



Unity is our strength

Struggle is Our weapon



ALL INDIA ROAD TRANSPORT WORKERS' FEDERATION

News Letter - April-2024

18th Parliament Elections

This is the nature of elections

Total electorate: 96.88 crore people

Men: 49.7 Crore

Women: 47.1 Crores

Women: 47.1 Crores

Voters above 85 Years: 82 Lakhs

Voters aged 20-29: 19.74 Crore

Voters aged between 18-19: 18 Crore

Centenarians: 2.18 Lakhs

EVM: 55 lakhs

Pooling Station: 10.5 Lakhs

Poling Officers, security Personnel: 15 Crores

In the past

Elections were held in 2004 in 4 Phases, 2009 in 5 Phases, 2014 in 9 Phases, 2019 in 7 Phases. The 2019 election schedule was released on March 10, but this time it was released with a delay of 6 days. The first phase of the 2019 elections started on April 11 and the last phase ended on May 19. Counting of votes was done on May 23.

Election Management is like this	First Phase	Second Phase	Third Phase	Fourth Phase (AP and Telangana also at the same stage)	Fifth Phase	Sixth Phase	Seventh Phase
Notification	20-Mar	28-Mar	12-Apr	18-Apr	26-Apr	29-Apr	07-May
For receipt of nominations last date	27-Mar	04-Apr	20-Apr	25-Apr	03-May	06-May	14-May
Scrutiny of nominations	28-Mar	05-Apr	20-Apr	26-Apr	04-May	07-May	15-May
Last date to withdraw	30-Mar	08-Mar	22-Apr	29-Apr	06-May	09-May	17-May
Date of pooling	19-Apr	26-Apr	07-May	13-May	20-May	25-May	01-Jun
Seats	102	89	94	96	49	57	57
States	21	13	12	10	8	7	8

Counting : 04th June

***Bihar, West Bengal and Uttar Pradesh will have polling in seven phases.**

***Arunachal Pradesh and Sikkim state assembly pooling will be held on April 19.**

***Pooling for Odisha Assembly will be held in four phase (May 13, 20, 25, June 1).**

*** Election will be completed in 10 states in the first phase, 4 in the second phase,**

***6 in the third phase, 3 in the fourth phase, 5 in the 6th phase and 8 in the 7th phase.**

18th Lok Sabha Elections in 7 Phase			
States	Seats	Phases	Date of Polling
Andhra Pradesh	25	1	13-May
Telangana	17	1	13-May
Punjab	13	1	01-Jun
Haryana	10	1	25-May
Delhi	7	1	25-May
Rajasthan	25	2	19,26 April
Madhya Pradesh	29	4	19,26 April, 7,13 May
Gujarat	26	1	07-May
DNH, Daman, Dev	2	1	07-May
Ladakh	1	1	20-May
Maharashtra	48	5	19,26 April, 7,13,20 May
Goa	2	1	07-May
Karnataka	28	2	26 April, 7 May
Lakshdeep	1	1	19-Apr
Kerala	20	1	26-Apr
Tamilnadu	39	1	19-Apr
Puducheery	1	1	19-Apr
Chhatisgarh	11	3	19,26 April, 7 May
Odisha	21	4	13,20,25 May, 1 June
Jharkhand	14	4	13,20,25 May, 1 June
West Bengal	42	7	19,26 April, 7,13,20,25May, 1 June
Meghalaya	2	1	19-Apr
Tripura	2	2	19,26 April
Mizoram	1	1	19-Apr
Manipur	2	2	19,26 April
Nagaland	1	1	19-Apr
Arunachal Pradesh	2	1	19-Apr
Assam	14	3	19,26 April, 7 May
Sikkam	1	1	19-Apr
Bihar	40	7	19,26 April, 7,13,20,25May, 1 June
Utter Pradesh	80	7	19,26 April, 7,13,20,25May, 1 June
Uttarakhand	5	1	19-Apr
Chandigarh	1	1	01-Jun
Himachal Pradesh	4	1	01-Jun
Jammu & Kashimar	5	5	19,26 April, 7,13,20 May
Andman & Nicobar	1	1	19-Apr

Election	BJP			Congress		
Year	Contested	Won	Percentage of Votes	Contested	Won	Percentage of Votes
1984	224	2	7.74	491	404	49.1
1989	225	85	11.36	510	197	39.53
1991	468	120	20.11	487	232	36.26
1996	471	161	20.29	529	140	28.8
1998	388	182	25.59	477	141	25.82
1999	399	182	23.75	453	114	28.3
2004	364	138	22.16	417	145	26.53
2009	433	116	10.94	440	206	16.61
2014	423	282	31.34	464	44	19.52
2019	435	303	37.7	421	52	19.67

AIRTWF National Working Committee Meeting Held in EMS Academy Thiruvananthapuram on 27-28 February 2024



I.N.D.I.A Forum rally and meeting organized in Ramlila Maidan, New Delhi on 31-03-2024.



Defeat BJP led NDA to protect the Transport sector and the livelihood of the workers.

National Working Committee meeting of All India Road Transport Workers' Federation which met on 27 & 28th February in Thiruvananthapuram unanimously resolved to work hard to defeat the BJP led NDA in the ensuing general election.

The meeting reviewed the situation in the Road Transport sector and the pitiable conditions of the workers. As soon as the Modi led Government took over Office in 2014, started attacking Road Transport by bringing the Road Safety Bill with the motto to hand over the entire Road Transport sector to big corporate houses. Later on, it was renamed as M.V. Amendment Act 2019. Several sections were incorporated to pave the way for closure of the RTCs.

Further, the diesel prices and the insurance premiums have been doubled during these 10 years. The number of toll plazas have been increased and the toll charges are enhanced drastically. Penalties have been enhanced multiple and the vehicle scrapping policy is introduced. All these policies have thrown the Road Transport sector in to serious crisis.

The unorganized Road Transport Workers are not covered under any labour laws. 08 hours duty, weekly rest, PF, ESI etc. are not applicable. They do not have any Social Security. The long pending demand for Social Security Act is unheard till date.

The App based companies like Uber, Ola, Rapido etc are squeezing the blood of the drivers, burdening the customers in different ways and earning lakhs of crores of rupees. In this situation the Government of India should launch an alternative App. This demand is also unheard.

Adding fuel to the crisis the Government has enacted the Bharatiya Nyaya Sanhita-2023 abnormally enhancing the period of imprisonment and penalties under section 106(1)& (2). This has created tremors among the Drivers and led to strike on 01st and 02nd January 2024. Then the Government has negotiated with AIMTC and announced that it will consult with AIMTC before implementation. But it has not assured to withdraw the draconian provisions. Notification has been issued for implementation of the Act except Section 106(2). But sub section 1 of section 106 is going to be implemented. At any point of time the Government may notify 106(2) also for implementation.

In the light of the above, the National Working Committee unanimously resolved to defeat the BJP led NDA in the ensuing Parliament elections. The meeting also decided to take up a massive campaign among the Road Transport Workers throughout the country on the following demands.

1. Section 106 (1) & (2) of Bharatiya Nyaya Sanhita should be withdrawn and an amendment to this effect should be brought in the Parliament.
2. Social Security Act for the unorganized Road Transport Workers should be enacted.
3. M.V. Act Amendment 2019 should be repealed.
4. Diesel prices, Insurance Premium and Toll Charges are to be regulated.
5. The Government of India should develop an alternative App to Uber/Ola/Rapido etc to protect the interest of the drivers and the customers.
6. Vehicle scrapping policy should not be mandatory. It should be optional.
7. Policy decisions are to be taken to strengthen and expand RTCs and the procurement, maintenance and operation of Electric Buses should be entrusted to the RTCs duly extending the financial support.

