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Saturday, April 4, 1959  
Chaitra 14, 1881 (Saka)

# LOK SABHA DEBATES

(Seventh Session)



*(Vol. XXVIII contains Nos. 31—40)*

LOK SABHA SECRETARIAT  
NEW DELHI

62 R.P. (INLAND)

THREE SHILLINGS (FOREIGN)

# CONTENTS

## COLUMNS

Paper laid on the Table . . . . .	974
Petition regarding excise duty on oil produced by Pinto (Wooden) Chekkus . . . . .	974
Leave of Absence . . . . .	974-43
Business of the House . . . . .	974
Demands for Grants . . . . .	9745-9913
Ministry of Transport and Communications . . . . .	9745-9896
Shri Vajpayee . . . . .	9749-56
Shri Osman Ali Khan . . . . .	9756-61
Sardar Iqbal Singh . . . . .	9761-69
Shri P. K. Deo . . . . .	9769-74
Shri Manabendra Shah . . . . .	9774-80
Shri Harish Chandra Mathur . . . . .	9780-88
Shri Raj Bahadur . . . . .	9788-981
Shri Braj Raj Singh . . . . .	9818-22
Shri Tangamani . . . . .	9822-27
Shri Bhakt Darshan . . . . .	9827-35
Ch. Ranbir Singh . . . . .	9835-39
Shrimati Ila Palchoudhuri . . . . .	9839-44
Shri J.B.S. Bist . . . . .	9844-47
Shri Rajendra Singh . . . . .	9848-51
Shri S. K. Patil . . . . .	9852-90
Ministry of Labour and Employment . . . . .	9896-9912
Shri Nanda . . . . .	9898-9911
Daily Digest . . . . .	9913-1
Consolidated Contents [March 20 to April 4, 1959/Phalguna 29, 1880 (Saka) to Chaitra 14, 1881 (Saka)]. . . . .	



## LOK SABHA DEBATES

9743

9744

### LOK SABHA

Saturday, April 4, 1959/ Chaitra 14,  
1881 (Saka)

The Lok Sabha met at Eleven of the  
Clock

[MR DEPUTY-SPEAKER in the Chair]

### PAPER LAID ON THE TABLE

REPORT OF GANGA BRAHMAPUTRA  
WATER TRANSPORT BOARD FOR THE  
YEAR 1958

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): I beg to lay on the Table a copy of the Report of Ganga Brahmaputra Water Transport Board for the year 1958. [Placed in Library. See No. LT-1335/59]

11.04 hrs

PETITION RE EXCISE DUTY ON OIL PRODUCED BY PINTO (WOODEN) CHEKKUS

Shri N. R. Munisamy (Vellore): I beg to present a petition signed by a petitioner regarding excise duty on oil produced by Pinto (Wooden) Chekkus.

11 01 hrs

### LEAVE OF ABSENCE

Mr. Deputy-Speaker: The Committee on Absence of Members from the Sittings of the House in their Thirteenth Report have recommended that leave of absence may be granted to the following Members for the periods indicated against each—

(1) Shri Chowkhamoon Gohain	17th November to 20th December, 1958 (Sixth Session) and 9th February to 28th February, 1959 (Seventh Session).
(2) Shri Chandraman Kale	19th February to 15th March, 1959 (Seventh Session)
(3) Dr K. B Menon	3rd March to 30th April, 1959 (Seventh Session)
(4) Shri Chapalakanta Bhattacharyya	11th February to 20th March, 1959 (Seventh Session)
(5) Shri Chheda Lal Gupta	1st March to 28th April, 1959 (Seventh Session).
(6) Shri Bishanchandar Seth	9th February to 1st March, 1959 (Seventh Session).
(7) Sardar Baldev Singh	9th February to 8th April, 1959 (Seventh Session).
(8) Shrimati Mafida Ahmed	9th February to 20th March, 1959 (Seventh Session)
(9) Maulana Abdur Rahman	9th February to 20th March, 1959 (Seventh Session)
(10) Kunwarani Vijaya Raie	9th February to 8th April, 1959 (Seventh Session).
(11) Shri Jogendra Sen-Mandi	7th March to 23rd March, 1959 (Seventh Session).
(12) Shri Jogendra Nath Hazarika	23rd February to 20th April, 1959 (Seventh Session).

[Mr. Deputy-Speaker]

I take it that the House agrees with the recommendations of the Committee.

Hon. Members: Yes.

Mr. Deputy-Speaker: The Members will be informed accordingly.

11.53 hrs.

#### BUSINESS OF THE HOUSE

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): With your permission, Sir, I rise to announce that Government Business for the week commencing 6th April will consist of:—

- (1) Further discussion and voting of the Demands for Grants relating to the Ministry of Labour and Employment; and
- (2) Discussion and voting of the Demands for Grants in respect of the Ministries of—  
Food and Agriculture,  
Rehabilitation,  
Defence,  
Community Development and Co-operation, and  
Commerce and Industry.

11.54 hrs.

#### DEMANDS\* FOR GRANTS—contd.

##### MINISTRY OF TRANSPORT AND COMMUNICATION—contd.

Mr. Deputy-Speaker: The House will now resume discussion on the Demands for Grants relating to the Ministry of Transport and Communications. Out of 8 hours allotted for these Demands, 3 hours and 25 minutes now remain. I propose to call the hon. Minister at...

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): May I say one word about this? A

number of hon. Members are anxious to participate in the discussion of these Demands, but they could not get time yesterday. I am afraid, if we adhere to the schedule, they will not get time even today. I would, therefore, request you to extend the time by one hour. If the House agrees to sit till six o'clock, then they can have 2 hours. But, so far as Government are concerned, I am not in a position to spare more than 1 hour. So, you may consult the House; if the House agrees to sit till six o'clock, then they can have 2 hours more; otherwise, if they sit till five o'clock, Government are prepared to extend it by one hour.

Shri Naushir Bharucha (East Khandesh): I think we should not sit till six o'clock today, because as it is, we are sitting on a Saturday, and it will be a difficult task for us to make up for other work.

Shri Rajendra Singh (Chapra): Let there be extension by two hours till six o'clock.

Mr. Deputy-Speaker: That is for the hon. Members to decide. Government say that they can spare one hour. Now, it is for the hon. Members; if they want one additional hour, they can sit up to six o'clock. If they do not want it, then we shall sit up to five o'clock. But in any case we shall have to restrict the time-limit for speeches.

Shri Satya Narayan Sinha: Let it be ten minutes.

Mr. Deputy-Speaker: The difficulty is that when a Member is on his legs, he does not care either for the rings or for any other thing; even requests from the Chair are ignored. That should not be the case; at least, we have to decide some time-limit, and that must be strictly adhered to.

\*Moved with the recommendation of the President.

Shri Rame (Buldana): Let it be ten minutes.

Mr. Deputy-Speaker: If a large number of Members desire to be accommodated, then we shall have to cut it down to ten minutes.

Shri Harish Chandra Mathur (Pali): It is not sufficient.

Shri Vajpayee (Balrampur): All points cannot be covered in ten minutes. What is the use of speaking then?

Mr. Deputy-Speaker: It is all right, so far as the Members of the Opposition are concerned, because they are sure that they will get their chance, since parties are to be represented. But so far as the other side is concerned, there is a larger number, and they are not sure. Therefore, they are prepared to agree even to ten minutes.

Shri Harish Chandra Mathur: It gives no satisfaction to speak only, if we cannot develop our points and put forward what we want to say.

Mr. Deputy-Speaker: I have no objection to whatever time-limit may be fixed.

श्री भक्त बर्बन (गढ़वाल): मैं निवेदन करना चाहता हूँ कि प्रति दिन यही होता है कि शुरू-शुरू में तो माननीय सदस्यों को पांच घंटा तक दिया जाता है, लेकिन बाद में बोलने वाले सदस्यों को भूमिका तैयार करने का समय भी नहीं मिल पाता है।

उपाध्यक्ष महोदय: यह बात ठीक है, लेकिन उस के साथ ही यह भी ठीक है कि जो प्वायंट पहले लिए जाते हैं, उन को फिर रिपीट करने की जरूरत नहीं होती है, इस लिए बाकी बातें कम समय में कही जा सकती हैं।

Shri Harish Chandra Mathur: There are many points which have not been

covered, and which have to be put forward.

Shri Satya Narayan Sinha: What has been the decision of the House?

Mr. Deputy-Speaker: Members are in favour of having 15 minutes.

Shri Satya Narayan Sinha: I did not ask about that. I asked about the one-hour extension.

Mr. Deputy-Speaker: There will be one-hour extension and we shall sit up to five o'clock.

Shri Feroze Gandhi (Rae Bareilly): Nothing about the Dalai Lama?

Mr. Deputy-Speaker: Even to those who will have fifteen minutes, I shall not be able to give beyond fifteen minutes.

Shri M. B. Masani (Ranchi-East): May we know at what time the hon. Minister will be called upon to reply?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): I shall be intervening for about 40 minutes, if not more. I shall try to be as brief as possible, but I have got to deal with the subjects relating to the Ministry of Transport.

Mr. Deputy-Speaker: What about the hon. Minister of Transport and Communications?

The Minister of Transport and Communications (Shri S. K. Patil): I shall take about one hour because I have got to give a large resume of the whole department.

Shri Rajendra Singh: 8 hours were allotted to us, out of which about 40 minutes were taken, by the Deputy Minister, now 40 minutes would be taken by the Minister in charge of Shipping, and about one hour will be taken by the hon. Minister of Transport and Communications. So, it comes to 3 hours. Out of 9 hours, three hours have been allotted to the Ministers, and that leaves us only 6

[Shri Rajendra Singh]

hours. Within this, how can we accommodate ourselves?

Mr. Deputy-Speaker: The hon. Member should not put it like this that 8 hours were allotted to us. That included the time for the Ministers also.

Shri T. B. Vittal Rao (Khammam): When will the other Minister be called?

Mr. Deputy-Speaker: The senior Minister? 3 hours 25 minutes now remain; with the one-hour extension, we have 4 hours and 25 minutes. So, at about 3.30 P.M. he will be called.

Shri Nanshir Bharucha: Not 3.30, but 2.30 P.M.

Mr. Deputy-Speaker: Yes, he will be called at 2.30 P.M.

श्री बाजपेयी : उपाध्यक्ष महोदय, पोस्ट्स एण्ड टेलीग्राफ्स विभाग के सम्बन्ध में जो अनुदान की मांग प्रस्तुत की गई है, उन पर वृष्टिपात करने से यदि कोई पहली बात ध्यान में आती है, तो वह यह है कि विभाग का एडमिनिस्ट्रेशन बहुत टापी-तैबी है। विभाग में अफसरों की एक बड़ी मेना है और इस साल के बजट में भी अफसरों की संख्या में बहुत वृद्धि की गई है। डायरेक्ट्रेट में बीस नए अफसर बनाए गए हैं, जिन को मिला कर कुल संख्या १७० होती है। सर्कल आफिसिज में भी २३ नए अफसरों की वृद्धि की गई है, जिन को जोड़ कर कुल संख्या १७० आती है। लेकिन इनकी तुलना में जो पर्सनल स्टाफ है, उस की संख्या बहुत कम बढ़ी है। डायरेक्ट्रेट के पर्सनल स्टाफ में ३१८ व्यक्ति थे, जो कि अब ४०६ हो गए हैं। सर्कल आफिसिज में ३०३६ से बढ़ कर यह संख्या ३४४० हो गई है। और अफसरों और कर्मचारियों का भ्रम-भ्रम जोड़ दिया जाय, तो कुल अफसर १५५० से ले कर १६०० तक है, जब कि कर्मचारियों की संख्या दो लाख है।

इस का मतलब यह हुआ कि हर एक १२५ कर्मचारियों के ऊपर एक अफसर है। अगर पी० एण्ड टी० सर्कल में देखा जाय, तो अफसर ८६ हैं और पर्सनल स्टाफ २६७ हैं कुल २६७ कर्मचारी हैं। अगर वेतनों का हिसाब लगाया जाय, तो अफसरों को १०४ लाख रुपए वेतन दिया जाता है, जब कि कर्मचारियों को मिलने वाले वेतन की राशि २,००० लाख रुपए है।

नए बजट में १३ बिजिलेंस आफिसर नियुक्त किए गए हैं। पिछले बजट में उन के लिए कोई बिधान नहीं था। उन को क्यों नियुक्त किया गया, उन की क्या आवश्यकता है, इस के सम्बन्ध में कोई भी व्याख्यात्मक आपन मंत्रालय ने प्रस्तुत नहीं किया है। आश्चर्य की बात यह है कि इस बजट में तो नए १३ बिजिलेंस आफिसरों के लिए ४५,००० रुपए रखे गए हैं, लेकिन अगले साल यह राशि बढ़ा कर ८५,००० रुपए कर दी गई है। यह वृद्धि क्यों की गई है, इस के सम्बन्ध में भी यह रिपोर्ट मौन है। नए बजट में १३ बिजिलेंस आफिसरों, दो डिप्टी डायरेक्टर-जनरल, ३ असिस्टेंट डायरेक्टर-जनरल और एक असिस्टेंट डिप्टी डायरेक्टर-जनरल है।

श्री श्रीरोज गांधी : बहुत सस्ते छुटे।

श्री बाजपेयी : मैं ने निवेदन किया है कि अफसरों की फ्रीज की फ्रीज तैयार की गई है और अफसरों की तन्हाह पर, उन के भत्ते पर जितना व्यय होता है, उस की तुलना में अगर हम उस रुपए को देखें, जो कि स्टाफ की एमिनिटीज के लिए खर्च किया जाता है, तो बड़ा आश्चर्य होता है। पिछले साल के बजट में स्टाफ की एमिनिटीज के लिए जो करीब ४ लाख रुपए की अन-प्रायि रखाई गई थी, उस को खर्च नहीं किया गया और वह लैप्स हो गई। इस साल के बजट एस्टीमेट में ५,८९,४०० रुपए रखे गए हैं,

मगर रिवाइज्ड एस्टीमेट में उन को बटा कर १,६८,००० रुपए कर दिया गया है। अफसरों की संख्या और उन की तन्वाहों में बृद्धि और कर्मचारियों को मिलने वाली सुविधाओं में कमी, यह चित्र पोस्टल एण्ड टेलीग्राफ्स डिपार्टमेंट के बजट के द्वारा हमारे सामने उपस्थित होता है। अब कितनी सुविधाएँ दी जाती हैं? रिपोर्ट में यह स्वीकार किया गया है कि टी० बी० बैङ्क १५१ है, जब कि कर्मचारी दो लाख के ऊपर हैं।

श्री त्यागी (देहरादून) : सब को तो टी० बी० नहीं होती है।

श्री बाजपेयी : लेकिन जिनको टी० बी० होती है, मंत्रालय भी यह स्वीकार करेगा कि अभी वह उन के लिए टी० बी० बैङ्क की व्यवस्था नहीं कर सका है।

कर्मचारियों के लिए रहने के क्वार्टर नहीं हैं। मैं दूर की बात नहीं करता। उपाध्यक्ष महोदय इस दिल्ली में केन्द्रीय सरकार की नाक के नीचे जो रेलवे भेल सर्विस विंग है, उस के यहाँ और प्रोप्रेय क्लास के कर्मचारी कुल १८०० हैं, मगर जिन को क्वार्टर दिए गए हैं, उन की संख्या १६० है। जो पोस्टल विंग है, उस के ३७०० कर्मचारी हैं, मगर जिन को क्वार्टर मिल है, उन की संख्या ४५५ है।

इस के साथ ही ग्राडिट के ऊपर एक्सपेंडीचर भी बढ़ता जा रहा है। बजट एस्टीमेट १९५७-५८ में ग्राडिट के ऊपर १,३६,८०,००० रुपया रखा गया था और रिवाइज्ड एस्टीमेट १९५८-५९ में १,८२,८५,००० हो गया है। स्टाम्पस के खर्च में भी असाधारण बृद्धि हो रही है। १९५७-५८ के बजट एस्टीमेट में यह खर्च २,७३,५४,००० रुपए था। बाद में १९५८-५९ के बजट एस्टीमेट में यह राशि बढ़ कर २,९६,५३,००० हो गई और

१९५९-६० में यह रकम ३,३७,६५,००० हो गई है। समझता हूँ कि विभाग के खर्च में कमी करने की आवश्यकता है। उस में गुजायश भी बहुत है। इस दृष्टि से कोई ठोस प्रयत्न किया गया हो, ऐसा नहीं दिखाई देता।

