenditure. As we faced pandemic, the Central Government tighten the purse and introduced 'Disinvestment Policy' and 'National Monetization Policy'. It aims to increase our economic condition during 2019 to 2025. Our current situation is not good financially and the opposition complains about revenue expenditure. Therefore, this is not the time to pass this bill as it will increase revenue expenditure.

Also, there is mention of technicality in our discussion. This bill did not go through law vetting. Therefore, it is not safe for this House to pass a bill that is not vetted by the law. I want my friend Dr. Vanlalhlana to revise the bill in order to go through this House. It would be appropriate to safeguard the dignity of the House by not passing this bill right now, thank you.

SPEAKER : Let us call upon hon. member Pu Lalduhoma.

PU LALDUHOMA : Pu Speaker, as mentioned only three private bills are introduced in this House. The other two are introduced while I was group leader and I am happy that this bill also comes from our group. I want to convey my thanks to the mover.

As we all know drivers are the one that carry all our needs. They drive sick people, dead people, wounded people and disease infected people. During pandemic they are the one we depend on. Selfless service for others is still maintained by ZDU. It is not right that we put restriction on our Taxi drivers when they need to renew their permit. While the needy cannot renew their permit some party campaigners market it. It is their livelihood and we put an end to their earning. We are discussing about drivers who use driving as their main source of income. These drivers are in the high-risk zone as their works demand. We are discussing how they can receive pension and have healthcare facility of their own. They can meet accident and other calamity and when those days come, they need insurance and how they can get that insurance is what we are discussing about. We need to give them working hours as they have to wait for their owner and their demand. Fixing their salary through minimum wages is also very important.

Regarding welfare fund, we may try to portray the hardship, it is not so. Suppose if they contribute ₹200 per year, it will not be inconvenience for the driver and the owner. Beside this contribution, the government will contribute its share. Regarding corpus fund they will need to contribute only once a year and will be no hardship for them. It is clear that the ruling aim to put aside this bill from their discussion. When we are going to pass Municipal Act and Lok Ayukta, we are not afraid to announce that it is a copy. It is not wrong to copy other State in what we do not have. We will look into other State and copy that is okay. The mover has studied this for a long time and we need not discourage him. What is not there in this bill can be taken care by the rules. Dr. Vanlalhlana after having a discussion with different drivers and association introduced this bill today. I know that there will be some mistake and amendment to be made. If we are not satisfied let us refer the bill to Select Committee. If we care about the welfare of the driver, I suggest that we refer to Select Committee. Thank you.

SPEAKER : Let us call upon hon. member Pu K. Laldawnglina.

PU K. LALDAWNGLIANA: Pu Speaker, thank you. As you all know i am here for about four months. As it was my first time to move Motion of Thanks to the governor Address, I made mistake which is. In AH & Vety case, I said 11.67 crore received from the central government but that was incorrect, where as it was to be *requested to the central government*, and I apologize to the House for my mistake.

Today, we are discussing Pu Vanlalhlana private bill, “Mizoram Private Transport Workers (Welfare) Bill, 2022 and 23 members participated in the discussion and this shows that we deem this subject to be important. But I wanted to point out again that we are the ones to make and pass a bill and we should be very cautious in our exercising of opinion.

Pu Speaker, we all deem it important and necessary but my view is that we should look it over and deliberate on it again with much more details, thank you.

SPEAKER : We shall call on hon. House Leader, Pu Zoramthanga

PU ZORAMTHANGA, CHIEF MINISTER: Pu Speaker, thank you. The intention and spirit of this bill is very good and there may even be some technical oversight but that is not what I want to dwell on. What I want to highlights are the many problems that can crop up on the practical side.

First, what if said drivers wants to withdraw from contributing to the fund citing their financial difficulty.

Second, supposing that said employer complain saying that they took out a loan to purchase it and they are also the ones who drives the vehicle. They may request to be pull-out from contributing saying they have to contribute double as owner and driver and asking the government to provide the whole fund. As it is the government cannot pay the driver their pension as before and thus, a new pension scheme has to be introduced.

Third, if there are no clear guidelines, many problems can arise. Supposing an employer register a driver and fired the driver only after 2 weeks, is the owner supposed to continue their contribution for said driver? Nobody would want to do that. The driver can also tweak the system by asking someone else to re-register him by paying a sum of money. This and many other problems can arise if there is no clear guidelines on how to draw the pension or the insurance.

Looking at the many problems that can arise, would it not be sensible to consult different Owners Association as well as Drivers Association first? Besides them are those who use their vehicle not as commercial vehicle but still employs driver.

Another stumbling block that can arise are those cases where the driver registers again and again for different employer or a registered driver stop shortly after registering and stop being a driver altogether, will they still draw their pension?