Read and Subscribe
The voice of working women
CITU monthly journal

**Defeat BJP and Allies which have devastated the STUs
Vote for Left, Democratic and Secular parties those who assures
to Strengthen and expand STUs- AIRTWF**

Dear Brothers and Sisters,

Parliament election notification is going to be issued by the Election Commission soon. All India Road Transport Workers' Federation appeals to all the Road Transport Workers and their families to exercise their vote freely and not with sentiments. Before voting to a political party, we should think twice/thrice to whom we have to vote. The main criteria should be to protect the State Road Transport Corporations and to protect the interests of the workers. The ruling dispensation at the centre which came to power with the active support of our votes has devastated the STUs during the last 10 years.

The M.V.Act Amendment 2019 is aimed at dismantling the existing STUs in the country. The incorporation of "Aggregators, clubbing the State Carriage and Contract Carriage permits in to one as Transport permit, exempting the vehicle and route permit clauses in the name of enhancing competition are some of the examples which will badly affect the STUs which are already in serious financial crisis. The introduction of Electrical buses under FAME II being operated by the private people in the name of Gross Cost Contract guaranteeing minimum profit are draining the revenues of the STUs.

The crisis of the Road Transport Corporations are being shifted on to the workers by reducing the workforce, enhancing the workloads, non filling up the vacancies, appointments on outsourcing and other means has become the order of the day. Salaries and terminal benefits and pensions are not being paid in time in some STUs. The contributions recovered from the workers towards PF and other establishments are not being remitted in time.

Nowhere in the world, the Public Transport is considered as a source of revenue to the exchequer except in India. Free Transport was introduced in the Country of Luxemburg in February 2020. Even in some cities in USA free transport is allowed to some sections of the commuters like students. In UK students and senior citizens are given free transport. The fare box collection in the Public Transport is far lower than the operational cost throughout the world. But the Public Transport is being funded by the Central and local Governments in almost all the countries in the world. Quite contrary to the world experience, the fares in the STUs are high and they are burdened with different types of taxes by the Centre and many state Governments.

Defied promises: The BJP and Narendra Modi during the 2014 and 2019 elections

have assured the voters certain promises. Bringing down the prices of essential commodities within 100 days, creation of two crore jobs every to the unemployed youth, depositing Rs.15 lakhs in to the accounts of all the citizens etc. All these promises have been defied by the Government after coming to power. The prices of essential commodities have sky rocked, no new jobs have been created rather job losses has occurred. Black money has been made white money. Attrocities on women, minorities and dalits are on the high side. The assurances given to the farmers on MSP etc are violated. More so people are divided on communal basis. All India Road Transport Workers' Federation appeals to all the Road Transport Corporations Workers and their family members to defeat the BJP and allies and vote for Left, Democratic and Secular parties those who come forward to strengthen and expand the STUs and to protect the interests of the workers by fulfilling the following demands.

1. Capital Contribution as per RTC Act 1950 should be restored.
2. Withdraw draconian M.V.Act Amendment 2019.
3. Strengthen and expand STUs.
4. Procure and provide one lakh new buses both for augmentation and replacement as one time measurement to the STUs on prorated basis.
5. Convert the debts of all the STUs as equity.
6. STUs should not be measured on the scale of Profit & Loss.
7. STUs should be entrusted to purchase, maintain and operate Electric Buses by extending viability gap funding.
8. Withdraw penal provisions 106(1) & (2) in BNS 2023.
9. Fill up the vacancies with regular appointments and withdraw contract/our sourcing appointments.
10. STUs should be given licence to install fuel stations across the country.

Condolence

The Centre of Indian Trade Unions is extremely grieved at the passing away of Comrade Neelima Maitra, veteran leader of the trade union movement and a frontline organiser of the working women and scheme workers' movement, the anganwadi sector in particular. She was 92 years old and breathed her last after prolonged ailment on 12th April 2024 at a nursing home at Kolkata.



Defeat BJP and Allies that have ruined the Transport Sector!
Vote for Left, Democratic and Secular parties to save the nation and to
protect road transport workers!!

Dear brothers and Sisters,

18th Lok Sabha Elections is going to be held in April-May. All India Road Transport Workers' Federation appeals to all the Road Transport Workers and their families to exercise their vote freely. Before voting to a political party, we should think twice/thrice to whom we have to vote. The main criteria should be to protect our nation in general and the Road Transport Sector and our livelihood in particular. The ruling dispensation at the centre which came to power has ruined the nation during the last 10 years. The penalties for normal transport offenses have been enhanced many fold. The demand for Social Security Act was being loudly heard. The fuel prices, Insurance premium, Toll charges have sky rocketed. The livelihood is at stake. Hence it is the time to defeat such anti Transport Sector, anti people and anti national policies with the weapon of our powerful vote. Miserable conditions of the Workers: The unorganised Road Transport

Workers are not covered under any of the Labour laws like PF, ESI, Weekly day of Rest, 8 hours duty etc. Particularly the drivers are to be on the roads round the clock even at the cost of their lives. No facilities for rest and food on the en route. The driving- the highly skilled profession of driving is being ill treated. The demand for Social Security Act is badly neglected.

Auto Rickshaw: Majority of the Auto Rickshaw Drivers are the owners and they them self the drivers. They do not have any security. They are being fined in a big way on flimsy grounds. The municipal authorities are supposed to allot parking places. But in practice they have failed to do so and the Auto Rickshaw drivers are being penalised on the pretext that they have stopped at an unauthorised place. The harassment by the police and Transport Department Officials is on high side. **Bharatiya Nyaya Sanhita:** The Government of India has attacked the entire vehicle driving public- particularly drivers by enacting draconian provisions in the notorious act in accident cases. All the drivers will be in jails with heavy fine on the implementation of the provisions. Immediately the drivers revolted against it by going on strike on 01st and 02nd January 2024. Then the Government was compelled to announce that they will consult before implementation. But the Government has issued notification for implementation of the Act except 106(2). But 106(1) which prescribes 5 years imprisonment and fine is going to be implemented. Thus, the sword of Damocles is still hanging on the heads of every diver.

App based drivers: The App based companies like Uber/Ola/Rapido/Porter/Lynk etc are squeezing the blood of the drivers. The drivers are neither considered as the workers of those companies nor provided with any security. The Government can develop an alternative App to protect the drivers and for the benefit of the customers as the Kerala State Government has done. But the Central Government paid a deaf ear to this demand.

M.V. Amendment Act, 2019: This was brought with the intension of handing over the entire Road Transport Sector that has been known for its petty, small, medium size ownership to big corporate houses. Penalties have been enhanced many folds squeezing the blood of the drivers.

Diesel Prices: The Crude Oil Prices in the international market in May 2014 was 109 US Dollars. Then the price of Diesel per litre was around Rs. 56. Now the Crude Oil Price in the international market is 82 US Dollars. But the price of Diesel per litre is around Rs. 95. This is how the Government has looted the hard earned money of the Transport Sector. The more cruelty is that during the Covid pandemic, the Crude Oil Prices in the international market has drastically fallen to 20 US Dollars. But the Government did not reduced the prices of Diesel rather enhanced the Excise Duty by Rs.16 per litre within 3 months in 2020.

Insurance Premium: The third party insurance premiums of all the vehicles have been doubled and more also. Normally the premiums are to be decided basing on the accidents and the compensation paid. Even according to the statistics of the Government, the accidents have not doubled during the last 10 years. Even then the premiums have been doubled. This is to benefit the insurance companies.