जहाँ तक कर्मचारियों के ट्रेड यूनियन राइट्स का सम्बन्ध है, सरकार ने इस बात को स्वीकार किया है कि कर्मचारी यदि अच्छे ढंग से ट्रेड यूनियन में संगठित हों, तो वे सरकार के काम में बाधक नहीं बनेंगे, साधक होंगे। और श्री पाटिल के भागमन के पश्चात् यह भाषा की जाती थी कि कर्मचारियों के ट्रेड यूनियन अधिकारों का रक्षण किया जायगा, उन को व्यापक बनाया जायगा और शासन के कार्य में वे अधिकाधिक सहयोग दें, इस प्रकार की प्रवृत्ति और प्रेरणा उन में उत्पन्न की जायगी। मगर जो दृष्टि दिखाई देता है, वह इस से बिल्कुल उल्टा है। अभी आदेश निकाला गया है कि कर्मचारी सरकारी प्रेमिसिज में मीटिंग नहीं कर सकते और अगर करेंगे, तो उस मीटिंग का एजेंडा उन्हें अपने कार्यालय के प्रमुख से पास कराना होगा। बाहर के लोगों को अपने पदाधिकारी बनाने पर पहले कोई प्रतिबन्ध नहीं था। अंग्रेजी राज्य के दिनों में था, मगर बाद में उस को हटा दिया गया था। अब फिर से उस को पुनर्जीवित किया जा रहा है और यूनियनों को मजबूर किया जा रहा है कि वे बाहर के लोगों को पदाधिकारी न बनायें। मेरा निवेदन यह है कि अगर बाहर के लोग पदाधिकारी होंगे, तो वे व्यापक दृष्टिकोण से विचार करेंगे।

पंडित झा० ना० सिधारी (कैमरिया) :  
वे गड़बड़ करेंगे।

श्री बाजपेयी : गड़बड़ करने की बात सतत है। वे कर्मचारियों को प्रेरित कर सकते हैं कि वे समस्याओं पर केवल अपने

[श्री बागपेयां]

संशुचित दृष्टिकोण से ही न सोचें, लेकिन देश के व्यापक हितों की दृष्टि से उन पर विचार करे।

जो कन्वेंट स्ट्रड ४-ए और ४-बी है, उन का मन माने बंग से उपयोग किया जा रहा है। उपाध्यक्ष महोदय, मुझे लखनऊ के आफिस का अनुभव है। अष्टाटार को रोकने के लिए जो कर्मचारी प्रयत्नशील होते हैं, उन को पुरस्कार देने के बजाय दण्ड दिया जाता है। सोमर डिविजन क्लर्कों की बर्ती के लिए वहां इन्स्टिट्यूट हुआ। उस में अंग्रेजी का पर्चा आउट हो गया और जिस कर्मचारी ने यह बात अफसरों तक पहुंचाई, उस को नौकरी से निकाल दिया गया। नौकरी से निकालने का कारण बनाने की आवश्यकता नहीं है, क्योंकि वह टैम्पोरेरी था। आपको धुन कर ताज्जुब होगा कि रेग्युलर स्टाफ के दो साल कर्मचारियों में से ५१,००० कर्मचारी टैम्पोरेरी हैं। जो टैम्पोरेरी हैं वे कभी भी निकाले जा सकते हैं। लखनऊ की यूनियन के जो आर्गेनाइजिंग सेक्रेटरी थे उनको निकाल दिया गया है और कारण यह बताया गया है कि वह डिस्प्लिन में नहीं रहते जबकि असली कारण यह था कि उन्होंने अंग्रेजी का पेपर आउट करने वाले अफसरों के खिलाफ शिकायत की थी। मन्त्री महोदय पोस्टल एण्ड टेलीग्राफ विभाग में अनुशासन कायम करना चाहते हैं, यह ठीक है, मगर अनुशासन का आधार अफसरों की मनमानी नहीं हो सकता। अगर अफसर आज भी उसी नौकरशाही के ढंग से काम करते हैं, अगर अष्टाचार करते हैं, तो असन्तोष होना स्वाभाविक है।

लखनऊ के ए० प्रो० टी० आर० जो नागपुर से लखनऊ लाये गये हैं, मैं निवेदन करूंगा कि आप उनके आचरण की जांच करें। एक कर्मचारी जो उनके साथ नागपुर से लखनऊ आया, उसने अपनी पत्नी के आने का अन्ता भी ले लिया। मगर बाद में उसकी

पत्नी ने वह शिकायत की कि मैं तो उसके साथ रहती नहीं, इसलिये आने का सबाल ही पैदा नहीं होता। मगर इस मामले की जांच नहीं की गई। यह मामला बर्बाद किया गया। मेरा निवेदन है कि अभी एक नया आवेदन निकाला गया है कि एकाउन्ट्स आफिस में तरफिकियां न दी जाय, प्रमोशन न दिये जायें जिसका परिणाम यह हो रहा है कि जगह खाली है और शिकायतें बढ़ रही हैं। इस रिपोर्ट में भी स्वीकार किया गया है कि शिकायतों में वृद्धि हुई है। लिखा हुआ है "स्लाइट इनक्रीज"। मेरा निवेदन है कि जो शिकायतों में वृद्धि हो रही है वह कर्मचारियों की कमी के कारण है। जो जगहें खाली पड़ी हैं उनको भरा जाना चाहिये।

कर्मचारियों की छुट्टियों के सम्बन्ध में भी वित्त मंत्रालय जिस बात का आग्रह कर रहा है, वह ठीक नहीं है। मेरा निवेदन है कि कर्मचारियों की छुट्टियों के सम्बन्ध में भी कुछ न कुछ व्यवस्था की जानी चाहिये।

जहां तक हिन्दी के प्रचार का सबाल है, मेरी शिकायत है कि जो नान-हिन्दी स्पीकिंग एरियाज हैं, उनमें हिन्दी शिक्षकों की नियुक्तियां नहीं की जाती और अगर वहां के चौथे ग्रेड के कर्मचारी हिन्दी पढ़ने वालों में शामिल होना चाहते हैं तो उनको शामिल नहीं होने दिया जाता है। यह ठीक नहीं है। चौथे ग्रेड के कर्मचारी भी हिन्दी की शिक्षा प्राप्त करें, इस बात की आवश्यकता है।

उपाध्यक्ष महोदय, अब मैं दिल्ली की ट्रांसपोर्ट सब्सि के बारे में एक बात कहना चाहता हूं। अभी तक वह बात कही नहीं गई है और वह है बहुत आवश्यक। धाज के अलबारों में दिल्ली ट्रांसपोर्ट कमेटी के चेयरमैन का यह बयान प्रकाशित हुआ है कि ६ अप्रैल के बाद दिल्ली में बसें ही बसें रहेंगी और स्टैंडों पर बसें ही बसें दिखाई देंगी और बानी दिखाई नहीं देंगे। अभी तक ऐसा होता था

कि यानी दिखाई देते थे और बसें दिखाई नहीं देती थीं, उनका पता ही नहीं था। अब वह दावा कर रहे हैं कि बसें दिखाई देंगी और यात्री गायब ही जायेंगे। मैं नहीं समझता कि यह किस गणित के हिसाब से उन्होंने गतीया निकाला है। उनका कहना है कि हम ६ अप्रैल को ४२५ बसें कर देंगे। मेरा निवेदन है कि अगर वहां ४२५ बसें हो भी जायें तो भी दिल्ली की आवश्यकतायें पूरी नहीं होगी। वहां कम से कम ८०० बसें होनी चाहियें और जब तक ये नहीं होंगी तब तक जो प्राइवेट बसों पर रोक लगाने के लिए सरकार कदम उठा रही है वह ठीक नहीं है। प्राइवेट बसों में प्रतिदिन ५०,००० यात्री चलते हैं और वे ५,००० मील की यात्रा करती हैं। सरकारी बसों में एक मील का किराया १० पाई से लेकर १२ पाई मील है और प्राइवेट बसों में ७ पाई मील से ज्यादा नहीं है, इससे अधिक वे ले नहीं सकती हैं। इतना होने पर भी वे फायदे में चल रही हैं। अब सरकार उन्हें रोकना चाहती है। अगर सरकार के पास बसें हो और दिल्ली की जनता की आवश्यकताओं को पूरा किया जा सकता हो तो प्राइवेट बसों में, इसकी कोई आवश्यकता नहीं है। अगर निकट भविष्य में इसकी सम्भावना दिखाई नहीं देती।

एम्बीबिसन के समय पंजाब से बसें बुलाई गई थीं। उनसे डी० टी० 'यू०' को कोई लाभ नहीं हुआ जबकि दिल्ली के प्राइवेट प्राप्रेटर्स साढ़े बारह परसेंट लाभ सरकार को देने के लिये तैयार थे। एक तरफ तो प्राइवेट बसों को बन्द करने की बात की जाती है और दूसरी तरफ १ अक्टूबर, १९५८ को प्राइवेट बस का एक लाइसेंस दिया गया जो देने की आवश्यकता नहीं थी। इस बात की जांच होनी चाहिए कि यह लाइसेंस क्यों दिया गया तथा किस को दिया गया।

बसों में जो विज्ञापन आदि लगाये जाते हैं उनके सम्बन्ध में यह कहा जा रहा है कि ५३,००० और ६२,००० की रकम को

बट्टे खाते में डाल दिया जाए, वसूल न की जाए क्योंकि जिन्होंने विज्ञापनों का ठेका लिया था, वे इस रकम को दे नहीं सकते हैं। अगर उन्होंने विज्ञापनदाताओं ने, जब नए टेंडर मागे गये, तो एक लाख रुपया नकद जमा कर दिया। यह भी एक ऐसा मामला है जिसमें काफी बाधली दिखाई देती है। ५३,००० और ६२,००० बट्टे खाते में डाल दिये जायें, इसलिये कि उन के पास देने के लिये बेला नहीं है, अगर नहीं लोग एक लाख रुपया नकद जमा करवा। ४५ कैसे हो सकता है? मैं चाहता हू कि इस की खोज की जानी चाहिये, जाच की जानी चाहिये। डी० टी० यू० ठीक तरह से काम नहीं कर रही है, दिल्ली की आवश्यकताओं को पूरा नहीं करती है।

कहने के लिये बहुत कुछ होते हुए भी, चूकि समय नहीं है और आप चाहते हैं कि मैं समाप्त करूँ, मैं समाप्त करता हूँ।

**Shri Osman Ali Khan (Kurnool):**  
Mr Deputy-Speaker, Sir, the Ministry of Transport and Communications is an important wing of the Government of India and its activities extend from the land on to the seas and then on to the air. However, during the limited time available to me, I shall confine myself to certain aspects of the working of the Ministry.

I shall first refer to road transport. Enough has been said on the subject of rail-road competition in this House during the discussion on the Railway Budget. I mentioned it then—and I repeat it now—that there is no cause for competition between the railways and road transport because of the increasing tempo of development activity that we see in the country today. There is all the work and all the traffic that the railways can carry and there will still be all the traffic that road transport can handle. In fact, there will be need to further develop and further expand the available transport capacity in the country. Just because for some time and in certain places

[Shri Osman Ali Khan]

places there has not been enough traffic for the railways, there is no case for the railways working for curbs to be imposed on road transport. Indeed, it is my view that the real problem today that faces road transport is not that of rail-road competition, but that of development and reorganisation of road transport itself.

During the past year, during the several years that have passed, road transport has not developed to the extent it should. In fact, it has not even developed 5 per cent of what it could really have been developed. There is more than one reason for this lag in development of road transport. The alien government was not interested in developing forms of transport alternate to the railways in which they were particularly interested. But today when the country is free, when there is so much of development activity going on in the country and the country presents itself like a humming beehive, humming with activity all over the country, when there is increase in agricultural production and increase in industrial production, there is every reason for different means of transport to be developed, and particularly the case of road transport merits attention because this industry of road transport is still in its infancy.

I am glad the Transport Ministry has appointed a Transport Reorganisation Committee which has completed its labours and whose report, I am told, is now before Government. Anyone who is interested in the development of road transport is aware of the many handicaps, the burdens and the restrictions that are imposed on road transport. There were restrictions imposed by the Motor Vehicles Act of 1939, restrictions due to the code of principles and practice, restrictions due to rail-road co-ordination, restrictions on account of the unsatisfactory condition of bridges and roads, restrictions on the permissible laden weight of vehicles, restrictions due to

the issue of temporary permits for a fortnight at a time, excessive taxation, double taxation and multiple taxation on vehicles that ply on inter-State routes. Now that the Report of the Reorganisation Committee is before Government, I hope the Ministry will take an early decision about the several measures that have been suggested by that Committee.

No doubt, there has been some improvement in the situation brought about by the recent amendment of the Motor Vehicles Act, by the appointment of the Inter-State Transport Council, by the passing of the National Highways Act and the amendment of the State Bank of India Act. However, the improvement that has been registered so far is not commensurate with the needs of the industry. There is need for the appointment of Transport Finance Corporations in the various States. The transport operators borrow money at exorbitant rates of interest, and the formation of Transport Finance Corporations will greatly help in obtaining finance at reasonable rates of interest for road transport. The amendment of the State Bank of India Act is a step in the right direction, but I am told that due to many technical difficulties, the hire purchase companies are not able to get advances from the Bank. It is for this reason that I suggest that a Transport Finance Corporation is necessary in each of the States.

About motor vehicles taxation, I should say that it is reaching a stage when it can be called a burden on road transport. In addition to the excessive taxation being charged by different States, the vehicles plying on inter-State routes have to pay, as I have already mentioned, double taxation, and sometimes multiple taxation. The uncertainty about the future of road transport is another factor that is responsible for retarding the progress of road transport. The Central Government has to direct the State Governments to categorically announce that goods transport will not



be nationalised for the coming 10 or 15 years.

I have also to point out that the operational cost of road transport has been steadily going up because of various levies; both direct and indirect, imposed by the Central and State Governments, and the least that can be done is to remove the many unnecessary and ill-conceived restrictions from which road transport is suffering today.

I have one more point which I particularly like to bring to the notice of the Transport Minister. The Government of India, sometime ago, had advised the State Governments that the laden weight of the goods vehicles should be increased by 25 per cent over what has been recommended by the manufacturers. The State Governments lost no time in accepting that recommendation. They straightway allowed this increase of 25 per cent. I particularly refer to one State, the State of Mysore, where while, on the one hand, they increased the registered laden weight by 25 per cent because it would help in collecting 25 per cent more of tax, on the other hand, they have taken away the benefit by restricting the permitted laden weight to 9 tons. In this manner, the step that has been taken by the Central Government to assist road transport is really resulting in no benefit but in an actual increase in the cost of road transport. That much for road transport, Sir.

Coming to tourism, I may say that there is great need and there is great scope to develop tourism—the visit of tourists to this country. The country is rich in attractions for the visitors from abroad. The ancient monuments like the Taj Mahal and the Kutb Minar and the beautiful temples of South India, the caves of Ajanta and Ellora, the beautiful hill stations like Simla, Ranikhet and Ootacamund in the South, and the valleys and lakes of Kashmir offer really great attractions to the tourists the world over.

For this more publicity is necessary. The publicity that we are having today is grossly inadequate. With proper publicity, it should be possible for us to increase our foreign exchange earnings from Rs. 16 or Rs. 18 crores that we are earning today, to the figure of Rs. 40 crores. A little more publicity that may be necessary will be worth its while and this investment will pay huge dividends.

I am glad that the Transport Ministry has formed a separate department for tourism in charge of a Director-General with a Deputy and 5 other directors, to undertake this task. This department, well organised and geared up as it is, to promote tourism, I feel, should also undertake the task of publicity abroad. How can a department which is responsible for tourism not handle publicity abroad? These are two twin subjects and they are inseparable. It is true that publicity is a specialised subject and needs specialised attention by the specialised department of the Information and Broadcasting Ministry. It should normally be the case. But, in the case of tourism, tourism and publicity abroad go hand in hand; and I feel that our Transport Minister whose shoulders are broad enough will not mind this additional responsibility, in the interest of tourism.

Talking of tourism, I have also to say that to encourage tourist traffic Government had amended the Motor Vehicles Act so that a tourist coach that obtains a permit from one R.T.A. can go to any part of India without counter-signatures. But this benefit is really not being availed of because there is another handicap attached. The vehicles are held up at State borders because the taxation has to be paid in the various States. So, I suggest that, under the article in the Constitution which deals with policies of taxation, legislation has to be passed so that a tourist coach that pays taxation in one place will be allowed to go any part of India in the interests of tourism.