These and many issues relating to the bill makes it necessary that it be re-drawn and table to the House as a Bill again. In its current form, I do not think it will benefit the House to pass this bill, thank you.

SPEAKER : We will call upon hon. member, Dr. Vanlalhlana to wind-up and request the House to pass his bill.

DR. VANLALHLANA : Pu Speaker, thank you. I am grateful to the hon. members who participated in the discussion. This is a subject close to my heart and that is why I submit in the House. I know that there are many oversights in the bill but all of you recognize the spirit behind the bill.

This bill is not a copy-paste as claimed by Pu Lalchhandama Ralte, Minister and supported by the Law Minister who cites the absence of an alphabetical order. I have studied this particular subject for 2 years of Drivers Association Rules and Regulations in various States.

Regarding the contribution, we have a good reference from the State of Kerala. The process is - *one driver, one vehicle*. In case of dismissal or change of driver; one may report himself after 15 or 30 days. On employee contribution, 3 or 4 drivers can be registered on HV and 1 driver for LV. Since there are number of categories, welfare contribution may vary from ₹60 - ₹200.

On the subject of pension, in some State, they require registration up to 10 year and in other, 5 years but all these can be incorporated in the rules. The government can also subscribe *Atal Pension Yojna* for them and the scheme is very good. This is not cover under the Mizoram State Health Scheme currently and if the government subscribe for them, there is a very good laid out pension scheme after they are 60 years.

On the subject of Life Insurance, the government can subscribe for them the *Accidental Insurance* for 12/- monthly payment or if they invest 330/- a year, they can draw 2 lakhs as insurance from the Bank in case of an accident. Pu Thangmawia mention *co-terminus driver*, if they are not regularized, the scheme covers them.

To answer Prof. Lalnunmawia, I consulted as many Associations as I can and listen to them and B.D. Chakma question on Healthcare Scheme, the government can do a *convergence* for them too. To answer Pu H. Biakzaua on the coverage of ADC area, I look up on previous bill submitted to the House and this is the norm.

To answer our hon'ble Chief Minister, as I said before, they have been trying attached themselves under *labour cess* but the scheme did not cover them and they have frequently gone to LESDE to find a way. On the subject of pension, as I said, it varies from State to State and some State subscribes for them a welfare scheme under the Central Government. If a driver is no longer employed, the employer need not pay the fund anymore. They can draw the fund from the time they join the welfare scheme or get 2 lakhs from the *Accidental Insurance*.

Also, they based the driver's registration on the vehicle and if they are terminated, the owner reports and they waited 6 months for them to find employment,

if they cannot find, their welfare scheme and medical insurance comes to an end. This is also whittling down those that cannot be employed properly and since there is a penalty for not contributing, it also deterred any owner or driver to lend their name for the sake of money.

On the financial side, as I said, I consult as many associations as I can and the numbers of member, they have which I will highlight are counted on the lower side.

Mizoram Taxi Association	-	4000
Bus Driver and Conductor	-	300
Two-wheeler	-	1500
Private Driver	-	10,000

I have also talk to Truck Drivers and Pick-up Drivers as well, the numbers are around 20,000 and if all of them contribute 200/- and the owners also contribute, it comes to 80 lakhs and if the government can place 5 crores in the State Corpus Fund, and the fund is placed in a Fixed Deposit in State Bank, the interest rate is 5.5% at present, it can be done. Furthermore, the State collects VAT on POL and if only 5% is pulled, it will come to 50 lakhs. If it be done this way, we can overcome the financial hurdles.

On the administrative cost, 5 personnel can be employed for 30,000 /- a month and if the government wants to, it can deputize personnel to. We can reduce 400/- per person for Life Insurance and 400/- to 500/- for Prime Minister Scheme and it will come to 80 lakhs. If we wanted them to register under the health-Care Scheme in the lowest rate at 200/-per person, it will come to 40 lakhs.

As I mentioned before, I have done as much research as I can, especially with the financial situation rigorously, if the government really wanted the welfare of private drivers, this can be done. Pu Speaker, even if this bill is not passed by the House, I request this august House to refer to Select Committee. I also want to say that if it is not pass now, I will submit it again in the next Assembly Session, thank you, Pu Speaker.

SPEAKER : Now, I want to mention that if the member who submitted the Bill does not initiate a Motion, it cannot progress and as the hon. member who submitted the bill does not put a motion, it stops here for now.

Another thing is that, no Private Bill has been taken up by the Select Committee in our 50 years of practice.

Now, we shall vote on the bill, all those who agree the bill say Yes, and those who does not agree say No, “The Mizoram Private Transport Workers (Welfare) Bill, 2022”, is rejected by the House.

Now, our business for today is over, meeting will resume tomorrow 28.2.2022 at 10:30 on Monday.

Sitting is adjourned (4:08 PM)