The exorbitant Toll Charges (loot): The Government is collecting Rs.12 on every litre of Diesel and Petrol as Road Development Cess. The Modi Government in the year 2017 has changed the name as Infrastructure Development Cess. Lakhs of rupees every year is being collected under this account. Again collecting Toll Charges is nothing but deceiving the people. Toll charges after certain period have to be abolished. But in practise, they are being continued. Surprisingly the toll Charges are being enhanced every year. This is nothing but looting the people.

Scraping Policy: The Government has brought the Vehicle Scraping Policy burdening the petty vehicle owners and also the individual personal vehicle owners. This is meant to protect the profits of the Manufacturing Companies. As a result of all the above policies pursued by the Government of India the Road Transport Sector is in serious crisis and the workers are left to suffer.

Defied promises: The BJP and Narendra Modi during the 2014 and 2019

elections have assured the voters certain promises. Bringing down the prices of essential commodities within 100 days, creation of two crore jobs every to the unemployed youth, depositing Rs.15 lakhs in to the accounts of all the citizens etc. All these promises have been defied by the Government after coming to power. The prices of essential commodities have sky rocked, no new jobs have been created rather job losses has occurred. Black money has been made white money. Atrocities on women, minorities and dalits are on the high side. The assurances given to the farmers on MSP etc are violated. More so people are divided on communal basis.

So, All India Road Transport Workers' Federation appeals to all the Road Transport Workers and their family members and all other stake holders to defeat the BJP led NDA and vote for those who come forward to protect the Sector and assure to implement the following demands.

1. Social Security Act for the unorganised Road Transport Workers be enacted
2. All labour laws shall be made applicable to all the Road Transport Workers irrespective of the number of workers employed.
3. Rest rooms for the drivers with all facilities shall be provided on all the National Highways.
4. An independent investigation team with experts should be constituted to study the Road accidents and to fix up the responsibility.
5. Loans shall be arranged through Nationalised Banks to the self employed commercial vehicle owners and stop the exploitation by Private Finance Companies.
6. Penal Provisions 106(1) & (2) of BNS should be withdrawn
7. M.V.Act Amendment 2019 should be repealed
8. Diesel prices, Insurance Premium and Toll Charges are to be regulated.
9. The Government of India should develop an alternative App to Uber/Ola/Rapido etc to protect the interest of the drivers and the customers and should enact a law to regulate the existing App Companies with regard to fares, welfare of the workers etc.
10. Vehicle scrapping policy should not be mandatory. It should be optional.



AIRTWF-AP state committee meeting held in Guntur on 13.03.2024

Representations Submitted to Sitaram Yechury, General Secretary, CPI(M), D. Raja, General Secretary, CPI, Surendra, Incharge Aam Admi Party, Lalu Prasad Yadav, President, Rashtriya Janta Dal, Sarad Pawar, President & Supriya Sule NCP Leaders. Representations to the other Political Parties in India from were sent by mail & speed post.



Sub:- Miserable conditions of the Road Transport Workers and the worsening situation of the Road Transport Sector- Request to incorporate in your Election Manifesto to protect the sector and for the welfare of the workers- Reg

We may be permitted to place in brief the situation in the Road Transport Sector both passenger and Goods segments and the miserable conditions of the Workers. We humbly request you to incorporate in your Election Manifesto the alternative policy measures to protect the sector and the welfare of the workers and assure for proper implementation after coming to power.

It is not out of place to mention here that the transport is the life line of the economy. It is the second largest sector which provides employment to nearly 10 crores directly and more indirectly. The contribution to the National GDP from the Road Transport sector is 4.5%. Ironically this sector is thrown in to serious crisis because of the wrong policies pursued by the Modi Government during the last 10 years. Around 30% of the Trucks are off the road. Many State Road Transport Corporations are on the verge of closure. The unorganized Road Transport Workers are not covered under any labour laws. They do not have the Social Security like the Building and other construction workers. The Drivers attached to the App

covered under any labour laws. The STUs are measured under the scale of Profit & Loss and the workers are made scapegoats.

We humbly request you to incorporate in your party's Election manifesto the alternative policy measures to protect the sector and the welfare of the workers and with an assurance for proper implementation after coming to power. The following demands are placed before you for your kind perusal.

We are glad to inform you that the National Working Committee meeting of AIRTWF that was held in Tiruvananthapuram on 27 & 28 February has unanimously resolved to defeat the BJP and its allies in the forthcoming Parliament elections.

We hope that you will consider the following demands.

1. Social Security Act for the unorganized Road Transport Workers be enacted.
2. All labour laws shall be made applicable to the Road Transport Workers irrespective of the number of workers employed.
3. Rest rooms for the drivers with all facilities shall be provided on all the National Highways.
4. An independent investigation team with expert should be constituted to study the Road accidents and to fix up the responsibility after due consultations with stake holders especially road transport workers Organizations like AIRTWF etc.
5. Loan shall be arranged through Nationalized Banks to the self employed commercial vehicle owners and stop the exploitation by Private Finance Companies.
6. Penal Provisions 106(1) & (2) of BNS 2023 should be withdrawn.
7. M.V. Amendment Act. 2019 should be repealed.
8. Diesel Price, Insurance Premium and Toll Charges are to be regulated.
9. The Government of India should develop an alternative App to Uber/Ola/Rapido etc to protect the interest of the drivers and the customers. In the meantime enact a law to control the existing App Companies with regard to fares, commission, welfare of the Drivers.
10. Vehicle scrapping policy should not be mandatory. It should be optional.
11. Capital Contribution to STUs as per RTC Act 1950 should be restored.
12. Strengthen and expand STUs.
13. Procure and provide one lakh new buses both for augmentation and replacement as one time measurement to the STUs on prorata basis.
14. Convert the debts of all the STUs as government equity.
15. STUs should not be measured on the scale of profit & Loss.
16. STUs should be entrusted to purchase, maintain and operate Electric Buses by extending the subsidy and viability gap funding.
17. Fill up the vacancies in the STUs with regular appointments and withdraw contract/our sourcing appointments.
18. STUs should be given license to install fuel stations across the country.

How the Modi led NDA Government has ruined the Road Transport Sector during the last 10 years It is the time to defeat BJP led NDA to save the Road Transport Sector-AIRTWF

It is a well-established fact that Transport is the life line of any economy in the World. Without the Transport it is impossible to assume the society. According to the Ministry of Road Transport & Highways (MORTH), 80% of the passengers and 62% of the goods in India are being carried by the Road Transport sector. The contribution of the Road Transport sector to the GDP is 4.5%. Around 10 crore workers are directly working in this sector mainly the drivers, conductors, mechanics, booking clerks etc. Another big number are employed indirectly. In the Auto Rickshaw, Taxi segments educated unemployed youth are coming in a big way as self-employed. Such an important and vital sector is thrown in to serious financial crisis by the wrong policies pursued by the Modi led Government with an intension to hand over the sector to huge Companies. Let us examine how it was happened.

When Narendra Modi took the Office of Prime Minister, the crude oil prices in the international market was 109 US Dollars per Barrel. Then the Diesel Price was Rs. 56/ per litre. After that the prices have come down gradually and as of 01st March 2024 the Crude Oil Price is 82 Dollars per Barrel. Now the Diesel Price is around Rs.90/ per litre. Year wise average crude Oil Prices, the Diesel/Petrol Prices collected and what should be the actual Price according to the crude Oil Prices in the international market and how much was squeezed from each Auto Rickshaw, Taxi and Lorry is given in the table I.