[Shri Osman Ali Khan]

I have just a word or two to say about the India Airlines Corporation. The Indian Airlines Corporation, no doubt, has made considerable progress and I have no hesitation to admit that considerable progress has been made during recent years. The introduction of the Viscount has considerably increased the passenger comfort and has resulted in speed and economy of operation. Even the schedule of times connecting the various cities is very convenient so that in the mornings and evenings without loss of time on a working day we can reach other cities. But, I have to point out that one particular route is not being connected properly; that is between Delhi and Madras. A whole day is still lost in spite of the saving in time. If you want to go by air from Delhi to Madras, the plane leaves at about 11 A.M. and reaches there at 4:25 P.M. and the whole day is still lost. I know that the Indian Airlines Corporation have done this, probably, because of administrative difficulties. I say all these administrative difficulties have to be overcome in the interests of the air passengers so that a whole working day is not lost.

I have another small point to mention. While I was reading the report about the I.A.C. I read that periodicals and some of the magazines have been withdrawn, in the interests of economy, except those papers mentioned there. But, I find even newspapers have been withdrawn and it causes great inconvenience to those who have to fly that day. They cannot spend an hour or so in court or office because the time is spent in the plane. I had made a suggestion while going from here to Madras on the 11th December and I very much regret to point out that I have neither received an answer nor even an acknowledgment. It may be due to an error of oversight and I do not complain.

सरदार इकबाल सिंह (फरीदपुर) :  
उपाध्यक्ष महोदय, मैं मिनिस्ट्री आफ ट्रांसपोर्ट

के सिलसिले में जो कुछ कहना चाहता हूँ वह सबसे पहले रोड ट्रांसपोर्ट के सिलसिले में है। इस मिनिस्ट्री ने पिछले दस सालों में बहुत सी कमेटियाँ बनाई और उन कमेटियों के जरिये बहुत सी अच्छी-अच्छी रिपोर्टें भी दी गईं। लेकिन अफसोस के साथ यह कहना पड़ता है कि जितना कम भ्रमल इस मिनिस्ट्री में उन रिपोर्टों पर हुआ है उतना कम भ्रमल सायब किसी और मिनिस्ट्री में नहीं हुआ। सन् १९४७ में एक कमेटी बनी। उसने अपनी रिपोर्ट दी। सन् १९५० में कमेटी बनी, उसने अपनी रिपोर्ट दी। उसके बाद सन् १९५५ में लैनिंग कमीशन ने अपनी एक रिपोर्ट तैयार की। तमाम स्टेट्स को उसे भेजा गया लेकिन मैं कह सकता हूँ कि उन रिपोर्टों की ज़न्द बातों पर भी भ्रमल नहीं हुआ। इस मिनिस्ट्री ने एक नई कमेटी पिछले साल बनाई थी, जिसे मसानी कमेटी कहते हैं। मैं समझता हूँ कि उस कमेटी ने अपनी रिपोर्ट दे दी है। मैं चाहता हूँ कि उस रिपोर्ट को यह मिनिस्ट्री जल्दी से जल्दी मंज़ूर करे और उसकी एक कॉपी इन हाउस की टेबल पर नें करें। कम से कम जो कमेटी मिनिस्ट्री बनाती है उसकी रिपोर्ट पर तो भ्रमल किया जाना चाहिये। इसलिये मैं धाशा करता हूँ, कि जो भारतीय कमेटी बनी थी उसकी रिपोर्ट को टेबल पर रख दिया जायगा और साथ ही साथ यह भी बताया जायगा कि उसके सिलसिले में गवर्नमेंट का क्या रिएक्शन है।

इसके बाद मैं यह कहना चाहता हूँ कि इस देश में बाहर से आने वाले जो टूरिस्ट होते हैं उनके सिलसिले में बहुत कुछ हुआ है। लेकिन यह मुल्क भी बहुत बड़ा है। इसके इंटरेक्शन के लिये ग्रन्डस्की टूरिज्म को भी डेवेलप करना चाहिये। आज पंजाब के होम टूरिज्म के रास्ते में जो मुश्किलात आती हैं, उनका अन्धाका आप नहीं लगा सकते। अगर मद्रास के लोगों को पंजाब को देखना हो या पंजाब के लोगों को मद्रास को देखना हो,

पंजाब के लोगों, किसानों को, स्टूडेंट्स को मद्रास को देखना हो, तो गाड़ी पर तो शायद बैठ जा सकें लेकिन बाकी के सिलसिले में बैठ नहीं जा सकते। हमारी जो भी लक्स गाड़िया हैं वह फारेन टूरिस्ट के लिये हैं, लेकिन हिन्दुस्तान के स्टूडेंट्स, जो कि कल के हिन्दुस्तान के सरमाया हैं, के देखने के लिये, किसानों के हिन्दुस्तान की देखने के लिये कोई आसानी नहीं है। अगर आप दिल्ली से मद्रास को बस पर जाये तो १३०० रु० के करीब तो टैक्स के सिलसिले में देना पड़ जाता है। ऐसी हालत में आप सोच सकते हैं कि क्या कोई आदमी वहा पर बस से जा सकता है। मैं कहना चाहता हू कि हालात को देखते हुए हमको हिन्दुस्तान में होम टूरिज्म का डेवेलप करना चाहिये और हिन्दुस्तान के लोगों को सुविधायें देनी चाहिये ताकि एक सूबे के लोग दूसरे सूबे में जाकर वहा के कामों को देख सकें और एक सूबे के स्टूडेंट्स सिर्फ दूसरे सूबों को ही नहीं बल्कि सारे हिन्दुस्तान को बनते हुए देख सकें।

हिन्दुस्तान की सरकार जो भी चीज अपने हाथ में ले लेती है उसके लिये लोगों में यह क्याल हो जाता है कि वह चीज जरूर तरक्की करेगी। हिन्दुस्तान में कुल नेशनल हाईवेज करीब २२ या २३ के बने हैं। उनको नेशनल हाईवेज डिकलेअर भी कर दिया गया। वे हिन्दुस्तान की सरकार के कब्जे में भी आ गये। उनके बढ़ाने का काम, उनके बनाने का काम, उन सड़कों को ठीक करने का काम, सारे का सारा हिन्दुस्तान की सरकार का है। लेकिन बहुत अफसोस के साथ कहना पड़ता है कि आज जो नेशनल हाईवेज हैं उनकी हालत बहुत बुराब है। अगर कोई आदमी बलाहाबाद के कलकत्ता को जाना चाहे या कलकत्ता से बम्बई को जाना चाहे, तो सड़कों की ऐसी सड़क मिलेगी जिसको सड़क नहीं कहा जा सकता। शायद कच्चा रास्ता भी उससे

बेहतर होता है। वहा पर कोई सर्बिस रोड भी नहीं है। ऐसी हालत होते हुए भी उसको नेशनल हाईवेज कहा जाता है। इसलिये मैं आशा करता हू कि जिन-जिन हाईवेज को गवर्नमेंट आफ इंडिया ने अपने हाथ में लिया है उनको बेहतर बनाने के लिये ज्यादा कोशिश की जायेगी ताकि जिन रास्तों को नेशनल हाईवेज डिकलेअर कर दिया गया है उनकी हालत ऐसी न हो कि नेशनल हाईवेज का फायदा उनसे न उठाया जा सके क्योंकि इससे न तो मुन्क को ही लाभ है और न उम स्टेट को ही लाभ है जिनमें वह पड़ता है। नेशनल हाईवेज पर आज ऐसे बहुत से स्थान हैं जहा पर कि पुल बनना चाहिये लेकिन आज तक उन पर पुल नहीं बनाये गये हैं। फिर भी उन पर किसी किस्म का टैक्स देना पड़ता है इसका अन्दाजा आप नहीं लगा सकते हैं। मैं इसकी एक मिसाल देना चाहता हू। अगर कोई कलकत्ता से दिल्ली को आये तो सोन रिवर पर एक पुल है। अगर वहा से किसी को अपनी एक ट्रक गुजारनी हो तो उसे एक मील के पुल पर से गुजरने के लिये १२७ रु० ट्रक का टैक्स देना होता है। जो भी शक्स उधर से आता है उस को उधर से गुजरना ही पड़ता है। ऐसी हालत में अगर किसी को एक ट्रक के लिये १२७ रु० का टैक्स देना होता है तो फिर वह नेशनल हाईवेज किस तरीके से तरक्की कर सकता है।

इस के बाद मैं यह कहना चाहता हू कि जहा पर भी नेशनल हाईवेज को तरक्की दी जाय या आइन्दा और नेशनल हाईवेज बनाये जायें, और अच्छी सड़कें बनाई जायें तो इस का खयाल कर के बनाना चाहिये कि जो इलाके सूबे की सरकारों के दाखिलनाफा के साथ मिले हुए नहीं हैं या दिल्ली के साथ नहीं मिले हैं, उन को उम से मिलाया जा सके। जहा तक रेलवे का ताल्लुक है आप जानते हैं कि पिछले पांच सालों में उस ने कोई ८०० मील की नई सड़कें बना ली हैं। लेकिन फिर भी अभी वह सब जगह १२ नहीं पहुंच सकी

[सरदार इकबाल सिंह]

है। इन हालात में हिन्दुस्तान के दूर दराज इलाके के लिये, पहाड़ी इलाकों के लिये या उन इलाकों के लिये जहाँ पर कि रेलवे नहीं जा सकती, वहाँ पर नेशनल हाईवेज बनाये जायें या जो मौजूदा नेशनल हाईवेज हैं उन को एक्स्टेंड किया जाय ताकि वह इलाके भी अपने सूबे की सरकारों के दाखिल्लाफों के साथ और दिल्ली के साथ मिलाये जा सकें। जो भी नई सड़कें बनाई जायें उन में इन बातों का खयाल रखा जाना चाहिये। मैं खास तौर पर बार्डर के सिलसिले में कहना चाहता हूँ। पिछले दो तीन सालों में कुछ सजबीजें, चीं और सेट्रल गवर्नमेंट ने कुछ ग्रांट्स भी दी थी बार्डर रोड्स और डिफेन्स रोड्स के सिलसिले में, लेकिन वह ग्रांट्स सैप्स हो गईं।

भी स्थायी नहीं, अल्मोडे के जिले में सब सड़कें बन गईं।

सरदार इकबाल सिंह : अल्मोड़ा कोई भलग इलाका नहीं है, वह भी हिन्दुस्तान का हिस्सा है। लेकिन जो ग्रांट्स सूबों को दी गई, उन से कोई फायदा नहीं उठाया गया। इस लिये मैं चाहता हूँ कि हमारी ट्रांसपोर्टे मिनिस्ट्री जो भी फैसला करती है और उस के लिये जो भी सुविधायें या ग्रांट्स देती है, कम से कम उन को यूज किया जाय और उन का पूरा लाभ उठाया जाय ताकि हमारी जो बार्डर की और डिफेन्स की सड़कें बननी हैं वे अच्छी से अच्छी बनें।

इसी सिलसिले में मैं पंजाब की बात कहना चाहता हूँ। पंजाब एक स्ट्रैटेजिक इलाका है, इम्पार्टेंट इलाका है। वहाँ पर जब आप डिफेन्स के लिये बार्डर रोड्स नहीं बनायेंगे उस वक़्त तक आप को कोई लाभ नहीं होने वाला है। मैं आशा करता हूँ कि इन्टर स्टेट रोड्स और बार्डर रोड्स के लिये यह मिनिस्ट्री ज़रूरी ग्रांट्स रोड डेवलपमेंट फंड के तौर पर देती है उस का पूरा-पूरा लाभ उठाया जायगा।

और जो सूबा उन का लाभ नहीं उठाता उन को कम से कम मजबूर किया जायगा कि वह उस से लाभ उठावें।

इस के बाद मैं यह कहना चाहता हूँ कि जहाँ तक रोड ट्रांसपोर्ट का ताल्लुक है, जितनी मुश्किलात रोड ट्रांसपोर्ट में हैं उतनी शायद किसी और चीज में नहीं। आज आप जो हिन्दुस्तान का ट्रेंड है उसे ही नहीं दुनिया के ट्रेंड को में। आज रोड ट्रांसपोर्ट का जरिया दिन ब दिन तरक्की कर रहा है। चाहे आप की मंशा हो या न हो लेकिन इसे कोई रोक नहीं सकता क्योंकि इस में कई ऐसी चीजें हैं जो कि कंज्यूमर को मजबूर करती हैं कि वह उन का लाभ उठाये। जैसे बोरुटु डोर डिलिवरी का सवाल है, सर्विस और एफिशिएंसी का सवाल है, चाहे कोई पसन्द करे या न करे, लेकिन इन बातों को देखते हुए आज जो ट्रेंड होता जा रहा है वह दिन ब दिन रोड ट्रांसपोर्ट की तरफ होता जायगा। इस लिये जब यह ट्रेंड है तो उस के सिलसिले में जो मुश्किलात आती हैं उन को ट्रांसपोर्टे मिनिस्ट्री को कम से कम करने की कोशिश करनी चाहिये। कांस्टिट्यूशन में भी यह प्रोवाइडेड है कि एक जगह पर ही टैक्स लिया जा सकता है। लेकिन आज कई किस्म के टैक्स हैं। अगर दिल्ली से बम्बई जायें तो कई स्टेट्स ऐसी हैं जो कि रोजाना का टैक्स लेती हैं, कई स्टेट्स ऐसी हैं जो तीन महीनों का इकट्टा टैक्स लेती हैं। कुछ स्टेट्स ऐसी हैं जो इकट्टा टैक्स लेने की बात भी कहती हैं और साथ में यह भी कहती हैं कि इतने दिनों बाद तुम्हें वापस जाना होगा। राज्य सरकारें एक दिन का टैक्स लेती हैं, पांच दिन का टैक्स लेती हैं, दस दिन का टैक्स लेती हैं लेकिन यू० पी० स्टेट कहती हैं कि हम तीन महीनों का टैक्स इकट्टा लेंगे। इस लिये मैं कहना चाहता हूँ कि जो नेशनल हाईवेज डिक्लेयर किये जायें या किये जा चुके हैं उन में एक किस्म की पालिसी रायब की जाय और जो लोग उन पर चलते हैं

उन के लिये एक किस्म के क्लस्स, कायदे और कानून होने चाहियें ।

इसके अलावा मैं एक बात और कहना चाहता हूँ । वह यह कि अगर एक ट्रक दिल्ली से बम्बई जाता है तो मुक्तलिफ स्टेट्स में हो कर जाना पड़ता है और ये स्टेट्स मुक्तलिफ बोर्ड एलाउ करती हैं । मिसाल के तौर पर दिल्ली की आचारिटी १८ हजार देती है तो उत्तर प्रदेश की आचारिटी १४ हजार ही देती है, मध्य प्रदेश की आचारिटी १४ हजार बोर्ड एलाउ करती है और बम्बई की आचारिटी उससे ज्यादा दे देती है । इस तरह आप देख सकते हैं कि उस ट्रक चलाने वाले को कितनी मुश्किल का सामना करना पड़ेगा जब कि एक ही सबक पर मुक्तलिफ स्टेट्स में मुक्तलिफ बोर्ड एलाउ किया जायेगा । इसलिए मैं चाहता हूँ कि इन मुश्किलों को देखते हुए सेंट्रल गवर्नमेंट स्टेट गवर्नमेंट्स को एक ही किस्म की पालिसी रायज करने के लिए मजबूर करे ।

इसके अलावा मैं यह कहना चाहता हूँ कि ट्रको, कांस और बसेज के मामले में देश में बहुत ज्यादा ब्लैक मारकेट चल रहा है । मैं जानता हूँ कि मिनिस्टर साहब कहेंगे कि यह मेरा स्विप्पर नहीं है । लेकिन जिस इंडस्ट्री का उनसे ताल्लुक है उसके लिए उनको कोशिश जरूर करनी चाहिए ताकि उस इंडस्ट्री में जो लोग मगे हुए हैं उनको ज्यादा सहूलियत हासिल हो सके । आज हालत यह है कि एक मरसिडीज गाड़ी अगर पांच छ हजार के ब्लैक के नहीं मिल सकती । आज हर गाड़ी के लिये ब्लैक मारकेट चल रहा है । मैं चाहता हूँ कि मिनिस्टर साहब कमंस और इंडस्ट्रीज मिनिस्टर साहब से मिल कर इसके लिए कोशिश करें कि यह ब्लैक मारकेट खत्म हो ।

एक बात में पंजाब के बारे में इस सिलसिले में कहना चाहता हूँ । वहां पर हमने एक एक्सपैरीमेंट शुरू किया है । मैं चाहता हूँ