Table I :

1	2	3	4	5	6	7	8	9	10	11
Year	Crude Oil	Petrol	Diesel		Diesel					Petrol
				Diesel Should be	Excess Collected	Additional Burden on Auto	Taxi	Truck	Petrol Should be	Excess Collected
2014	98.97	72.76	55.48							
2015	52.32	60.49	49.71	29.32	20.39	37211.75	111635.25	744235	38.46	22.03
2016	43.67	59.68	48.33	24.48	23.85	43526.25	130578.75	870525	32.1	27.58
2017	54.25	63.09	53.33	30.41	22.92	41829	125487	836580	39.88	23.21
2018	71.34	75.55	67.38	39.99	27.39	49986.75	149960.25	999735	52.44	23.11
2019	64.3	72.96	66.69	36.04	30.65	55936.25	167808.75	1118725	47.27	25.69
2020	41.96	79.76	79.88	23.52	56.36	102857	308571	2057140	30.84	48.92
2021	70.86	99.86	89.36	39.72	49.64	90593	271779	1811860	52.09	47.77
2022	100.93	105.4	96.67	56.6	40.07	73127.75	219383.25	1462555	74.2	31.21
2023	82.49	96.72	89.62	46.24	43.38	79168.5	237505.5	1583370	60.64	36.08
					Total:-	574236.25	1722708.75	11484725		
					Average per Year:-	63804.028	191412.0833	1276080.6		

Source: index Mundi

Note:-1. Crude oil Prices are calendar years (January to December) Average

2. Diesel & Petrol Prices in the above sheet are of Delhi State

3. The Prices in other states may differ from state to state according to the sales tax levied by different states.

4. The prices of Petrol and Diesel in column 5 are calculated basing on the Crude Oil prices.

5. On an average every Auto Rikshaw will consume minimum 5 liters of Diesel a day.

Basing on that the additional burden is calculated. (see column 7)

6. Taxi:- On an average a Taxi/Cab consuming 15 litres a Diesel per day. If we want for one year it comes to 5475 Litres.

7. Truck/Lorry:- On an average one Truck consumes 100 litres a Diesel per day. If we count one year (365 days), it comes to 36500 Litres.

The most important point we should keep in mind is that the Covid 19 has destroyed the lives of the people particularly the poor in the entire world. In that period during June 2020 the crude oil prices in the international market have fallen to the lowest level of 20 USD per Barrel in April 2020. Ironically during that period, the Government has enhanced the Excise duty to a tune of Rs.16 per litre on Diesel and Rs. 13/ on Petrol between March and May. Nowhere this was happened in the world. Rather many countries in the world including USA and UK Governments have deposited some percentage amount of money which the people have forgone. But contrary to the world experience, the Indian Government under the leadership of Narendra Modi has burdened the people abnormally by increasing the Petrol/Diesel Prices. This is one area which the Government of India has destroyed the Road Transport sector. The enhancement of Petrol and Diesel have not only destroyed the Road Transport Sector. It has cascading effect on all the commodities as the Transport costs goes up.

It is reported in Times of India newspaper on 23-03-2024 that the Private and Public Sector Oil Companies denied to import crude oil from Russia succumbing to the sanctions of USA. Then we have to depend on USA. As of now the Russian Crude oil is cheaper. India is paying in Indian Rupees to Russia. For other countries we have to pay in US Dollars. The crude Oil Transportation charges are less as Russia is nearer. In this situation rejecting the Russian Crude Oil will be detrimental to the nation and the people at large..

Second: The third-party Insurance Premium for all the Motor Vehicles have been almost doubled during the last 10 years. The details are given in the table II. Actually, the Insurance Premium Rates should be calculated basing on the accidents and the amount of compensation paid. According to the statistics of the Ministry of Road Transport the accidents after 2014 have come down except in the year 2015. (Find the details in Table II below). How the insurance Premium has been increased abnormally. This is nothing but to maximize the

profits of the greedy private Insurance Companies at the cost of the petty vehicle owners. Year wise details of Third-Party Insurance Premium rates are given in.

Table II

Year	3 Wheelers	Taxi(1000 CC)	Taxi(1000-1500 CC)	Lorry(upto 7500kgs)	Lorry(7500-12000 kgs)	Lorry(12000-20000 kgs)	Lorry(20000-40000 kgs)	Road Accidents	Killed	Injured
2014-15	1395	8340	6591	13046	12022	17611	23075	489400	139671	493474
2015-16	1333	4920	6726	14390	15365	19632	19766	505770	146555	503608
2016-17	1733	6396	8408	14390	15365	22577	24708	484756	151192	497806
2017-18	2218	6396	8408	7938	14330	9871	14805	469242	150003	467389
2018-19	2595	5437	7147	14390	24190	32367	39849	470403	157593	464715
2019-20	2595	5769	7584	15746	26935	33418	43037	456959	158984	449360
2020-21	NA	NA	NA	NA	NA	NA	NA	372181	138383	346747
2021-22	NA	NA	NA	NA	NA	NA	NA	412432	153972	384448
2022-23	2539	6040	7940	16049	27186	35313	43950	461312	168491	443366

Third: The collection of Toll Charges. Normally the at the tendering time of a toll plaza, it will be ascertained that how many vehicles will pass through that particular toll plaza and in how many years the amount invested (with interest and profit) will be recovered. Basing on that the Toll Charges for different types of vehicles will be decided by the National Highway Authority of India (NHAI). But till date no Toll Plaza is closed and the vehicles are not let free after the expiry of the period. Secondly the Government of India surprisingly allowed the contractors of the Toll Plazas to increase 10% of the Toll Charges every year by Official notification. The Modi led Government has decided to hand over 26,000 Kms of the existing Highways to Private people/Firms in the name of “National Monetization Pipeline”. When it comes to implementation the NHAI will neither have control over the rates of Toll Charges nor the distance between one Toll Plaza and the other. Now the Two-wheeler, Three-Wheeler vehicles are exempted from Toll Charges. But after the implementation of the monetization there is no guaranty on the exemption to such vehicles. The amount collected towards Road And Infrastructure Development Cess from 2014-15 to 2022-23 is given in

Table III.

Product	2014-15	2015-16	2016-17	2017-18	2018-19
Diesel (MMT)	69.4	74.6	76	81.1	83.5
Petrol (MMT)	19.1	21.8	23.8	26.2	28.3
Total	88.5	96.4	99.8	107.3	111.8
Total sales of Diesel in litres	89964548802.00	96705408366.00	98520255172.00	105131482822.00	108242648775.00
Total sales of Petrol in litres	26568100000.00	30323800000.00	33105800000.00	36444200000.00	39365300000.00
Total Sales of Diesel&Petrol	116532648802.00	127029208366.00	131626055172.00	141575682822.00	147607948775.00
Cess Per Litre	Rs.6/	Rs.6/	Rs.6/	Rs.6/	Rs.8/
Total Amount of Cess Collected	699195892812.00	762175250196.00	789756331032.00	849454096932.00	1180863590200.00

Product	2019-20	2020-21	2021-22	2022-23
Diesel (MMT)	82.6	72.7	76.7	85.9
Petrol (MMT)	30	28	30	35
Total	112.6	100.7	106.7	120.9
Total sales of Diesel in litres	107075961542.00	94242401987.00	99427678575.00	111353814727.00
Total sales of Petrol in litres	41730000000.00	38948000000.00	41730000000.00	48685000000.00
Total Sales of Diesel&Petrol	148805961542.00	133190401987.00	141157678575.00	160038814727.00
Cess Per Litre	Rs.8/	Rs.8/	Rs.8/	Rs.8/
Total Amount of Cess Collected	1190447692336.00	1065523215896.00	1129261428600.00	1280310517816.00

Note:-1. One Million Metric Ton Diesel= 1296319147 Litres

2. One Million Metric Ton Petrol= 1391000000 Litres

3. Road Development cess on each litre of Diesel and Petrol was Rs.6.00/- up to June 2018.

4. From June 2018 it has been enhanced to Rs. 8.00/-.

5. The Modi Government changed the name as Road and Infrastructure Development cess in the year 2017

One important factor here is that the Government has introduced the “the Road Development Cess” in the year 1998-99. For this purpose, a Cess of Rs.6/ per litre of Diesel and Petrol was levied (in addition to the duties and Taxes) till 2018 May. The rate of this Cess has been increased to Rs.8/ from Rs.6/ from 01-06-2018. This amount should be utilized for the construction of new Roads and maintenance of the Roads. After the Modi Government came to power, the name has been changed as “Infrastructure Development Cess”. Hence this can be utilized for all the infrastructure like Railways, Ports, Airports etc.

When the Cess on Diesel and Petrol is collected for the purpose of Construction and maintenance of the Roads, how the Government is collecting the Toll Charges. This may be the biggest loot and deceiving the people of India. Changing the name as Road And Infrastructure Development Cess is to divert the funds to various sectors at the will and

pleasure of the Government. The details of the amount of Cess collected from 2014-15 to 2022-23 is given in table no III.

All the above three factors have thrown the Road Transport Sector in to serious financial crisis and the livelihood of crores of people working in this sector.

Further, the M.V. Amendment 2019 Act is aimed at to eliminate the petty vehicle owners having one two vehicles as self-employed. To clear the way, the penalties for different offences have been increased abnormally. The minimum penalty of Rs. 50/ has been enhanced to Rs.1000/. After implementation of these heavy penalties the Auto Rickshaw Drivers are getting thousands of rupees penalties per month on flimsy grounds. The same is the case with Taxi and Lorry. This is creating smoke without asking anyone to leave.

Another factor is that the Vehicle Scrapping Policy. The 15 years old vehicles are to be scrapped and to purchase new vehicle. When the situation is very much alarming even to survive how the petty vehicle owners can purchase a new vehicle. This policy is also aimed at to boost the Vehicle sales and maximize the profits of the Manufacturing Indian and Multinational Companies.

At this juncture the country is going for the 18th Parliament Elections. There is no other way except to defeat the BJP led NDA in the forthcoming elections to save the Road Transport Sector and the livelihood of the workers in particular and to save the nation in general. All India Road Transport Workers' Federation appeals to all the Road Transport Workers and the stake holders and their family members to cast their vote to the Left/Democratic/Secular parties and defeat the BJP led NDA.

Talking at length on Make in India Atmanirbharetc But in deeds what is happening in practice?

The Government and the Godi Media are always talking about Make in India and Atmanirbhar and so on. The slogans are good. What are the plans? Are we moving in that direction or going back to pavilion? There are many areas to discuss on this aspect. Let us take the example of Fuel. In the year 2014-15, when the Modi Government came to power, the dependency of fuel on imports was 78.4%. It has gone to 85% in the year 2019-20. If we go in to the details, the imports are going up year by year. It may be argued that the consumption is going up that is why the imports are also going up. It is true that the consumption is growing. But the important issue is the Indian production of Crude Oil is going down. In the Year 2014-15 the Indian Crude Oil production was 37.5 million metric Tons. It has gone to 27.8 million metric Tons in the year 2022-23. If we measure in Barrels (as the Crude Oil Prices in the international market will be per Barrel) in the year 2014-15 the Indian Production of Crude Oil was 26,42,25,000 Barrels. It has gradually gone down to 19587880

barrels in the year 2022-23. You can find in the following table the details of Production, imports of Crude Oil, the amount of money spent for import of Crude Oil, around one lakh fifty thousand crores Rupees of additional public money was spent (comparing with the year 2014-15 as the base year) year wise from 2014-15 to 2022-23.

Table:

Year	Crude oil Production in India (MMT)	Crude oil Production in Barrels	Import of Crude Oil in Million Tones	Import of Crude Oil in Barrels	Crude Oil Price per Barrel	Exchange rate	Crude oil import bill (Rs. Crores)	Additional Barrels of crude oil Imported	Additional Burden due to low production
2014-15	37.5	264225000	189	1385370000	84.16	61.15	687350		
2015-16	36.9	259997400	202.9	1487257000	46.17	65.46	416579	4227600	1184.15
2016-17	36	253656000	211.8	1552494000	47.56	67.09	470159	10569000	3200.73
2017-18	35.7	251542200	219.1	1606003000	56.43	64.45	566450	12682800	4473.32
2018-19	34.2	240973200	225.5	1652915000	69.88	68.89	783183	23251800	11017.15
2019-20	30.5	214903000	225.1	1649983000	60.47	70.88	716627	49322000	21421.72
2020-21	29.1	205038600	193.8	1420554000	44.82	74.2	459779	59186400	19156.37
2021-22	28.4	200106400	214.7	1573751000	79.18	74.51	901262	64118600	36719.70
2022-23	27.8	195878800	228.8	1677104000	93.15	80.39	1260372	68346200	51363.32
							Total	291704400	148536.46

Source:- Petroleum Planning and Analysis Cell Ministry of Oil & Natural Gas

Note: The year 2014-15 is considered as the base year to workout the reduction in production and the impact on economy.

Another aspect also to be kept in mind during the last 10 years the US Dollar – Indian Rupee exchange has gone up. In the year 2014 the Rupee-Dollar exchange was Rs61.5 per US Dollar. It has gradually gone to Rs. 80.39 per US Dollar in the year 2022-23. This means we have paid huge amount in excess for the imports. The culmination of these two factors have eroded our precious foreign reserves.

Modi and the Godi media should explain to the people of India for this heavy loss of Indian economy which is the hard-earned wealth created by the people of India. But to side track these genuine and top priority issues, the ruling dispensation and the Godi media are rousing the sentiments such as communalism, Hindutva, Nationalism etc and dividing the people. The Road Transport Minister Shri. Nitin Gadkari two days back announced that to reduce the imports we are promoting the Electrical Vehicles. Here the question is why the Indian Crude Oil Production has been reduced? Instead of explaining that he diverted the issue. This is what happening at all times.

Now it is the time to understand such devastating policies adopted during the last 10 years and teach a lesson to Modi led BJP & NDA by utilizing the weapon of VOTE in favor of the Left, Democratic and Secular parties and defeat the BJP led NDA.

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State Road Transport Corporations are made to sink

Defeat BJP led NDA and Vote for Left, Democratic & Secular Parties

There are 53 State Road Transport Corporations in the country. 24 STUs were formed under the Road Transport Corporations Act 1950. 7 STUs are Municipal Undertakings, 9 are Government Departments and 13 are registered under Companies Act.

After independence, a prolonged discussion took place on passenger transport. Alternative arrangements and efforts to provide proper transport to the people have failed and the then Government of India has decided to bring the Passenger Transport under the responsibility and control of the State Government and enacted the RTC Act 1950. Thereafter several State Governments have established the State Road Transport Corporations. STUs were provided special protections in the M.V.Act. When it was challenged by the Private operators in different courts, the Constitution of India was amended in the year 1975 to protect the STUs. This is history.