कि देश के दूसरे हिस्सों में वह एक्सपैरीमेंट किया जाये । वह एक्सपैरीमेंट यह है कि हर रूट पर ५० पग मेंट नेशनलाइज्ड ट्रांसपोर्ट चलता है और ५० पर सेंट प्राइवेट चलता है । और प्राइवेट आपरेटर्स बतौर गवर्नमेंट के एजेंट के अपनी बस चलाते हैं । जब तक गवर्नमेंट के पास सारे ट्रांसपोर्ट को नेशनलाइज करने के लिए पैसा नहीं तब तक यह एक्सपैरीमेंट बहुत अच्छा काम दे सकता है । अगर सारे ट्रांसपोर्ट को नेशनलाइज किया जायेगा तो उसके कम्प्लेनशन देने के लिए बहुत रुपया चाहिए जो कि गवर्नमेंट दे नहीं सकती । मैं समझता हूँ कि हम फारमूले पर काम करने में सब के लिए अच्छा रहेगा । सरबिस भी अच्छी होगी और लोगो को नुकसान भी नहीं होगा । मैं चाहता हूँ कि इस एक्सपैरीमेंट को दूसरे सूबों में भी रायज किया जाये ।

इस के बाद मैं कुछ पोस्ट आफ्फेयर्स के सिलसिले में भी कहना चाहता हूँ । यह एक बड़ा मुद्दका है । लेकिन आज टेलीफोन का हाल यह है कि छोटी-छोटी मंडियों से अगर दूसरी जगह को टेलीफोन करना चाहें तो कास ही नहीं मिलता । मैं एक मिसाल देना चाहता हूँ । अमर में दिल्ली के लिए मीवी लाइन है लेकिन महीनो तक वह खराब रहती है । कभी टेलीफोन नहीं मिलता । पूछा जाता है तो कहते हैं कि हमारे पाम स्टाफ नहीं है । शायद टेलीफोन वालों को यह पता रहता है कि यह मिनिस्टर का टेलीफोन है, यह डिप्टी मिनिस्टर का टेलीफोन है, यह मिनिस्टर आफ स्टेट का टेलीफोन है, वहां सरबिस ठीक रहती है । लेकिन जहां तक भवाम का ताल्लुक है टेलीफोन की हालत ज्यादा खराब होती जा रही है । जब टेलीफोन उठाते हैं तो अम्बब तो कोई बोलता ही नहीं, बोलता भी है तो ट्रक काल नहीं मिलता और कह दिया जाता है कि लाइन खराब है, चाहे खराब हो या न हो । फिर दो मिनट बाद कर दिया जाता है कि ठीक हो गयी । इसी तरह से दो मिनट होता है

[सरदार इकबाल सिंह]

तो कह देते हैं कि तीन मिनट हो गये। ये सब बात दिन ब दिन बढ़ रही हैं। अगर इस में कोई सुधार न हो तो जो कमियाँ हैं कम से कम वे तो दूर होनी चाहिए जो कि इस मुद्दे को पीछे की तरफ ले जा रही हैं।

इतना ही मुझे कहना था।

Shri P. K. Deo (Kalahandi): Mr. Deputy-Speaker, Sir, there is unanimity of opinion among all thinking people that the country cannot develop without developing its communication and transport.

*Let us start with ports. Even though India has a sea board of nearly 3000 miles there are very limited number of ports, and whatever ports we have, they are over-congested. To relieve the congestion, to relieve the bottleneck of traffic, there should be many more ports.*

Sir, let us take the east coast. From the report of the Ministry we find that 29 million dollars and 14 million dollars are available as loan from the International Bank for the development of the Calcutta and Madras ports respectively, and for the development of the Vishakhapatnam Port Rs. 2 crores is being made available from the United States President's South-East Asian Economic Development Fund. But nothing is being spent for the development of the ports in Orissa coast—Paradip and Chandbali ports—even though Orissa has a sea coast of 250 miles as against West Bengal's 100 miles.

My hon. friend Shri Raghunath Singh has so ably pointed out how the Calcutta Port is getting silted up. Every year 12 million tons of sand is being dredged at a cost of Rs. 50 lakhs, and even by spending that much amount the port cannot maintain a depth of more than 22 feet—I have been corrected by my friend here that it is 18 feet.

Now, the Balari Bar has deteriorated much in recent years, and the various experiments conducted in the Central Water and Power Research Station at Poona have shown that simply by dredging the silting matter would not improve, and the execution of suitable river training would be necessary to make the Calcutta Port serviceable.

On the other hand, Sir, we find that if we can spend Rs. 7 crores, according to the French experts, we can be having a first class port at Paradip capable of handling 4 million tons of Cargo every year. Of these Rs. 7 crores, Rs. 1½ crores could be spent on the purchase of a dredger and by the construction of a 3300 feet sea wall, we will be having a first class port which could maintain a depth of 40 feet and that too will be very near to the sea coast.

Sir, the Calcutta Port is at a distance of nearly 80 miles from the sea. The growth of Calcutta Port is a historical accident. It has come up because the British landed there first. A British physician cured a princess at Delhi of some disease, and that is why they got a few villages there to settle down first and later on to utilise that as their capital for their imperialistic expansion. That is how Calcutta developed as a port.

Shrimati Ila Palchoudhuri (Nabadwip): Sir, may I just interrupt the hon. Member?

Mr. Deputy-Speaker: I will try to give time to the hon. lady Member, and she might give her own position then so far as this subject is concerned.

Shrimati Ila Palchoudhuri: Calcutta is considered as a natural port, Sir!

Shri P. K. Deo: If Calcutta would have been a natural port, it would not have been necessary to spend so much amount every year.

Now, coming to the second shipyard, we feel that the most suitable site would be Paradip. To build ships we need iron sheets and plates. The sheets and plates can only come from Rourkela in Orissa, because Rourkela is specialising in the production of steel sheets and plates. Whenever you may have the second shipyard, the sheets and plates will have to come from Rourkela. The British experts have not rejected Paradip, they have said that suitable land is available, and electricity and water are also available. The last report that they gave was in April, 1958. After that much water has flowed down the Ganges. The Rourkela plant has been commissioned and within a few months we shall be producing sheets and plates. Therefore, as the matter is now being referred to the Inter-departmental High-power Committee for final selection of the port, I request that they should give their thoughtful consideration to the question of having the second shipyard at Paradip.

Coming to the question of roads, roads are the main arteries of the nation, which supply life blood for its growth and for its progress. Even though India has attained independence more than ten years back, it is a pity that places like Tripura, Manipur and Ladakh have not been connected by an all-weather road with the rest of the country. I think some efforts should be made, some effective measures should be taken to have those tracts connected by suitable all-weather roads.

I now come to the National Highway No. 6. That connects Calcutta with Bombay. It passes through my State. Somehow or other, I find that there is no co-ordination between this Ministry and the other Ministries, because only two years back at a cost of Rs 9 lakhs a bridge was constructed over the Baitarani on the National Highway No. 6. A project report has now been presented to us by the Ministry of Irrigation and Power where they say that by dam-

ming the Baitarani at Bhim Kund the bridge on the National Highway would be submerged. If we could have thought of the Bhim Kund project two years back, we need not have spent Rs 9 lakhs in having a bridge over Baitarani which is to be submerged after two years.

Coming to the various improvements that are being effected in that National Highway No. 6, even though there has been forceful acquisition of private lands for improvement of the National Highway, up till now no compensation has been paid to the people of Deogarh and Kuchinda subdivisions in Sambalpur. So many persons, even though they have parted with the land, have been paying land revenue for land which has been already taken over by the Government for improvement of the National Highway.

Then, in that Highway which passes through the former Bamra State there are innumerable number of wooden bridges. Only last summer while I was passing that way in my jeep I found that because of forest fire these wooden bridges got burnt and only the structures remain. This time I very nearly escaped from an accident. Therefore, I feel that all these small wooden culverts should be replaced by reinforced concrete pucca culverts at an early date.

Sir, the closing of the tourist office at Bhubaneswar has been most distressing. It is a pity that even though Orissa provides a variety of attractions to the tourists the tourist office which was opened by the Central Government at Bhubaneswar has been closed. Orissa provides a variety of attraction and entertainment. For instance, the beautiful sea-beach with the modern hotels provides an ideal holiday resort. Large lakes like the Chilika Lake, the Hirakud Dam, with the innumerable variety of the migratory birds and the forests having all sorts of small and big game, varying from the tigers to bisons and wild buffaloes and elephants make Orissa an ideal place for shikar and the



[Shri P K Deo]

sportsman's paradise The beautiful temples with their artistic splendour are a feast to the eye to a keen student of history and archaeology and art, especially the large number of varieties of handicraft like the handloom textiles of Sambalpur and the filigree silver work of Cuttack and the small images and the Patta chitras from Puri which are the household decorations have been decorating various homes in distant lands. They have been preserved as most valuable souvenirs. It is a pity that in spite of these various attractions which Orissa provides I do not know why the Government have closed the tourist office there at Bhubaneswar. Again, especially in my State, there is the Odissi dance, we have the tradition to have changed an emperor like Asoka from a conqueror to a saint. It is where Panchasheel originated. It must be included in the itinerary of all visitors who come to this country so that they could visit my State.

12 hrs

Mr. Deputy-Speaker: If that fear—the conqueror turning saint—persists, nobody would like to go there!

Shri P K. Deo: But there is no conqueror when we propagate Panchasheel. So, a visit to Orissa must be included in the itinerary of all the visitors who come to this country. Various restrictions like those on drinking and at custom check-posts should be relaxed in the case of visitors if we want to have a very good tourist traffic in this country which has been providing so much of foreign exchange to us.

I would now like to say a few words regarding Chindabil which was a flourishing port in the Orissa coast in the last century. It is a pity it is silting up now. Just for name sake (नामके वस्ते) there is a port officer there. It is high time that some money was spent on dredging the Chindabil port. We find that a large

amount of foreign exchange is being earned by Indian shipping. I submit that a substantial portion of this amount should be specially preserved for buying new ships or for developing our building or various ships. With these words, I move my cut motions.

Mr Deputy-Speaker: Shri Raj Bahadur

Shri Rajendra Singh: I wanted to speak on shipping. And unless those who want to speak on shipping speak first, how can he reply? He is the Minister in charge of shipping.

Mr Deputy-Speaker: But there is the Minister to reply to the debate. He would speak at the end.

Shri Harish Chandra Mathur: The Minister Shri Raj Bahadur, might speak at 1 o'clock and the Minister of Transport and Communications may speak at about 2.30. There would be then an interval of one and a half hours.

Mr. Deputy-Speaker: It is a not my choice.

Shri Raj Bahadur: I am in the hands of the House.

Shri Harish Chandra Mathur: Three or four speeches may be made before he replies.

Shri Raj Bahadur: After the speech of the next Member to be called, I can speak.

Mr. Deputy-Speaker: "Next Member"—I am not going to call any of those who have just now objected. Shri Manabendra Shah.

Shri Manabendra Shah (Tehri Garhwal): Yesterday, Shri Subramanyam mentioned something about the achievements in the first and second 5 Year Plans. Therefore, I have no intention of going into the details. I may concede that if we take the overall picture of India as a whole, in the first Five Year Plan and the second Five Year Plan the achievements



and the targets may be sound and they may have been achieved. Yet, I may even go to the extent of saying that in spite of always the Transport and Communications Ministry whether it be in the Centre or in the States, being the target of economy, whenever a wave of economy takes place, they are the greatest sufferers, still, I hope that the target and aim of the Nagpur Plan—that by 1963 no village in a well-developed agricultural area should remain more than five miles away from the main road may be achieved.

Today what I would really like to point out is that the distribution between the States and the distribution even within the States between district and district, is not all that is required. Before I go on to that, I would again like to refer to what Shri Subramanyam yesterday said about the classifications of various roads. I am sorry he did not point out all the classifications. He only pointed out five classifications which were National Highways, State highways, major district roads, minor district roads and village roads. But he forgot to mention two more classifications, which are the roads of inter-State and economic importance and roads required for opening up new areas to which railway facilities cannot be provided in the near future. These are the two most important classifications of the roads, and it is these that will really help the country.

Coming back to the distribution within States, I find that neither the density point of view nor the area point of view has been kept in mind. I come from the State of Uttar Pradesh, and I would like to present Uttar Pradesh as an example of what I am saying. In Uttar Pradesh, which has an area of 1,13,059 sq miles and which is the fourth largest State in the Indian Union with a population of 63.2 million which is not only the largest of all the States but even the densest, the road mileage here is poor. The road mileage in Uttar Pradesh, per 100 sq. miles of area and one lakh

of population, as compared to the former Part A States of the Indian Union, is perhaps the lowest. The figures are these. The figures of metal road mileage per 100 sq miles of area up to the 31st March, 1956 for some of the States that I am now going to put forward will perhaps bear out my point. The House will probably be surprised to note that in Madras, which has only an area of 60,362 sq miles there are 19,092 miles of metal roads. Metal roads for 100 sq miles in Madras comes to 29.9. In Andhra it is 20.7, in West Bengal the ratio comes to 15.3 and in Bombay it comes to 13.1. But in Uttar Pradesh it comes only to 10.2. Therefore, according to this formula, if we refer also to the formula evolved by the Council of Chief Engineers who have given a certain criterion for road development, what is the difference we note? The Council have said that 52 miles per hundred square miles of road should be the target. If we compare this with the present position in Uttar Pradesh we will find that we require about 40,000 miles of roads. At the same time, when we compare the position with Madras, we will find that the existing position of Madras is that it has 30 miles per 100 square miles. Therefore, even to achieve this target we would have to have another 20,000 miles of roads. The purpose of my pointing out this was, as I said before, the distribution between the various States is not all that should be. Now if we Sir, see what even the Finance Commission have said about it, we find the Finance Commission have accepted the principle of progressively matching grants i.e. the States which are poorer in revenue should get more aid from the Centre than others. Even this principle has not been accepted or really followed by Government. People may say that there are certain roads which really do not form part of the Centre and therefore it is the responsibility of the State. But as we all know, the State has not got a flexible source of revenue as in the case of the Centre. This has been conceded even by the Deshmukh

[Shri Manabendra Shah]

award of 1948 and the two subsequent Finance Commissions, and they have admitted that the revenues of the State are not flexible. Therefore if the Centre is not going to give more aid for communication, which is in a way the wheel of all development, whether it is agricultural or industrial, than the real road development cannot take place.

I have, therefore, to make certain suggestions, also in view of what the Railway Minister said, about the roads encroaching on the railways. My first suggestion is that it is not understood as to why, when the railways can go into the interior of the States and still be a Central subject, the roads also cannot be entirely the responsibility of the Centre. If railways can be, I am sure the roads also can be. If you can have under the Centre airways, navigation, Roads, posts and telegraphs, telephones, etc., I cannot understand as to why the Railways should not be under them also.

Shri Harish Chandra Mathur: They were all under the railways at one time and they got out of it.

Shri Manabendra Shah: The purpose of my pointing this out is that road development is haphazard just because there is no proper co-ordination between the States and the Centre and between the various Ministries in the Centre and the States. So, unless we can evolve a scheme by which proper co-ordination can take place between the various departments of our activities, I think we cannot really achieve as much as we would like to.

Why I am encouraged to make this statement is, if we refer to page I of the 34th Report of the Estimates Committee, they have suggested the amalgamation of certain communication type of departments and they have remarked:

"The Committee are glad to know that the Government have

accepted this recommendation and have since amalgamated the Ministries of Transport and Communications and placed them under one Cabinet Minister."

I, therefore, hope that the Members of the Estimates Committee will also look into this aspect.

Shri Harish Chandra Mathur: It has been done under the recommendation of the Estimates Committee.

Shri Manabendra Shah: I hope the Estimates Committee will again reconsider the matter.

I shall now briefly refer to the conditions in Tehri Garhwal, which is my constituency, by which I would also be trying to prove that even the distribution district-wise is not as it should be. At present, the Centre is responsible for construction of national highways, construction and development of roads other than national highways, in the Union Territories and certain special roads in Jammu and Kashmir State and Assam, and thirdly of State roads of economic or inter-State importance. It means that leaving Delhi, Andamans and Nicobars, the whole of the Himalayan region except a few districts, in which Tehri Garhwal falls, becomes the responsibility of the Centre. So, it is not understood as to why my district along with such other districts is not the responsibility of the Centre, though they may, for administrative reasons fall under various States.

There are three reasons for my saying this. Firstly, the whole of the Himalayan region is border area. Secondly, if one of the conditions given for road construction is opening of such roads where the railways cannot come for sometime, again our area comes under this classification. Thirdly, it was also envisaged that with the political integration of the country after partition, a more comprehensive development of road development in princely States will be assured. This has been assured in page 238 of the review of the First

Five Year Plan. If this has been assured, again Tehri Garhwal has a claim over the Centre, which is not being recognised. I would, therefore, request the Central Government kindly to look into the conditions prevailing in Tehri Garhwal.