It was stipulated in the RTC Act that the State and Central Governments have to extend capital contribution to the STUs. Later the 2:1 ratio was finalized (State Governments 2 and Central Government 1). This was implemented till 1988. After that with the introduction of the liberalized economic policies (withdrawing the Governments from its responsibility and leaving it to the market forces) the Capital contribution to the STUs have been stopped. From then the stagnation and slow decline of the STUs have started. The share of the STU buses in the total buses in the country in the year 1961 was 31.7% and has come down to 7.4% in 2019. The STUs are neither able to increase the buses to meet the growing traffic needs nor even to replace the old buses.

The Madhya Pradesh state RTC was closed down by the then BJP Government in the year 2004. There are no STUs in Jharkhand and Chhattisgarh. In the states like Bihar, Odisha, J&K etc the STUs are on the death bed. Many STUs are facing serious financial crisis. Some STUs are unable to pay even salaries to its employees in time. The managements of the STUs were directed to reduce their personal cost. Almost all the STUs in the country have implemented the directions and the workers are made scapegoats.

The Modi led NDA Government has further ruined the situation and decided to close down all the existing STUs in the country. The M.V. Amendment Act 2019 is aimed in that direction. The Vehicle permit, route permit clauses are amended to clear the way for private operators. The stage carrier and Contract carriage permits have been clubbed into one permit as Transport Permit to legalize the illegal operations by the Private operators who are looting the legitimate revenues of the RTCs by operating the contract carriage permit buses as stage carriage permit buses. Further the National Permit Scheme has opened the gates for the Private Operators. Adding fuel to this the Modi Government has unethically enhanced the prices of Petrol and Diesel more particularly when the crude oil prices in the international market are shrinking. When the crude oil prices in the international market was 109 US Dollars in May 2014, then the Diesel price was Rs.58. The crude Oil prices have fallen to the lowest of 20 USD in May 2020 and even now the Crude Oil Price is 80 USD and the Diesel price is around Rs. 90 today. All these 10 years the Diesel and petrol prices have been enhanced abnormally.

The Central Institute of Road Transport has so far released the performance of the STUs up to 2019-20. After that it has not published the data till date. According to the data available, the reported 35 STUs have together consumed 2718584300 litres of Diesel. The crude oil price in the year 2019-20

was 60.47 USD. Accordingly, the diesel price should be Rs. 29.83 Per litre. But the actual price collected was Rs.73.28. Thus, the Modi Government has additionally squeezed the revenues of the STUs to a tune of Rs. 11812.24 crores for that one year only. The total deficit between revenue and the expenditure of all the STUs for that year was Rs. 19726.26 Crores. If this huge amount of 11812.24 crores loot was not there the deficit would have been 7914.02 crores only. This clearly proves how the Modi Government has made the STUs to sink.

The STUs have played a commendable role in the development of the nation. Transportation is provided to the interior villages, hilly regions etc. They have provided employment to a large number of unemployed youths. The SC, ST, BC and Women are employed by implementing the Rule of reservation. Travel concessions are provided to various sections of the passengers. The accident ratio is the lowest in the STUs. The fuel performance is also very high. It was established in some surveys that agriculture, industrial and education sectors have benefited a lot with the RTC.

The BJP in its election Manifesto-2014, has stated that “BJP will create a public transport system which can reduce the dependence on personal vehicles for transport thereby reducing cost, time to travel as well as ecological cost”. But what is the reality? the share of Buses (RTC, Private, Omni Buses together) in the total motor vehicles has come down from 1% in 2014 to 0.07 by 2020. Two wheelers rose to 74.70 in 2020 from 73.10 in 2014. This itself is clear how the BJP has cheated the people of India.

Strengthening and expanding the STUs is the need of the hour. This is the time to rise to the occasion to protect the STUs and the welfare of the Workers. The only way to achieve this goal is to defeat the BJP led NDA and elect an alternative Government with pro people policies. AIRTWF appeals to all the workers of the STUs to vote for the Left, Democratic and Secular Parties in the coming Parliament elections and defeat the BJP led NDA.

APSRTC

		2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	Total
1	Total Diesel Consumed in Lacks Litres		2000	2010	2017	2030	2017	1205	1858	2317	2160	
2	Crude oil price per barrel	84.16	46.17	47.56	56.43	69.88	60.47	44.82	79.18	93.15	82.53	
3	Diesel price per Litre Actual	62.98	53.97	60.17	61.49	74.28	71.33	74.23	85.29	105.65	99.35	
4	Diesel Price should be Based on Crude Oil price		34.55	35.59	42.22	52.29	45.25	33.54	59.25	69.7	61.76	
5	Price escalated per litre		19.42	24.58	19.27	21.99	26.08	40.69	26.04	35.95	37.59	
6	Amount looted by GOI on account of diesel price increase in crores		388.4	494.05	388.67	446.39	526.03	490.31	483.82	832.96	811.94	4862.57

Note:1. Diesel Prices from 2015-16 to 2023-24 in column no- 4 are calculated according to the Crude oil prices Considering 2014-15 Crude oil price & Diesel Price as the Basis .

2. Diesel Prices in column no 3 are extracted from the website of peroldieselprices.com & From google for Andhra Pradesh.

3. From the above table it is clear that the Government of India has looted an amount of 4863 Crores from APSRTC during the last 9 Years.

4. 12796 Super Luxury Buses can be Purchased With the amount of 4863 crores Looted by Government of India.

If this amount was not looted by GOI, the APSRTC could have replaced all the old age buses and a good number of additional buses can be deployed for the convenience of the passengers and employment can be provided to the unemployed youth. Approximately the super express bus costs 38 lacks. Basing on that the number of buses are arrived at.

Karnataka RTC

		2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	Total
1	Total Diesel Consumed in Lacks Litres	5505.91	5508.46	5471.56	5616.57	5603.02	5502.2	3397.18	3334.67	4691.55	907.85	
2	Crude oil price per barrel	84.16	46.17	47.56	56.43	69.88	60.47	44.82	79.18	93.15	82.53	
3	Diesel price per Litre Actual	78.38	87.89	57.61	57.13	68.09	68.36	71.92	91.4	93.47	88.32	
4	Diesel Price should be Based on Crude Oil price		42.99	44.29	52.55	65.08	56.31	41.74	73.74	86.78	76.86	
5	Price escalated per litre		44.9	13.32	4.58	3.01	12.05	30.18	17.66	6.69	11.46	
6	Amount looted by GOI on account of diesel price increase in crores		2473.29	728.81	257.23	168.65	663.01	1025.26	588.9	313.86	104.03	6323

Note:1. Diesel Prices from 2015-16 to 2023-24 in column no.- 4 are calculated according to the Crude oil prices Considering 2014-15 Crude oil price & Diesel Price as the Basis .

2. Diesel Prices in column no 3 are extracted from the website of peroldieselpriees.com & From google for Karnataka .

3. From the above table it is clear that the Government of India has looted an amount of 6323 Crores from Karnataka RTC during the last 9 Years.

4. 16639 Super Luxury Buses can be Purchased With the amount of 6323 crores Looted by Government of India.

If this amount was not looted by GOI, the Karnataka RTC could have replaced all the old age buses and a good number of additional buses can be deployed for the convenience of the passengers and employment can be provided to the unemployed youth. Approximately the super express bus costs 38 lacks. Besing on that the number of buses are arrived at.

Kerala RTC

		2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	Total
1	Total Diesel Consumed in Lacks Litres		15.42	16.33	16.52	15.13	14.65	4.71	7.24	11.38	11.85	
2	Crude oil price per barrel	84.16	46.17	47.56	56.43	69.88	60.47	44.82	79.18	93.15	82.53	
3	Diesel price per Litre Actual	54.54	61.06	58.92	62.7	72.61	71.34	73.16	96.75	101.65	97.65	
4	Diesel Price should be Based on Crude Oil price		29.92	30.82	36.56	45.28	39.18	29.04	51.31	60.36	53.48	
5	Price escalated per litre		31.14	28.1	26.14	27.33	32.16	44.12	45.44	41.29	44.17	
6	Amount looted by GOI on account of diesel price increase in crores		480.33	458.79	431.73	413.61	471.24	207.66	329.00	469.94	523.49	3786

Note:1. Diesel Prices from 2015-16 to 2023-24 in column no.- 4 are calculated according to the Crude oil prices Considering 2014-15 Crude oil price & Diesel Price as the Basis .

2. Diesel Prices in column no 3 are extracted from the website of peroldieselpriees.com & From google for Kerala .

3. From the above table it is clear that the Government of India has looted an amount of 3786 Crores from KSRTC during the last 9 Years.

4. 9963 Super Luxury Buses can be Purchased With the amount of 3786 crores Looted by Government of India.

If this amount was not looted by GOI, the KSRTC could have replaced all the old age buses and a good number of additional buses can be deployed for the convenience of the passengers and employment can be provided to the unemployed youth. Approximately the super express bus costs 38 lacks. Besing on that the number of buses are arrived at.

Rajasthan RTC

		2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	Total
1	Total Diesel Consumed in Crores Litres		11.51	10.62	9.35	7.97	7.56	4.44	5.83	6.81	5.98	
2	Crude oil price per barrel	84.16	46.17	47.56	56.43	69.88	60.47	44.82	79.18	93.15	82.53	
3	Diesel price per Litre Actual	53.87	60.51	57.87	61.05	70.7	68.47	75.63	95.57	101.6	84.68	
4	Diesel Price should be Based on Crude Oil price		29.55	30.44	36.12	44.72	38.7	28.69	50.68	59.62	52.82	
5	Price escalated per litre		30.96	27.43	24.93	25.98	29.77	46.94	44.89	41.98	31.86	
6	Amount looted by GOI on account of diesel price increase in crores		356.28	291.2	233.04	206.95	224.95	208.34	261.59	285.68	190.5	2259

Note:1. Diesel Prices from 2015-16 to 2023-24 in column no.- 4 are calculated according to the Crude oil prices Considering 2014-15 Crude oil price & Diesel Price as the Basis .

2. Diesel Prices in column no 3 are extracted from the website of peroldieselprices.com & From google for Rajasthan .

3. From the above table it is clear that the Government of India has looted an amount of 2259 Crores from RSRTC during the last 9 Years.

4. 5944 Super Luxury Buses can be Purchased With the amount of 2259 crores Looted by Government of India.

If this amount was not looted by GOI, the RSSRTC could have replaced all the old age buses and a good number of additional buses can be deployed for the convenience of the passengers and employment can be provided to the unemployed youth. Approximately the super express bus costs 38 lacks. Besing on that the number of buses are arrived at.

Telangana RTC

		2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	Total
1	Total Diesel Consumed in Crores Litres	20.86	19.63	19.17	20.05	19.90	17.16	10.04	13.75	14.48	10.43	
2	Crude oil price per barrel	84.16	46.17	47.56	56.43	69.88	60.47	44.82	79.18	93.15	82.53	
3	Diesel price per Litre Actual	62.16	56.33	58.75	61.98	74.84	72.98	71.25	80.87	89.62	98.45	
4	Diesel Price should be Based on Crude Oil price		34.1	35.12	41.67	55.27	44.66	33.1	58.48	68.79	60.95	
5	Price escalated per litre		22.23	23.63	20.31	19.57	28.32	38.15	22.39	20.83	37.5	
6	Amount looted by GOI on account of diesel price increase in crores		436.4	453.05	407.25	389.49	485.92	383.08	307.83	301.16	390.99	3555.17

Note:1. Diesel Prices from 2015-16 to 2023-24 in column no.- 4 are calculated according to the Crude oil prices Considering 2014-15 Crude oil price & Diesel Price as the Basis .

2. Diesel Prices in column no 3 are extracted from the website of peroldieselprices.com & From google for Telangana.

3. From the above table it is clear that the Government of India has looted an amount of 3555 Crores from TSRTC during the last 9 Years.

4. 9355 Super Luxury Buses can be Purchased With the amount of 3555 crores Looted by Government of India.

If this amount was not looted by GOI, the TSRTC could have replaced all the old age buses and a good number of additional buses can be deployed for the convenience of the passengers and employment can be provided to the unemployed youth. Approximately the super express bus costs 38 lacks. Besing on that the number of buses are arrived at.

Promises and Betrayals of BJP

Defeat BJP led NDA – Vote for Left, Democratic and Secular parties

Narendra Modi and the Bharatiya Janata Party have promised the Indian Voters on some important and key issues During the 2014 and 2019 Parliament elections. They are neither individual promises nor oral. They were promised in their Election Manifestos. But in the election campaign Narendra Modi and others went far ahead with bigger assurances and created a hype. It is the bounded responsibility of any Political Party to implement the promises made to the people in their Election Manifestos after coming to power. It is the right of the people to question that party about the implementation of the promises they made in the previous Election Manifestos. With this view let us examine the price rise and employment issues which have attained the prime importance in the 2024 Parliament Elections. The following were the written promises in the BJP 2014 Election Manifest on price rise and employment (page-4).

On Price rise: "Runaway food inflation has crippled household budgets and contributed to the overall inflationary trend under the Congress-led UPA's watch. Even worse, the food and nutritional security of millions is threatened. However, the Congress-led UPA government has remained insensitive and indifferent to the plight of the people; tying itself into knots with short-term, mis-directed steps. The committee of Chief Ministers, headed by Shri Narendra Modi, has already submitted a report on food inflation in 2011. The report was unfortunately not acted upon by the Congress-led UPA Government. The BJP-led NDA Government's record of holding the prices is a demonstration of our commitment to break the vicious cycle of high inflation and high interest rates. Our immediate task will be to rein in inflation by several steps, such as: put in place strict measures and special Courts to stop hoarding and black marketing. setting up a Price Stabilisation Fund".

It is most important to note that the Price Raise issue did not take place in the BJP's 2019 Election Manifesto. Let us examine what is the experience in the last 10 years. According to the latest report of "Income and Wealth Inequality in India 1922-2023", the inflation in the year 2014 was 139.9 and rose to 205.3 in 2022 (the latest data is not available). The increase in the last 9 years is 65.4%. The prices of some food items and the LPG cylinder are given in the table below for reference.