Before I conclude, I want to say something about transport. Since I do not have enough time, I will briefly touch that subject. I think the transport problem is not so much as to whether we have enough roads or not. It may be that we may not have enough roads. It may be due to some other reasons. According to me, the main reason is, what we have inherited from the past. In the past, the roads were constructed for strategic purposes and therefore they were known as the marching roads, and the present roads are more or less parallel to the railways and therefore though we may have a big amount of mileage of roads, metalled and unmetalled, the real opening up of the country has not yet taken place, and that is what has to be looked into.

Therefore, what I have to suggest is change in the priorities. We should not give priorities so much to the highways as we are doing now, because highways in a way directly being fed by the Railways, I would like priority to be given to those roads which can be of economic value or of inter-State importance or those roads which would open up those areas where the railways cannot open them up. If we change the priorities from this to the other, then I think the problem will be solved to some extent.

Lastly, I would like to touch on tourism from the hill point of view. I find that publicity given is not good at all, because I find nobody knows anything about the tourist centres in our hilly places. For example, nobody seems to know or appreciate the value of Ukhi-Math which is on the Kedarnath Road. People from all over India go to Ukhi Math, but the Centre is not taking the responsibility of diverting a road to Ukhi-

Math for Gupta Kashi. It seems that the people sitting in the Centre do not even know what are the tourist centres in the hilly areas.

**Shri Raj Bahadur rose—**

**Mr. Deputy-Speaker:** Would he not like to hear Shri Rajendra Singh? I find he is not here. But Shri Harish Chandra Mathur is here. Probably, the Minister would like to hear him before he speaks.

**Shri Braj Raj Singh:** I also want to say something before the hon. Minister speaks.

**Mr. Deputy-Speaker:** I have taken note of only two names.

**Shri Harish Chandra Mathur:** I do not know whether it is a compliment or a complaint.

There is very justified dissatisfaction, and even irritation, against the working of the posts and telegraphs and telephone services and very strong criticism has been offered by the various members on the floor of this House. I might add that what has been stated here is just a faint echo of what is complained all over the social circles. I do not think I have to quote many facts and figures to indicate that the working of the Directorate of Posts and Telegraphs is at its lowest ebb.

When we write certain letters to the Minister they are immediately acknowledged. There is not the least doubt about it. But then one never hears what happens to the points that we have raised. As soon as the Minister receives the complaint he immediately acknowledges. But what happens subsequently nobody knows. In this connection, I think I will be well-advised to quote only figures from the Annual Report of the Organisation and Methods Division. If you look at the last Report of the Organisation and Methods Division, you will find that this department and this Directorate have been put at the lowest bottom of efficiency as compared to the various departments of the Central Gov-

[Shri Harish Chandra Mathur]

ernment You will find that their percentage of arrears runs to 50 per cent, whereas the percentage of arrears in the various other Ministries ranges from 6 to 8 per cent; nowhere is it above 30-35 per cent. But this department is listed at the bottom, so far as efficiency is concerned. But this is the department with which the members of the public come in contact every day, with which they are concerned every day and so it requires still more attention from the hon Minister than other departments

There was a slight improvement about more than a year back when this department was at the lowest bottom and it rose from 69 per cent to somewhere about 58 or some such per cent. From the last year the progress has been '09 per cent whereas other departments have shown far better performance. I hope the hon Minister will give proper attention to this matter. He must have the right men in charge of places, and if he has right men in charge of those departments then he must give them full powers and the fullest support. He should not listen to any sort of explanations when a particular thing has got to be done, and the performance of the department will be judged not by any statistics and figures but by the opinion of the people which it should reflect.

But while I pass on from this department I should like to add something which though it is a very small matter is very undignified. We find that Class IV servants of the Posts and Telegraphs Department go from house to house on the occasion of Holi and Diwali to collect Baksheesh. It is a most undignified thing from the viewpoint of the department. I do not know whether it has any governmental sanction behind it or not. We pay them well and if you think that they are not properly paid, this House would not grudge an increase in their emoluments. But for liveried government servants to go asking for small Baksheesh does not look at all

justified and it is not at all dignified. I hope the hon. Minister will pay a little attention to it.

श्री बक्ष्म बर्मान . माधुर साहब ने होली का इनाम स्वयं दिया है या नहीं ?

Shri Harish Chandra Mathur: I think it is no use going into what a person does or what a person does not do. But it is not a very good thing; that I would certainly like to say

Then I will say just a word about another Inspectorate which nobody has touched upon, and it is the Inspectorate of the Railways which has been placed under the Ministry of Transport and Communications so that there is an independent and detached inspection of the railways. It is with very great regret that I have to submit that this Inspectorate of the railways has become absolutely ineffective. It has become ineffective for various reasons, and one of the reasons, I think, is the unhealthy attitude of the Railway Board in this matter. It is absolutely against the recommendations and wishes of the Railway Board that this Inspectorate has been permitted to function under a separate Ministry, the Ministry of Transport and Communications. The Railway Board was strongly of the view that this Inspectorate, which, for very good reasons, has been put under an independent Ministry, should be brought under the administrative control of the Railway Board. We raised this question. They manipulated it. In the various reports of the Estimate Enquiry committees certain recommendations were made, but the Minister for Railways rose to the high position which he held and, in spite of the Railway Board's recommendations, he agreed with the Minister of Communications, and this Inspectorate was permitted to stay with the Communications Ministry. But because of this background and because of this attitude from the Railway Administration, this

Inspectorate is not being given that importance which should necessarily be given to it, and it has very seriously affected it. This is one of the very strong reasons, one of the causes, which is responsible for deterioration in the efficiency of the railways. I hope the hon. Minister for Communications will be able to give a new prestige and new status to the Inspectorate and see that its voice is listened to with great respect by the Railway Board.

Here I would like to point out that the periodical inspections, which are almost statutory, are not being carried out. This Inspectorate should inspect, rather it is statutory for them to inspect, every inch of the railway line at least once a year. Now that has been given up and it is only on the convenience of the General Manager or somebody that some sort of inspections are arranged through mutual agreement. This is a very unhealthy thing and the Inspectorate, which used to command great prestige at some time, today is absolutely doing nothing. Almost everybody has forgotten whether such an Inspectorate exists or not, and the Chief Inspector of Railways is hardly of the status of the Chief Engineer of the Railways, who is subordinate to the General Manager, who is subordinate to the members of the Railway Board, and possibly very little power is given to him. This Inspectorate is located in Simla. I hope the hon. Minister will be able to take it out of the cold storage and restore it to good health.

Then I will pass on to the main subject, and that is roads. This is the most important industry, the significance of which is hardly realised. The road transport industry, not only as such but also its other importance, has hardly been realised even by the Ministry which controls it. There is hardly a realisation of what is expected of this industry and what is the future vision of road development. We do not know even the picture today. We would like the hon. Minis-

ter for road transport to tell us what sort of development he visualises for this industry and for the means of communication in this country. I may say that it is one of the most neglected, most shabbily treated and most exploited Ministry. I do not know why it is not possible even for the Planning Commission to understand the implications of it. They provided about Rs. 98 crores to be spent by the Centre during the Second Five Year Plan. Now from Rs. 98 crores it has been cut down to Rs. 88 crores in such a vital field.

I will just point out to you from facts and figures that our road mileage is extremely poor in this country as compared to not only certain other progressive countries but as compared to countries which, so far as development is concerned, do not stand anywhere near us. Even when compared to those countries, our road transport development and number of cars and vehicles are extremely low. Now what happens is that instead of catching up with those advanced countries by stepping up our development, grants and provisions for road transport are cut down from Rs. 98 crores to Rs. 88 crores. Yet we find that now after these three years there are still Rs. 40 crores which remain unutilised and for this year, that is, 1959-60, I understand, that out of Rs. 40 crores only Rs. 16½ crores have been permitted to be utilised. It is absolutely indefensible. I think the feeling of this House has been expressed not only during the debate on the Transport Ministry's Demands but even when the Railway Ministry's Demands were discussed. Hon. Member after hon. Member spoke in favour of road transport and gave very cogent and strong reasons. There were certain hon. Members—at least I was one of them—who said, and I wish to repeat it, that it would be advisable even if you cut out a provision of Rs. 100 crores from the Railways and make it available for the roads, because it is the roads only which will be able to open

[Shri Harish Chandra Mathur]

up the country, the rural areas in particular. Let us not forget that when we are laying down a railway line, it is used only by the railway trains—goods trains and passenger trains—but when we are constructing a road it is not only the motor vehicle which is using it but it is the bullock-cart which is also using the road and it is the pedestrian who is also using the road. So, roads' importance is greater as compared to railways' importance. There is no comparison. I hope that there is a better utilisation of roads and that there is a better understanding of the importance of roads. If the entire country has to be opened up, if our rural economy has got to get any stimulus, greater importance must be attached to the development of roads and certain extra funds must be made available.

It is not realised that roads are contributing far greater to the revenues of the Exchequer. If you just look into the figures, you will find that the Railways are contributing about Rs. 40 crores or so to the Central Exchequer. As against this, roads are contributing about Rs. 98 crores to Exchequer of the Central Government as well as of the State Governments. It is really unfortunate that without having a really proper plan and a proper understanding for the industry, roads always come in for handy taxation of all sorts. We do not mind the taxation, but the taxation should be in keeping with the development of roads. I would suggest that now at least 75 per cent of what you realise from road taxation should definitely be earmarked and should go to a particular pool which should be devoted exclusively to the development of roads.

I have not the time and I do not think it is necessary, though I have got all the figures with me, tell you as to how extremely poor we are in our roads so far as a mile of the territory is concerned and so far as the

population is concerned and how poor we are in vehicles. It is not only that we are extremely poor in the mileage of roads but you will find, if you go into the statistics, that the utilisation of vehicles is also extremely poor. We have got certain areas where the vehicle is not utilised even for a week in a month. I am not going into the various recommendations. I am not even touching any of the recommendations which have been made by the Road Transport Re-organisation Committee that is in the hands of the Railway Ministry. I have purposely avoided telling anything about that Committee. I hope that that Committee's recommendations will receive the hon. Minister's due consideration and before long it will be laid on the Table of the House and that the hon. Minister will be able to give us an indication.

While talking about roads I definitely wish to touch upon the subject of dieselisation. I was really pained and surprised and you will remember that I asked a question of the hon. Railway Minister on the floor of the House whether he had any hand in this. He immediately repudiated that he had anything to do with this. But the hon. Minister of Finance, who spoke on the subject, said it very clearly on the floor of this House that it was not only for the purpose of revenue that he had levied this tax but also because he wanted that there should be a change-over from dieselisation to petrol in the light of the fact that diesel has got to be imported from outside whereas our refineries are so designed that we get a greater amount of petrol. I venture to submit that this theory is absolutely untenable and cannot stand scrutiny even for a minute. I do not know whether it is possible for this Administration to bring down the price of petrol at three-fourth of diesel, whether it can be done and whether it has been realised that 75 per cent of our transport, which is already on the roads—about 45,000 buses and a lakh and a quarter of trucks—is already on die-



sel. If you look at the development which is taking place all over the world, in the Continent and everywhere else, with the solitary exception of possibly the USA, where the price of petrol is abnormally low—a price to which we can never come—I think we are taking a very retrograde and a very dangerous steps. We are not realising what we are doing to the future development of the road transport of this country.

**Shri Harish Chandra Mathur:** I hope that proper attention will be paid to it and the hon. Minister will rise equal to the occasion and will see that in the best interests of the country . . . .

**Shri Nath Pal (Rajapur):** Stand up to the hon. Railway Minister.

**Shri Harish Chandra Mathur:** . . . . and in the best interests of the development of roads of this country something is done.

**Mr. Deputy-Speaker:** The hon. Member's time is up.

**Shri Harish Chandra Mathur:** Just one minute if you will permit me.

I will say that special attention is demanded particularly for three State of India and I hope that a special amount will be allotted for the development of these three States. Of these three States, on the top is Rajasthan, number two is Madhya Pradesh and number three comes Orissa. We do not expect that these States can have any benefit from the Railways. Roads must give special preference to these under-developed States. We are having various projects and all these projects will be of no use until and unless a proper assessment is made for the development of roads in these particular States. I am afraid, the hon. Minister who is in charge of roads, though he belongs to that State, has not been able to play the game and has possibly been feeling very shy of helping his own State. He should not look at it from

that view point, that is, that he belongs to a particular State but should look to the developmental needs of the country as a whole and to the needs of these three States in particular.

**Shri Raj Bahadur:** Sir, I am grateful to the House for the criticism that the hon. Members have offered in relation to the departments which fall within the Ministry of Transport. I will confine my brief remarks to these departments and to begin with I would, of course, like to take up the subject of roads and road transport because they have attracted so much notice from all corners of the House during this debate and the earlier debate on the Railway Budget.

We know that so far as roads are concerned we have already fulfilled certain targets—targets which were laid before the country and its engineers in 1943 under the well known Nagpur Plan. The House has already been informed that another plan, the Second Plan of the roads, has been formulated. It is receiving the attention of the Government. The broad details of that were referred to by the hon. Member, Shri T. Subramanyam. I would not like to tire the House by repeating those figures except pointing out that whereas in the present Plan we had hardly about Rs. 250 crores for road development the Second Twenty Year Plan that has been drawn up would demand from the country a contribution of about Rs. 5,200 crores if we want to increase the concentration of roads or the mileage of roads from .3 for every square mile to .5 for every square mile. That is the dimension of the problem which confronts us. If I may point out, so far we have been spending on capital works and maintenance about Rs. 77 crores, that is, I think, the last year's expenditure, and our engineers in the Plan that they have framed have asked that they would require about Rs. 110 crores for capital works and maintenance from 1967-68 and that it should increase by 1981-82 to Rs. 575 crores

[Shri Raj Bahadur]

per annum. This would indicate the extent of the problem.

One wonders as to how would it be possible for the country to mobilise resources for such a vast undertaking. But then the country has to do it because roads are essential for our progress, for our economic development and for everything that we need in this country. More particularly let us realise the state of affairs so far as the rural areas are concerned. We know that each and every village and hamlet in this country has got to be connected by road. This is an age of autobahns and express highways; we want express highways should run north to south and east to west and there should be a pattern before us by which we can have a net work of roads all over the country, criss-crossing our countryside. By the Plan that has been formulated, it is estimated that we would require as much as 405,000 miles of roads for our rural areas. That would just be sufficient to enable us to ensure certain facilities to certain areas on the basis that for the development of our agricultural areas, every village would not be at a distance of more than 5 miles from any pucca road and more than 2 miles from any kuccha road. This time, the Plan has also made another classification and that is, for semi-developed areas which were not in the Nagpur Plan, a village in a semi-developed area would not be more than 8 miles from a metalled road and 3 miles from any other road. In under-developed areas referred to by the last speaker, like those in Rajasthan and other States, the target fixed is 12 miles and 5 miles respectively. These are the dimensions and the broad indications of the Plan and I can only assure the House that we are giving it our best consideration.

I am very much concerned about the expansion of the road system in our rural areas. The House is aware that we had made provision for

Rs. 60 lakhs for three years for roads built under co-operative schemes by shramdan etc. That we have utilised. We have again allotted Rs. 60 lakhs for this purpose. So far, we were getting proposals for this from the State Governments. But, the Members were not usually consulted. We propose that hereafter, for such allotments, we shall also consult the Members of the House in the Consultative Committee or otherwise. But, for such schemes, we do require maps which could give a clear idea of the alignments of the national highways, the State highways, the district board roads and development block roads. For that purpose, a special allotment of Rs. 10 lakhs has been offered to the State Governments for the preparation of such a map.

I would now refer briefly to certain allotments that have been made for roads to be developed for the promotion of iron ore traffic. In this connection, I may say that the Central Government has offered grants aggregating to Rs 202 lakhs to the States of Mysore, Andhra Pradesh and Orissa. I shall mention the names of the roads because they may be interesting to Members from the particular States

Talaguppa-Honavar Road  
Banasandra-Hassan Road  
Hassan-Mangalore Road  
Hubli-Karwar Road  
Londa-Sadasivgarh Road  
Andhra Pradesh-Mahboobabad—  
Yallandhu Road

Orissa—Tomaka-Kobatbundh Road.

Allotments for these roads have been sanctioned and I can say that we can hope that before long, the work will be undertaken on all these schemes.