Table:

Product	₹/Qty	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	Percentage of increase
Wheat	₹/kg	21.64	22.76	23.57	23.91	24.13	26.82	28.36	27.28	29.88	32.47	50.04
Arhar Dal	₹/kg	71.79	106.83	132.25	84.27	71.43	81.58	95.13	105.6	106.37	123.26	71.69
Chana Dal	₹/kg	47.26	58.62	89.37	87.55	66.72	66	69.15	75.2	73.6	76.69	62.27
Urad	₹/kg	71.55	102.49	137.06	92.6	70.74	77.15	101.76	108.11	106.29	112.52	57.3
Jowar	₹/kg	15.5	15.9	16.5	17.25	24.5	25.7	26.4	27.58	29.9	32.25	108.06
Onion	₹/kg	22.94	31.7	16.92	22.27	23.65	32.49	36.16	32.58	28.17	31.65	37.96
Potato	₹/kg	22.68	16.16	19.05	14.92	19.02	18.78	31.24	21.25	24.67	22.5	-0.79
Tomato	₹/kg	25.43	26.11	25.74	31.83	21.79	30.02	33.62	31.32	36.36	42.36	66.57
Milk	₹/lit	36.84	39.09	39.94	41.56	42.31	43.75	46.51	48.98	52.37	57.36	55.7
Egg	₹/Each	4	3.5	4.5	5	4.8	4.5	5.4	5.2	5.6	5	25
Mutton	₹/kg	350	375	400	450	475	500	550	600	800	820	134.28
Chicken	₹/kg	125	140	130	150	170	150	140	170	250	170	36
Palm Oil	₹/lit	69.66	65.67	68.32	70.38	76.67	76.29	92.13	126.95	136.6	110.62	58.79
Ground nut oil	₹/lit	120.58	121.37	130.71	131.06	125.79	129.95	146.95	174.93	188.67	191.08	58.46
Vanaspati	₹/kg	76.07	74.69	74.24	77.71	80.32	80.5	92.24	129.15	150.95	131.14	72.39
Sunflower oil	₹/lit	93.32	94.31	95.15	93.09	96.29	99.82	114.17	162.76	177.98	152.95	63.89
Soya Oil	₹/lit	84.25	83.33	82.48	85.22	89.25	92.3	102.67	144.67	158.78	138.27	64.11
Musterd oil	₹/lit	97.65	103.85	109.43	106.99	106.15	109.81	123.33	167.56	183.24	154.68	58.4
Loose Tea	₹/kg	205.65	205.83	199.19	202.71	209.19	212.47	224.6	278.69	283.21	276.7	35.06
Gur	₹/kg	40.66	40.35	44.37	44.69	43.11	44.25	47.88	47.57	49.13	50.67	24.61
Sugar	₹/kg	35.59	31.34	38.4	42.62	38.92	38.81	39.85	40.43	41.76	42.93	20.62
Salt	₹/kg	14.51	14.83	14.99	15.11	15.22	15.39	16.27	17.78	20.01	22.04	51.89
Rice	₹/kg	28.01	27.51	27.29	29.22	30.05	31.66	34.25	36.12	36.82	40.58	44.87
Aata	₹/kg	23.63	24.69	24.97	26.24	26.44	28.33	30.8	30.77	34.05	37.63	59.24
LPG	₹/Each	410	610	513.5	735.5	689	701.5	805.5	819	899	1103-(803)	169.02

Source: Department of Consumer Affairs and Index Mundi Website. The prices of the above commodities are higher in the retail market than the prices given in the Table.

Note: The Government has reduced the LPG Cylinder rate to a tune of Rs.300/- in the month of February 2024 keeping in view of the 18th parliament elections to attract the women voters.

It is clear from the above table and the information provided in the Income and Wealth Inequality in India 1922-2023 report that the inflation neither come down nor stable but has gone up so high and the prices have skyrocketed. The ruling dispensation has utterly failed to implement the promises made in their Manifesto and deceived the people of India. Some Institutions have conducted surveys in Delhi recently. The report of the survey was published in the Hindu daily newspaper. According to one survey 85% of the people participated in the survey have said that the cost of living has gone so high and unable to manage. Another survey was conducted with different communities and in different locations. The details are as follows. **On price rise the people said that the prices have gone up and unable to manage. On Jobs the people said that it has become difficult to get a job. On Ache Din people said that Ache Din has not come.**

Note: This report is published in Hindu on 11-04-2024.

Locations & Communities	Response on Price rise	Response on Jobs	Response on Ache Din
Overall	71	62	40
poor	76		42
Lower	70		41
Middle	66		40
Upper	68		37
Village	72	62	38
Town	69	59	48
Cities	66	65	45
Hindu Upper Caste	68	57	
Hindu OBC	69	63	
Hindu SCs	75	63	
Hindu STs	66	59	
Muslims	76	67	
Others	71	62	

The Godi media and the Hindu Fundamentals are propagating that the people are very much satisfied with the policies of the Modi led Government. But the survey report blasted that propaganda and brought the truth to the light. This proves that irrespective of caste, community and locations, majority of the people participated in survey are suffering a lot.

In addition to the price rise and Unemployment, the cost of medicines, health care, education, house rents electricity bills, transport charges etc have also gone up so high. But the earnings have not increased correspondingly, rather declined in some cases.

On employment: The BJP in its 2014 Election Manifesto (page number 4 & 5 under the heading Employment and Entrepreneurship) stated that

“The country has been dragged through 10 years of Jobless Growth by the Congress-led UPAGovernment. Under the broader economic revival, BJP will accord high priority to job creation and opportunities for entrepreneurship.

We will:

1. **Strategically develop high impact domains like Labour-intensive manufacturing (viz. textile, footwear, electronics assembly, etc.) and Tourism.**
2. **Strengthen the traditional employment bases of agriculture and allied industries, and retail -through modernization as well as stronger credit and market linkages.**
3. **Harness the opportunities provided by the upgradation of infrastructure and housing, for its jobgenerating potential.**
4. **Encourage and empower our youth for self-employment - incubating entrepreneurship as well as facilitating credit.**
5. **Address the employability issue by initiating a multi-skills development programme in mission mode. Focus will be on job creation and entrepreneurship, in both rural and urban areas.**
6. **Transform our Employment Exchanges into Career Centres - connecting our youth with job opportunities in a transparent and effective manner through the use of technology; as well as providing counselling and training.**

What is the reality? The unemployment has touched the ever-peak levels. The ILO (International Labour Organization and the Institute for Human Development recently released the report titled “India Employment Report 2024”. The report said **“in 2022, youth unemployment rate in India was at 23.22%, higher than its neighbours Pakistan (11.3%), Bangladesh (12.9%), and Bhutan (14.4%), showed World Bank data. According to the report, in the same year, the unemployment rate in Syria 22.1%, Indonesia 13%, Malaysia 11.7%, South Korea 6.9% and Singapore 6.1%. The data has been sourced from the International Labour Organization. The youth unemployment rate refers to those in the workforce who are aged 15 to 24 years and without a job, but actively seeking one”.** The Hindu survey report also confirms the deteriorated situation

Examples: One Youth by name Mr. Ankit Kumar who has completed his graduation in Nalanda district of Bihar and came down to Delhi with family consisting 5 members in the year 2009 in search of some sort of employment. He says that then his mother, father and himself were working in different small factories and were earning Rs 5800/ per month. With that amount, they were able to lead their family. Now those factories have been closed down and he alone is the earning member getting Rs.10,000 per

month. He says that it has become highly difficult to maintain the family with Rs.10,000/.

Another example is that one widow by name Seema from Azamgadh district of Uttar Pradesh with 4 family members came down to Delhi and working as maid. She says that ten years back her monthly ration bill was Rs.1500/ per month. Now it has gone up to 3,500 and the earning fell very much short of and suffering a lot. Innumerable examples of such families are there in the country.

At this juncture, the 18th Parliament elections are going to take place from 19th April 2024 to 01st of June 2024 in different states in 7 phases. It is the time to defeat the BJP which has deceived and heavily burdened the people of India during the last 10 years of rule. Vote for the Left, Democratic and Secular parties and oust the BJP led NDA from power.



All Odisha Transport Workers' Federation Organizational Workshop held in Paradeep on 17.03.2024

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