About the Jawahar tunnel, reference was made by Shri A.M. Tariq. I may assure him that we have taken good steps to see that it is kept open throughout the year. When there is extraordinarily heavy snowfall, it might happen that it is blocked for a few days. On such occasions also, we



would take steps to see that it is cleared as quickly as possible. One of the tubes, the western one, was opened in December, 1958. We think that both the tubes will be completed by 1960.

I would also like to inform the House about certain important bridge works which have been taken up during the current year. These are:

Mahananda bridge at Cuttack

Birupa bridge near Cuttack

Yamuna bridge at Delhi

Vashista bridge in Godavari delta

Mahananda bridge at Malda

Roopnaram bridge

Rail-cum-road bridge over Brahmaputra in Assam

Mahananda bridge at Dhangra-ghat

Mahananda bridge at Donepurhat

Netravati bridge on West Coast Road.

A demand was made both by the Andhra Government and certain Members of Parliament that the bridge over Godavari which is very necessary, and which lies on a State highway, namely the Bhadrachalam Bridge should also be constructed and we should contribute towards its construction cost. I am glad to announce that the Central Government have agreed to sanction a grant of Rs. 20 lakhs for the bridge across the Godavari at Bhadrachalam. The total cost is Rs 60 lakhs. The State Government is expected to meet the balance of the cost for that purpose.

So far as the roads are concerned, I will only refer to one or two roads, more because they are important, and because we would like to pay our tribute to the work that has been done there. I refer to the Gangtok-Nathula road which has been completed in record time, and was opened by

the Prime Minister on 8th September, 1958 and to which a tribute was paid in the President's Address to Parliament. I would like to refer to the North Sikkim Road because the responsibility for developing road has been undertaken by us. We have sanctioned estimates aggregating to Rs. 40 lakhs already. The work will be completed during the Third Plan. I would now refer to the road which was referred to in his speech by Shri A. M. Tariq. He said that the Pathankot-Jammu road could not be kept open throughout the year. To a certain extent he was right. I would only say that the steps that we have so far taken are sufficient to ensure that it will be kept open for all the 365 days of the year except when there are very heavy rains. He knows very well that the Pathankot-Jammu section by itself had 70 causeways, some of which used to have flow of water over them for long periods during the rainy season. The worst ones out of these causeways have been taken care of. I may tell him that the following causeways have been converted into bridges and the work has been completed: Dewak causeway, Tarna causeway, Landoi causeway. Sanction to the conversion into bridges of the following causeways has been issued: Khaderu Khud No 1, Mager Khud and the Second Khaderu Khud. With these, it is hoped that the road will be kept open throughout the year.

I would now like to make a few observations in regard to the vexed subject of railroad competition. I do not know whether I can improve upon the observations that have been made in this behalf by several Members. But, I think it will be clearly unfortunate and positively detrimental to the interests of the country if any controversy or any spirit of campaign is brought or imported into the consideration of this question. We shall have to take an objective view and we shall have to keep before our mind the good of the country all the time and this will have to be decided. This question is there. We cannot belittle its importance. Nor can we

[Lari Raj Bahadur]

overlook it, because vital interests both of the Railways and the development of road transport industry are involved. At the same time, however, it requires a dispassionate and fair treatment, free from all traces of controversy or conflict. In this connection, I would like to pay my humble tribute to my senior colleague the Railway Minister for the speech that he has delivered in the Rajya Sabha on the debate on Railways. We have got to read that with objectivity and we will recognise that in whatever he has said, he has given full expression in his statements to the development of road transport. Of course, he has qualified his observations with certain conditions. But he was perfectly entitled to do it because he has to look after the good of the Railways too. I think I will do well if I just quote a few sentences from the observations that he has made in this behalf. This is what he says, on page 250 of the Report of the Rajya Sabha on 25th February, 1959:

"I may assure her (he was referring to the President of the All India Motor Union Congress, Rajkumari Amrit Kaur) that the road transport operators have got all sympathy from me, because I feel that in our country there is ample scope for the development of all types of transport. Whether it is rail or it is road, whether it is inland river transport or whether it is coastal transport, there is ample scope for all these four types of transport in this country. But, what I want to avoid is that with the limited resources at our disposal, there should not be any duplication of the facility in any area. Our resources should be utilised to the fullest possible extent...."

He has suggested, why not the railways and the road transport function in a complementary way? He has said: Let there be some pioneering effort on the part of the road transport. Further, he has stated:

"If the national industry can benefit more by road transport, I will have absolutely no objection. But in that case I will have also to consider whether in respect of the industrial raw materials and materials necessary for the development of our industries, which are carried to distant places by the Railways, not at economic rates but at subsidised rates, those rates will continue or not...."

Finally he says, Sir:

"I, as a Railway Minister, do not see any ground for putting any restrictions on the development of the motor transport in this country, so long as the capacity available in the country is properly utilised before new capacities are created."

Shri Nath Pal: The lady protests too much!

These are crocodile tears. What about diesel trucks? In one breath he says that he does not want to harm it. But actually the steps are likely to strangle it.

Shri Raj Bahadur: I hope the hon. Member will listen to me before he comes to any conclusion. I would like to say that he has tried to deal with the subject fairly and objectively. He has stated the case fairly and frankly and we must be thankful to him for that.

Shri Harish Chandra Mathur: I asked the hon. Minister for Railways to tell us what he means by duplication. He himself had no answer to give. He says that the whole matter is under the consideration of the Planning Commission. He will not be able to give any view. That was what he said. Duplication is one word. Co-ordination is another word. All these words mean nothing, but simply domination by railways on the road. And, now, the word 'complementary' means nothing but that they should get away where the Railways are operating. Let

us have a clear understanding of the whole situation.

**Shri Raj Bahadur:** I, think Sir, that for a clearer understanding of the whole situation, we should not doubt each others' motives. (An hon. Member. We do not doubt it). So far as we are concerned, either in the Ministry of Railways, or in the Ministry of Transport, we are bound to observe certain rules of joint and collective responsibility.

**Shri Braj Raj Singh:** Are there two Governments? There is only one Cabinet. They have got joint responsibility. Why do they go on paying complement to each other?

**Shri Nath Pal:** They can do it.

**Mr. Deputy-Speaker:** Order, order. There ought to be no domination here. Here coordination should be observed. I find that that is not forthcoming.

**Shri Raj Bahadur:** I am coming to that. Of course, the Railway Minister has qualified his observations. He does not want that there should be "duplication of capacity". He does not want that where capacity is offered by the Railways there should be new capacity created. He says he has no objection if the industry takes full advantage of the road transport but then he will have to revise the rates. He also says that there should be pioneering efforts by road-transport. Sir, Road Transport has done and is doing some pioneering. In fact roads came into existence much before the Railways. It is undisputable. If the needs of economy, if the demands of traffic, and if the circumstances so require, and industry is free to revise its rates. There is no doubt about that. So, the question comes, why is the duplication? What is the objection to the creation of some sort of capacity? We recognise very well, Sir, that whatever mode of transport we may take into account—let it be roadways, railways, inland waterways, airways, shipping or anything,—they are after all, not an end in themselves. They are only a means to an end. And the end is the economic prosperity of the

country. The social and economic needs of the community have to be satisfied. Let us therefore be aware of the fact that, after all, it is the trade, it is the industry, it is the agriculture that is going to dictate the pattern and the form of transport.

It cannot be disputed that trade and industry cannot be made subservient to the exigencies of the requirements and the limitations of a particular mode of transport. We have also to take note of the fact that he has said exactly what Shri Masani said yesterday. He said there is ample scope for expansion of all modes of transport. I agree with Shri Masani, as the Railway Minister does. The question is: Why should we be scared of this kind of co-ordination? Let us see how it operates. What is the story of this co-ordination?

**Sardar A. S. Saigal:** It may not be subordination there.

**Shri Raj Bahadur:** I hope this particular controversy will not make our judgments blurred. Why should we not take note of the fact that the Railways are our biggest national undertaking? They have served the country and served it well. They are employing as many as 1.2 millions. If any unfair competition comes which may adversely affect the Railways, the loss that is suffered thereby will be a loss suffered by the nation in the ultimate analysis of things. I, as a Minister in charge, will not be oblivious of that.

Road transport must be given full scope for its expansion and must be relieved and must be rescued from the various restrictions that are there, but, at the same time, the Railways, which are one of our most important national undertakings, should also be taken care of by this House. That is the way in which we can approach the whole question. Any type of co-ordination to be successful, has to be realistic; it has to be reasonable; and it has to be practical. Until and unless these three conditions are satisfied, no coordination has worked or will work. Since 1939 for the first

[Shri Raj Bahadur]

time, we know the story of this co-ordination. In 1939, statutory recognition was given to the restrictions that have been imposed on road transport. We know very well that War intervened and those restrictions could not be fully implemented. Soon after the War, came the Code of principles and practices. But that has also not been accepted by many of the States. Certain amendments brought forward to the 1956 Act were not acceptable to this House. At the same time, we also know that road transport, despite all these restrictions, has been gathering strength. Why? Because, it is the symbol of the modern age. We should not have any doubt or any misgivings about the future of road transport. Let it, however, be realised that it has all along worked under severe curbs and controls. It has suffered from one of the heaviest taxations in the country. It has also, as the House is aware, suffered from certain rules and regulations which have been enforced by the police or other people and we know the vagaries and excesses of that enforcement. We also know how credit has been very difficult to get so far as Road Transport is concerned. In the matter of production of motor vehicles, we have not been able to keep up to the schedule. I think I may point out in this connection a few figures.

I would like to refer to page 6 of the Explanatory Memorandum on the budget of the Central Government. There are various items like Motor cars, cycles, scooters, omnibuses, chassis, vans, lorries, etc. How the restriction on imports of necessary parts and components has operated is obvious from these figures. In 1957-58, the revenue from this was Rs. 12.92 crores. The Budget Estimate for 1958-59 was 13.50 crores. The revised estimate shows only Rs. 70 lakhs. In 1959-60 the budget is only Rs. 70 lakhs. So, the revenue on this particular item by way of customs duty has fallen from Rs. 13.50 crores to Rs. 70 lakhs. On the other hand, take the figure re-

lating to Railway plant and rolling stock. The figure in 1957-58 was 2.62 crores, and in 1958-59, Rs. 2.50 crores. Revised estimates for 1958-59 is 4.00 crores. In 1959-60, the budget estimate is 3.70 crores. Naturally, therefore, the House and the Members are quite entitled to ask what the limits or the dimensions of that co-ordination are going to be. That is a question which cannot be answered by me. That is a question which cannot be answered by the Railway Ministry or the Civil Aviation Department or the Shipping Directorate or any of them. So far as this question is concerned, it depends upon the evolution of a national transport policy.

13 hrs.

In this connection, I may inform the House that this question has been engaging our serious attention, and we have finalised the details, and I hope that a high level body will be set up in this month or in a few weeks, which will go into this question, study it in all its intricate details, and then advise Government in regard to the principles on which such a national transport policy may be formulated. It is a very onerous and very difficult task, and I think we have got to give this particular job or task to such a body, and I hope hon. Members can wait patiently for this.

But, I would repeat that this question has got to be considered 'free from all traces of controversy.

May I now take up another subject? I would now like to come to ports and shipping, because about ports also, sufficient interest was evinced. I may say that the traffic handled by the major ports and minor ports put together in 1955-56 was of the order of 28 million tons. The traffic handled during 1957-58 in major ports was of the order of 31 million tons. Our present capacity is 32.6 million tons, and when all the works included in the Second Plan are completed, our capacity will go up for major ports to 41 million tons, and for minor ports it will go up to 5 million tons, thus mak-

ing a total of 46 million tons. I think that with this capacity, we shall be able to meet the requirements of our trade and industry, and our ports would be able to stand up and come up to the expectations of the trade and industries in this country.

But so far as the present trends are concerned, they show some decline arising out of, perhaps, some recession in the trade; and the traffic handled in 1958-59 is expected to be considerably less than the traffic handled in 1957-58.

So far as our achievements are concerned, from the point of view of construction of the various items of work included in the Second Plan, I may inform the House that for 1958-59 the works totalling or costing up to Rs 15.23 crores have been carried out. We have a programme for the next year for works costing up to a total of Rs 33.31 crores.

Hon. Members very well know that this year we got the loans from the World Bank for the Madras port to the tune of Rs 66 million, and for the Commissioners of the Port of Calcutta, Rs 137 million, which have solved to a large extent the problem of foreign exchange.

I shall now come to the point which was raised by my hon friend Shri S. C. Samanta yesterday, and by some other hon Members also, about the difficult conditions in the port of Calcutta, and about the just and right anxiety with regard to its future because of the deterioration in the navigable depths of the river Hooghly.

Shri Harish Chandra Mathur: It was raised by Shri Raghunath Singh.

Shri Raj Bahadur: It was raised by Shri Raghunath Singh and Shri S. C. Samanta too. There were other Members also who raised it, but hon. Members would forgive me if I am not mentioning all the names.

We know that the problem of Calcutta is the problem of bars, the 14 bars that are there in the river Hooghly; and the most mischievous of

them is the Balari bar, which is showing some signs of deterioration, for in December, 1958, it came down to 7.3 feet. Immediate measures were taken. A dredger was commissioned and it was sent to the site, and I am glad to say that results have been achieved, but I would not say they are of a permanent character. The present depths have now come up to 9 feet. The depths have varied between 8 feet and 9 feet 3 inches for the period 1st to 4th and 6th to 15th March. The total spoils lifted from October to February is of the order of 6,48,000 tons.

The problem, as the hon Members are aware, has been investigated by quite a number of experts including Mr Ir. F. Posthuma, Deputy Director of the Port of Rotterdam, Holland, Messrs Rendel, Palmer & Tritton, London, Dr Pierre Danel, Director-General, and Mr Wallet, Chief Engineer, Hydraulic Research Laboratory, Grenoble, France, and Mr Wichers Hoeth, Chief Engineer, Hollandsche Aannomings Mantschappij, Holland.

The general conclusions arrived at by them for achieving or ensuring stable depths in the Balari region are that this can be done only by continuous dredging and proper training works. So far as the experiments are concerned, for river training works, they are being carried on by the Research Institute at Poona, and we hope that soon they will be finalised, and we shall be able to act upon them. Meanwhile, we have already taken a decision to acquire two large-sized suction dredgers and to start repair and reconditioning of the old dredger Ganga. The port of Calcutta has got at present 4 suction dredgers, 3 bucket dredgers, and 6 grab dredgers, but they are in an old condition.

So far as river training works are concerned, the House is aware that we have started the Fulta point training works, which cost as much as Rs. 5.5 crores, and I can say that with this particular work, we shall be able to control and improve the depths in four

[Shri Raj Bahadur]

bars which are on the north of this particular point. The lasting solution, however, as the House is aware, only consists in ensuring supplies of fresh upland water down the river Hooghly.

In regard to the deep sea port, about which Mr. Posthuma and Messrs Rendel, Palmer & Tritton have recommended a site on the Haldia Channel northward from the outfall of the Haldia river, I am glad to say that we have proposed that we should establish a deep water port, as a subsidiary port to the port of Calcutta, to be used as anchorage in the first instance, and the necessary notification is going to be issued shortly in this behalf. The anchorage will be brought into use during the next fair season, from October to February. This will be the first step towards the fulfilment of a need which has been long felt.

About the Bombay Harbour Channel, I may say that we propose to take up the work during 1959-60, that is the dredging work, which may cost as much as Rs. 8 crores, and we shall have to dispose of as much as 30 million tons of dredged material.

I now come to the Visakhapatnam port, because reference was made to it also. The existing breakwater has deteriorated considerably, and we have proposed longterm repairs costing Rs. 27 lakhs; and short-term repairs are being undertaken at a cost of Rs. 2 lakhs. The harbour has got four quay berths, three jetty berths, two oil berths and four mooring berths with a capacity of 2.3 million tons. In 1957-58, the total traffic it handled was more than its capacity, and it was 2.49 million tons. We think that in 1958-59 it will handle traffic of an equal volume.

The construction of four berths, two for general cargo, and two for ores and provision of belt-conveyor system and auxiliary facilities at Visakhapatnam are already being undertaken. The total estimated cost of this construction will be Rs. 4.78 crores, of which Rs. 2.10 crores will be in foreign

currency, to be met out of the U.S. Presidents Asian Economic Development Fund. With this, the capacity of the port would be increased to about 5 million tons which will facilitate the export of two million tons of iron ore per annum to Japan, from 1964.

Reference was also made to the Kandla port. Four cargo berths with a total wharf length of 2700 feet were opened in July, 1957. Two additional berths are under construction. I would like to point out that the port and its traffic have come up to expectations. In fact, when the project was being drawn up, it was estimated that in five years' time it would have a traffic of as much as 8 lakhs of tons. But we find that it handled within two years of its coming into commission a traffic of 8.44 lakhs tons since 1957-58. In 1958-59, it is expected to reach one million tons. So far as the revenues are concerned, I may say that according to the original programme or project, it was estimated that in the first five years, the revenues would be of the order of Rs. 12 lakhs, in the next five years, it would be Rs. 18 lakhs, and in the next ten years, it would be Rs. 28 lakhs. But the net income during 1957-58 has been of the order of Rs. 11.32 lakhs and in 1958-59 it has been Rs. 24.52 lakhs.

I have given these figures in order to try to remove the impression which is often expressed that the port of Kandla has not done well, or that it has not come up to expectations. I think it has come up to expectations, but it has got its own teething troubles and problems.

Another problem that has sprung up and which has also been responsible for causing anxiety has been about the shoal there, namely the Kalandhara shoal which is disintegrating and which has also reduced the depth of the channel to 8 feet. A dredger will be permanently taken for this port. Meanwhile, the dredger of the Visakhapatnam port has been brought

to the channel, and the channel has been again dug to a depth of ten feet already, and by the end of April, we hope it will go up to twelve feet. With this I think the problem of the port of Kandla will be considerably eased.

In regard to minor ports, I may say that during the first three years we have spent Rs. 3 crores out of a total allotment of Rs. 5 crores. Of course, Rs. 1 crore has been spent on works not included in the plan; so Rs. 3 crores have to be spent in the remaining two years. We have also got to acquire certain dredgers and survey launches for the dredger and survey pool for minor ports; but so far we have not been able to get foreign exchange for that. But foreign exchange to the tune of Rs. 96 lakhs has now been offered for this work from the Import-Export Bank of the U.S.A., and the proposals are under the active consideration and scrutiny of the Ministry of Finance.

I think, so far as minor ports are concerned, I would make a brief reference to the port of Pondicherry. It has not been mentioned, but I think I would like to inform the House that provision exists for the construction of a pier and ancillary works costing Rs. 36.75 lakhs and an overall expenditure of Rs. 15.43 lakhs will also be incurred. Rs. 35 lakhs have been provided in the Budget for 1959-60 for Visakhapatnam, and Rs. 5 lakhs for Andaman and Nicobar Islands.

Then I would refer to the port of Paradip to which reference was made by Shri P. K. Deo. I can only say that steps are being taken to examine whether this can be converted into a major port. As the hon. Member knows, the main bottleneck is that its hinterland is not well-developed. It lacks in communications, and transport facilities, and unless and until they are developed, it will be difficult for us to expedite or accelerate the pace at which this can be converted into a major port. I think the proposals in regard to Tuticorin and

Mangalore will be referred to by my senior colleague.

**Shri S. C. Samanta:** What about Cochin? Will that also be touched by the hon. Minister in his reply?

**Shri Raj Bahadur:** In case he wants information about the port of Cochin, I am prepared to give it, but I think no reference was made to it. We are having four new berths under construction and they will be completed by the end of 1960. They will further augment the capacity of the port. That is so far as the development of that port is concerned.

We do not claim to have made any spectacular achievements, but I think a steady progress has been made in regard to all these works, and we are going steadily but surely, in regard to the development of the major ports. With the provisions of loans, work has been accelerated and I think many schemes have been sanctioned recently which have already been taken up for execution or are soon going to be taken up.

Then, I will come to shipping which is another subject which has been widely commented upon by the hon. Members. So far as shipping is concerned, the main problems are tonnage, personnel and cargo availability. I would like to mention here that so far as our achievements are concerned, they may be summarised as follows:

The Second Plan target for overseas shipping which was 4.88 lakhs GRT has been exceeded by 0.28 lakhs GRT taking into account the orders already placed on shipyards. These ordered vessels to the tune of 1.2 lakhs GRT will be delivered before April, 1961.

We are certainly short of the coastal target by 1.62 lakhs GRT. This is inevitable because there is shortage of cargo availability on the coast. The Rail-Sea Co-ordination Committee expected that the cargo offerings so far as coastal shipping is concerned would be of the order of 40 lakh tons



[Shri Raj Bahadur]

on the coast including salt and coal, and 10 lakh tons for adjacent trade. Unfortunately, however, these hopes or expectations have not been realised. The fact of the matter is that the cargoes that are coming are showing a continuous decline from year to year. In 1955 it was 29 lakh tons, in 1956 it was 27 lakh tons, and in 1957-58 it was 25 lakh tons. Naturally, therefore, because of this lack of availability of cargo, the impetus that could have been given to the expansion of coastal shipping has not come, and that is perhaps the main difficulty at the moment.

Expansion of coastal shipping, as hon. Members know, is linked intimately with the availability of cargo. We have also consulted the Railway Board in this connection, since they are steadily increasing their traffic so far as lifting of coal and salt is concerned. In 1954 the railways carried less than 54,000 tons of salt, whereas in 1957 they carried 1.42 lakh tons and during 9 months of 1958 they have already carried 1.10 lakh tons.

The over-all shortage in tonnage during the Second Plan period is of the order of 1.7 lakh GRT. The question may be asked as to what are we doing to make it up, and in fact, it has been asked by hon. Member Shri Punnoose. In fact, he has said that we shall not be able to fulfil it, but I can assure him that the steps we have taken and we will take in future will enable us to fulfil this target. That is my hope, and confident hope.

In the remaining two years it is obvious we should have as much as 85,000 tons accretion to our shipping tonnage in order to make up the target that we have before us. During the year 1958 we have already acquired tonnage to the extent of 85,416 GRT, and although four vessels were scrapped, the net addition amounted to 71,283 GRT. This acquisition compares favourably against 3 lakhs GRT in five years.

I would say that so far as the remaining two years are concerned, to achieve the target, we have got at our disposal a credit of 2.5 billion Yen out of the allocation of 5 billion Yen for building ships in Japan. From this credit we hope we shall be able to acquire either two large-sized tankers of 40,000 GRT each or three cargo vessels of about 21,000 GRT. Rupees one crore of free foreign exchange has also been made available for purchase of new and secondhand ships. I think with this as many as five vessels may be added which will increase the Indian shipping tonnage by another 30 to 35 thousand GRT. Further, as soon as we are able to utilise the sum of Rs 1 crore in foreign exchange, we shall, I think, be able to get more from the Ministry of Finance. This is our confident hope.

During the year as you know, we have already set up according to the terms of the Merchant Shipping Act, a Merchant Shipping Board to advise Government on all policy matters. A Shipping Development Fund Committee has also been set up. A sum of Rs 6 crores will be made available during 1959-60 for advancing loans to Indian shipping companies.

So far as personnel is concerned, I may inform the House that we have been making a steady increase in the number of trainees to the Training Ship Dufferin and other institutions. In 1958 the number of candidates was raised to 75 and in 1959 it will be raised to 80. On the engineering side the intake in the Directorate of Marine Engineering Training has been increased from 50 per annum earlier to 65 in 1958. We have a proposal to increase the intake to 100 in 1959.

For the first time, we are also making arrangements for higher training in both these fields, and the Ministry of Finance has given its concurrence to the starting of training facilities for Extra Masters on the nautical side and Extra First Class Engineers' Certificates on the engineering



side. So far, these qualifications could be obtained only in England, and our candidates and trainees had to be sent to that country for this purpose. This would be done in our own country under suitable arrangements.

So far as ratings are concerned, we are able to fulfil the demands. We have already trained more than 10,000 boys. Our requirements, I think, are adequately met.

Meanwhile, we have also taken a very important step in this direction, that is to say, the establishment of a Merchant Navy Training Board. The Board would supplant the Governing Body of Dufferin which deals with one institution only, namely the Training Ship Dufferin. This Governing Body has been in existence ever since this institution was created. It was only last year that it held its hundredth meeting, and it has done very useful work all these years. I must pay my humble tribute to this body, although I have also been its Chairman and it is not for me to do so, but it is for the members who were there and the people who have really brought up and built up the traditions of this great institution, and I am sure under the care of the new organisation, the Merchant Navy Training Board, new successes will be achieved.

So far as cargo availability is concerned, I would like to mention that we have been making steady increase so far as the share of Indian shipping is concerned compared to the share of foreign shipping in our international trade. In 1955-56, it was 6.5 per cent compared to the share of foreign shipping of 93.5 per cent; in 1956-57, it rose to 8.4 per cent while foreign shipping came down to 91.6 per cent; in 1957-58, it rose to 9.8 per cent and foreign shipping came down to 90.2 per cent. So the trends are optimistic and hopeful and I think we can confidently look forward to the time when we shall be able to achieve

23 L&D—3.

our objective, namely, at least 50 per cent of foreign trade would be carried in our own vessels. That is all that we want to do. I am sure this House will agree with me that this objective does not imply any flag discrimination, to which certain references were made by my hon. friend, Shri Raghunath Singh, yesterday. He referred to certain apprehensions and doubts expressed in this behalf by certain foreign shipping interests in England and elsewhere. I would like to assure everyone concerned that it is not our intention to indulge in any type of flag discrimination, but we shall not be denied our legitimate right to carry at least 50 per cent of our foreign trade in our vessels. That is being done by almost all other important maritime countries.

Shri Barman (Cooch-Bihar—Reserved—Sch. Castes): By what time?

Shri Raj Bahadur: As soon as you give us the money and foreign exchange to buy the ships, along with the necessary cargo also, because in this matter, apart from other things, that is also necessary. We have appointed a Shipping Co-ordination Committee—and rightly. I think it is within our rights because Government also are entitled to choose their own vessels. They can very well say that government-owned cargo or government-controlled cargo should be carried in our ships and in our bottoms alone. That should not be taken to mean, as has been done in certain quarters that it is flag discrimination. We are entitled to do that. At the same time, I think I shall do well if I say that our private shippers also should patronise our own shipping. Maybe for some time they may be incurring some loss. But they should also help the Government in building up the percentage to 50 per cent.

Shrimati-Benuka Ray (Malda): What about building some of the ships ourselves?

**Shri Raj Bahadur:** I am coming to that.

I may say that about a million tons of cargo have come within the purview of the Shipping Co-ordination Committee. I think Members will be glad to know about that. I can assure them again that we are not over-ambitious. All that is aimed, as I have just now said, is only 50 per cent of the cargo in our overseas trade.

Then we have also established another important—if I may say so—institution or organisation, known as the Freight Investigation Bureau. This is to deal systematically with all complaints from the trade regarding discriminatory treatment in respect of freight rates. Members might recall that in this House, and in the other, certain complaints were made of discrimination so far as freight rates were concerned for our goods or commodities—our own products—exported out of the country, which told very adversely on the promotion of our industry as well as export trade. For that purpose, this institution has come into being. Before that, the Director General of Shipping had been looking after this work. Here I may mention that the Director General of Shipping has rather a very difficult job. He is Director General of Shipping and Joint Secretary. He has got to look after that work. He is Director General of Lighthouses; he has also that work. Then there is the Freight Investigation Bureau. Then there are the Sailing Vessels. There are so many responsibilities he has to fulfil. Sometimes an impression is created that we are having a top-heavy administration—some Members have referred to it. I do not know whether in the face of such telling facts this charge can at all be levelled or brought forward.

So far as the sailing vessels are concerned, we have taken some concrete steps. But I am sorry to note that full advantage has not been taken of them by our sailing vessels manufacturing industry as well as the sailing vessels.

We have created four Regional Offices. We have also appointed a Central Advisory Committee and four Regional Advisory Committees. We have also created a post of a Naval Architect for the specific purpose that this officer may suggest improved designs of sailing vessels and assist the craftsmen engaged in building such vessels as far as he can. Arrangements for the training of tindals are also being made.

The sailing vessels industry has been an important industry in our country. The people who are engaged in it—although many of them are rather backward and illiterate people—have inherited talents of ship-building, of which the country was once proud. I am sure we should utilise their talents and put them to good use, so that these talents are not lost to us.

Shri Punnoose in the course of the discussion made a remark in regard to the working of the Government Corporations. He said that all the profitable trade routes had been allotted to the private sector. I think he will be interested to know that the public sector Corporations, the Eastern Shipping Corporation and the Western Shipping Corporation, came into being long after the private shipping companies entered the field and came to be members of the India-UK-Continent conferences. It is obvious that we could not think of competing against our own shipping companies, particularly when they had waged such a glorious struggle against heavy odds during the days our country was not free. Therefore, naturally we had to go to other routes and lines. Therefore, the two Corporations are meant essentially for the routes India-Australia and India-Japan. These have to be catered for. In fact, in my view, we have got to open up new routes. A good deal of work will have to be done in the nature of pioneering work. Unless and until we

explore new routes—this refers to our shipping companies in the private as well as the public sector—and go to new routes, we cannot think of even augmenting our Indian shipping tonnage; nor can we hope that the objective of 50 per cent share in our foreign export-import cargo can be achieved. It is very essential that even some losses, if they occur, should be borne in this particular attempt, because our trade routes and shipping routes cannot be built up without some sacrifices on the part of the companies concerned.

I would like to repudiate the insinuation or suggestion of my hon. friend, Shri Punnoose, that the Chairman or the authorities of the Government are functioning in an apologetic manner. They are not. They are of course functioning like decent gentlemen and they won't like to be offensive in their attitude. They would like to be accommodating to the extent that men of understanding do and which they expect from others. That is all I would like to say.

Shri Punnoose raised another point that the Government have not given foreign exchange to the Government Corporations. I may say again that the demand for foreign exchange came much in advance from the private shipping companies as compared to the Government Corporations, because the former were earlier in the field. A sum of Rs. 25 lakhs only was allotted to us by the Ministry of Finance as foreign exchange for buying new ships. That was allotted to the private shipping companies. But now we have another allotment of Rs. 1 crore and the public sector will have its due share, keeping also in view the fact that it was not given anything out of the Rs. 25 lakhs.

So far as the share of coastal trade is concerned, I think the hon. Member labours under some sort of misconception or he has perhaps not been rightly informed. He says that as much

as 33 per cent of the coastal trade is being carried under foreign flags. That is not a fact. So far as dry cargo is concerned, the reservation is complete for Indian shipping. Only transshipment cargo is allowed in chartered ships under foreign flags but that too after enquiries are made from Indian companies whether they are prepared to take that transshipment cargo, and when they refuse to carry it then alone a foreign ship is allowed to carry it as a special charter. Suppose a cargo is meant for Madras, but the ship comes to Bombay. It has to be taken to Madras. A ship may not like to take that cargo. Therefore, in such cases only by special permission a foreign chartered vessel is allowed to take such cargo.

Shri Punnoose: How much would it come to?

Shri Raj Bahadur: The percentage comes to even less than one per cent of the total coastal cargo so far as dry cargo is concerned. But things are not the same in respect of oil cargo for which we require tankers. We have got two tankers, one in the public sector and the other in the private sector. We have already taken steps and placed orders for a third tanker. When that tanker, which we hope to get soon, is obtained, each one of the three oil companies will have an Indian tanker. But that also cannot suffice because the cargo is much more than these tankers can carry. We have got to have many more tankers for that purpose. I cannot give the estimate this time. But, I think it may be given by the Ministry of Fuel.

Reference has just now been made and earlier also about the Hindustan Shipyard and what we are doing to build up this industry. I would like to finish this within 5 minutes. About the Hindustan Shipyard I may say that only two facts were mentioned here. Firstly, the value of the total production has registered a rise of 15.2 per cent from Rs. 298.04 lakhs in 1956-57 to Rs. 343.31 lakhs in 1957-58

[Shri Raj Bahadur]

The ratio between labour employed and the materials consumed is also an interesting fact. I would like to mention that because of its importance, the average number of workmen on roll in 1952-53 was 3714 and the production was of the order of Rs. 125.36 lakhs. In 1957-58, that is in 5 years' time, the average number of workmen on roll increased to 3948 i.e. by about 230 only and the production increased to Rs. 343.31 lakhs by about Rs. 218.5 lakhs. The production increased almost by 300 per cent and the number of labour employed did not increase to that extent. So, I can say that so far as efficiency is concerned, the shipyard is slowly coming into its own and better results are being achieved.

I will be failing in my duty if I left tourism untouched because so much has been said and so much interest has been shown about it. I would only say that we have tried to make steady progress. We have put up 11 buildings or rest houses and canteens are expected to be ready by the end of 1959-60 and 30 such buildings could be ready by the end of the current Plan period. So far as low income group rest houses are concerned, 20 such rest houses are expected to be ready by the end of 1959-60 and 8 more by the end of 1960-61; in other words, 28 by the end of the Plan period. In addition, a large number of log cabins and shelters for pilgrims, about 40 in number, would also be ready by the end of 1959-60.

Thus, we have already three rest houses constructed at Sanchi, Bodhi Gaya and Kusinara. We hope to purchase 4 more in Mahabalipuram, Ellora, Ajanta and Khajuraho. We know that still quite a number of complaints are there in regard to rest houses and dak bungalows and we are taking the matter up with the State Governments as pressing as we can and I think some results have been achieved. In regard to some of them we propose to do more.

So far as publicity is concerned, we have done as much as we can—I have got the facts and figures—and a number of results have been achieved. As hon. Members already know, in 1957, the number of tourists visiting was only 80,544 and in 1958 it has registered an increase and gone up to 92,302. The foreign exchange expected to be earned from this increase will go up from 16.2 in 1957 to 19 crores or more in 1958.

I want to make a brief reference to what Mr. Tariq and Mr. Manasse said about certain matters about home tourism. I can only say at this stage that we shall take full care of that and we are trying to do that even at present. As hon. Members know it did not find its rightful place in the Second Plan and, therefore, as soon as we formulate our plans for the Third Plan we shall re-orient our policy on tourism and give prominence to home tourism as well. I think that will suffice for the present.

About hotels and rate structures I would like to thank the members who did fine work. I would refer in brief to two or three points. At present, we have a little less than 10,000 hotel beds in about 120 hotel establishments in the country. Five years ago the number of hotel beds was about 8,000. This is a fact that should be noted. There has been an increase of only 25 per cent in the number of beds. But the number of tourists, in the period, has increased by about 400 per cent. Therefore, the emphasis that has got to be laid and attention that has got to be concentrated on the provision of more hotels and hotel beds is obvious.

Then, I would like to take this opportunity to inform the House that so far as the recommendations of the Hotels Committee are concerned, they recommended that hotels which cater to the needs of the foreign tourists should be classified as it is done on the international basis of all the countries called the 'star' system. A small

committee to inspect the hotels and classify them would be set up in January 1960 and by the middle of 1960 the classification work would be completed.

Secondly, we agree in principle that the rate structure in hotels should be governed by the widely accepted Hubbert Formula with slight modifications to suit Indian conditions;

Thirdly, that suitable legislation should be taken up in hand covering all the relevant aspects of the hotel industry;

iv-

Fourthly, that in order to meet the ever-growing need for trained personnel in hotel management and hotel craft in India, a first-rate Hotel Training School should be started as early as possible; and

Fifthly, in order to enable the hotel industry, which plays a major part in the development of tourism in India and in earning foreign exchange, every possible assistance should be given to the hoteliers both for starting new establishments as well as for improving and maintaining a good standard in the existing ones.

Sir, I will now refer to the Pathankot Reception Centre. Mr. Tariq referred to this and I may tell him that the Railways have already got six retiring rooms, two waiting rooms, two toilet rooms and a restaurant for Class I passengers. They propose to provide within a few months, one air-conditioned dressing room and within a year or two five more retiring rooms for Class I passengers and six retiring rooms with 8 beds each for Class III passengers. The Department of Tourism is constructing an upper class Rest House at about a mile from the Railway station and that State Government is constructing a Low Income Group Rest House with 50 per cent subsidy from the Centre. The Kulu Valley Transport Company has already put up certain rest houses and waiting rooms and retiring rooms for their passengers.

With these observations I have answered most of the points that have been raised. I am thankful to all the hon. Members here and, even more, I must apologise to the House for the long time that I have taken and particularly to my senior colleague for I have encroached too much on his time. I can only say that, as I have said earlier, we have not made any spectacular achievement. We have made steady progress of which the department concerned can be proud. I pay my humble tribute to the workers and officers who are dealing with the various departments in the Ministry for this excellent work.

Several Hon. Member —rose.

Mr. Deputy-Speaker: There are several hon. Members rising simultaneously; how can they speak together?

Shri Barman: Sir, I want one information from the hon. Minister.

Mr. Deputy-Speaker: Still there is time; the Minister shall reply to the whole debate; and, if still there is something left, he may put the question then.

Shri Barman: I want to put the question to the hon. Minister who has spoken about National Highways. Within two minutes I shall finish my question.

Mr. Deputy-Speaker: Yes; the hon. Member may put his question.

Shri Barman: Sir, on the National Highway No. 31 in 1950, a bridge over the river Torsa had been washed away. It is now 9 years past and the whole Eastern region remains cut off during 6 to 7 months in the year. Has the Transport Ministry, by this time, devised any means to put up the bridge there? May I know how long the Ministry will take to finalise their project or to construct the bridge?

Shri Raj Bahadur: I will have to collect the necessary information.

[Shri Raj Bahadur]

But, from memory I can say that this river is known for its vagaries, floods, change of course etc. We shall try to look into it and do whatever we can.

Mr. Deputy-Speaker: I am sorry I have now to reduce the time to 10 minutes. Those who want to put questions would have no opportunity to speak then. Shri Braj Raj Singh; he may take only 10 minutes.

श्री ब्रजराज सिंह : उपाध्यक्ष महोदय, मैं संक्षेप में कैलकटा पोर्ट के डाक लेबर के बारे में और उसके बाद रोड ट्रांसपोर्ट के बारे में कुछ निवेदन करना चाहता हूँ।

कैलकटा पोर्ट के बारे में मिनिस्टर महोदय ने कुछ कहा। उन्होंने उस सम्बन्ध में यह भी कहा कि वहाँ पर अब ज्यादा सामान उतारा और चढ़ाया जा रहा है। लेकिन फिर भी वहाँ पर जो डाक लेबर बोर्ड में घाघली चल रही है उसकी धीरे-धीरे मंत्री महोदय का ध्यान नहीं जा रहा है। मैं निवेदन करना चाहता हूँ कि पिछले दिनों से अब से वर्तमान चेंबरमैन डाक लेबर बोर्ड के धाये हैं तब से कई दफा वहाँ हड़तालें हुई हैं और कई दफा सांकेतिक हड़तालें हुई हैं। पिछले माचं महीने में ही वहाँ के चेंबरमैन महोदय ने विशेषाधिकार हासिल कर लिये हैं और उनके विशेषाधिकारों के मातहत उन्होंने ११४ मजदूरों को मुघतिल कर दिया है। एक तरफ तो आप देखें कि पिछले पाच साल से रजिस्टर्ड डाक लेबर में कोई नई भरती नहीं हुई है, यानी अब से यह डाक लेबर बोर्ड बना है तब से नई भरती नहीं हुई है। इस बीच में कुछ भादमी रिटायर हुए हैं और मरे हैं। करीब दो हजार मजदूर इस बीच में रिटायर हुए होंगे और मरे होंगे। फिर भी हम देखते हैं कि कारगो के उतारने और चढ़ाने में प्रगति हुई है। जो एक तरफ तो यह हालत है और दूसरी तरफ डाक लेबर बोर्ड के चेंबरमैन महोदय यह कहते हैं कि मजदूर वो स्लो की

पालिसी बना रहे हैं। इसलिए हम उनके बिलफ कार्रवाई कर रहे हैं, और इस नीति के अनुसार उन्होंने ११४ मजदूरों को मुघतिल कर दिया है।

यही नहीं। मैं ने वहाँ स्वयं जा कर देखा कि मजदूरों की बिघबाओं को धीरे-धीरे मजदूरों के हाथ पैर कट गये हैं उन को जो मुघाबजा मिलना चाहिये या वह नहीं मिला है। इस से उन लोगों में असन्तोष है और सरकार को इस असन्तोष को दूर करना चाहिये। आप जानते हैं कि हमारे धायात निर्यात के मामले में मजदूरों का कितना महत्वपूर्ण स्थान है। अगर उन को संतुष्ट नहीं किया गया तो उस का यह नतीजा निकल सकता है कि जिस गो स्लो पालिसी का धाज जिक्र किया जा रहा है वह शायद चलने लगे। अभी तक तो मजदूरों के काम में कोई कमी नहीं आई है, यह मिनिस्टर साहब ने जो सन् १९५८-५९ की रिपोर्ट छापी है उस से स्पष्ट हो जायेगा। उस रिपोर्ट से मालूम होता है कि सन् १९५८-५९ में प्रक्टूबर तक ६ महीनों में जो टनेज ट्रेकिंग हुआ वह था ६२,३६,२४६ टन और पिछले पूरे वर्ष में यह था १,०१,०३,५८१। इस से साफ प्रकट होता है कि पिछले साल से इस साल सबाया काम किया गया। आप देखें कि एक तरफ तो मजदूरों की संख्या घटी है और दूसरी तरफ काम में कमी नहीं आई है। फिर भी मेरी समझ में नहीं आता कि किस तरह से वहाँ यह कहा जा रहा है कि गो स्लो की पालिसी बरती जा रही है और इस वजह से मजदूरों को मुघतिल किया गया है। मैं निवेदन करूँगा कि ट्रांसपोर्ट के मंत्री महोदय कुछ इस मामले में दिलचस्पी लें और यह देखने की कोशिश करें कि कहीं ऐसा गोलमाल तो नहीं है कि क्योंकि डाक लेबर बोर्ड को मजदूरों की कोई खास यूनियन पसन्द नहीं है, इसलिये उन को परेशान करने के लिये यह सब किया जा रहा है।

मंत्रालय की तरफ से कहा गया कि जब वहाँ पर यह जांच की गई कि कौन सी रिप्रजेंटेटिव यूनिक्स हैं तो दूसरी यूनिक्स की तरफ से किसी मजदूर ने कुछ कहा नहीं। फिर भी इस यूनिक्स को मान्यता नहीं दी जाती। इस यूनिक्स को आल इंडिया पोर्ट फेडरेशन की तरफ से मान्यता प्राप्त है लेकिन इस को डाक लेबर बोर्ड के बेयरमैन महोदय की तरफ से मान्यता प्राप्त नहीं है। वे निवेदन करना चाहेंगे कि यह ऐसा जाये कि कहीं इस बजट से तो मजदूरों के साथ यह बरताव नहीं किया जा रहा है।

इस के बाद मैं यह निवेदन करूंगा कि कलकत्ता के पोर्ट में जो स्ट्रिक्चर का सिस्टम है उस को क्यों खत्म न किया जाये। वे कलकत्ता पोर्ट में करीब डेढ़ तीन करोड़ का सालाना मुनाफा कर रहे हैं। मैं समझता हूँ कि जब वक्त आ गया है कि हमें इस सिस्टम को खत्म करना चाहिये। वे लेबर को एम्पलाय करने के लिये दो रुपया प्रति टन मुनाफा लेते हैं और इस तरह से डेढ़ तीन करोड़ का मुनाफा कमाते हैं। यही लोग हैं जो यह चाहते हैं कि किसी तरह से अधिकारी उन के पक्ष में रहें और मजदूरों से ये हमेशा फायदा उठाते रहें। आज जब जमींदारी भावि इस तरह की चीजें खत्म की जा चुकी हैं तो इन को रखना कहाँ तक उचित है। मुझे बताया गया है कि सन् १९३० या १९३२ में सरकार की एक रिपोर्ट में इस सिस्टम को खत्म करने की सिफारिश की गई थी। मैं नहीं जानता कि इतनी पुरानी रिपोर्ट की सिफारिश के बावजूद भी आज तक इस सिस्टम को क्यों खत्म नहीं किया जा रहा है। अब बक्त आ गया है कि हम उनको खत्म कर के जो डेढ़ तीन करोड़ रुपया इन को मिलता है उसे मजदूरों के बेलफोर में और उन को सुविधायें देने पर खर्च करें। तो मेरा निवेदन है कि मंत्री महोदय इधर ध्यान दें और कोशिश करें कि डाक लेबर बोर्ड की तरफ से जो व्यावसायिक मजदूरों के

साथ हो रही हैं वे दूर हों और जो बार बार संकेतिक हड़तालें होती हैं वे भी खत्म हों। मैं आशा करता हूँ कि इस दिशा में कोशिश की जायेगी ताकि जो हमारा आयात और निर्यात का महत्वपूर्ण काम है उस में कोई बाधा न आने पाये। यह काम मजदूरों को संतुष्ट कर के ही किया जा सकता है, और मैं आशा करूंगा कि उन को संतुष्ट करने की कोशिश की जायेगी।

इसी सम्बन्ध में एक बात और कहना चाहता हूँ कि जो जून सन् १९५८ में पोर्ट एंड डाक स्ट्राइक सेंटिलमेंट हुआ था उस के अनुसार जो सुविधायें मजदूरों को मिलनी चाहिये थीं, जैसे पी० टी० शी० कनसेलर, ऐंथोसन लीव फैसिलिटीज, एक्स्ट्रा वे फार् गोइंट बर्क और सेंटिलमेंट ग्राफ लोकल इन्फ्यूज, वे भी कलकत्ते के ट्रक मजदूरों की नहीं दी जा रही है। तो मैं चाहता हूँ कि इस तरफ भी जल्द ध्यान दिया जाये।

अब मैं रोड ट्रांसपोर्ट के सम्बन्ध में कुछ कहना चाहता हूँ। मंत्री मंत्री महोदय ने कहा है कि वह एक बीस साला योजना बनाना चाहते हैं जिस में ५२०० करोड़ रुपया खर्च करें। ऐसा लगता है कि यह कोई विरोधी दल का सदस्य बोल रहा है। किन्तु यह रुपये देना कौन और किस तरह से आप देश में सड़कों का जाल बिछा सकेंगे। आजकल जो रुपया खर्च किया जाता है वह आप देखें कि कहाँ खर्च किया जाता है। आजकल जो रुपया खर्च हो रहा है उस से भी बहुत सी सड़कें बनाई जा सकती हैं। आज मुल्क में सड़कों का बहुत महत्व है, रेलों से ज्यादा महत्व है। मैं यह माने लेता हूँ कि सड़कों और रेलों में कोई लड़ाई का सवाल नहीं है और हम देखते हैं कि बीच बीच में एक विभाग दूसरे को साधुवाद भी देता है। मैं यह माने लेता हूँ कि दोनों में कोई लड़ाई नहीं है। और बाहिर में गवर्नमेंट की तो सम्मिलित जिम्मेदारी है। सरकार



[श्री बजराम सिंह]

को तो सब विभागों के उत्थान को देखना है तो हमें यह देखना चाहिये कि जो तरीका हम अपना रहे हैं उस से सड़कों का ठीक उत्थान हो रहा है या नहीं हो रहा है। दिल्ली में घाप बहुत बहुत सुन्दर सड़कें बनाते हैं। लेकिन यदि यही रूपया हम दूसरे स्थानों पर गांवों में, या छोटे छोटे कस्बों में खर्च करें तो इसी रूपये से दस गुना ज्यादा सड़क बना सकते हैं। लेकिन कोशिश यह की जाती है कि अच्छी अच्छी जगहों में अच्छी से अच्छी सड़कें बनाई जायें और छोटी जगहों की तरफ देखा भी नहीं जाता। मैं कहूंगा कि इस सम्बन्ध में राष्ट्रीय पैमाने पर योजना बनाने की जरूरत है। हमें सिर्फ यही नहीं देखना है कि हम कितना रूपया खर्च करें पर हम को यह भी देखना चाहिये कि हम कितनी सड़कें बनाने जा रहे हैं। हमें कम से कम खर्च से ज्यादा से ज्यादा सड़कें बनाने की कोशिश करनी चाहिये। अगर इस काम में हम को जनता की तरफ से धनदान के रूप में सहयोग मिल सके तो उस का भी पूरा लाभ उठाना चाहिये। मुझे यह ज्ञान कर खुशी हुई कि इस प्रकार के काम के लिये पिछले साल ६० लाख रूपया रखा गया था और इस साल भी ६० लाख रूपया रखा गया है। यह तो ऐसा विषय है कि जिस के लिये पांच या दस करोड़ रूपया भी रखा जाता तो अधिक नहीं था। जहां के लोग अपने परिवार से मिट्टी ढालने को तैयार हैं वहां पर यह रूपया देने की कोशिश करनी चाहिये और इस तरह से इन्तिजाम करना चाहिये कि इस रूपये से ज्यादा से ज्यादा सड़कें बन सकें। इस में रेल और सड़क की लड़ाई का कोई सुवाल नहीं है। इस में मुल्क के उत्थान का सुवाल है। जो पिछड़े हुए एरिया हैं, उन में ज्यादा से ज्यादा कोशिश करनी चाहिये।

इस में कहा गया है कि अन्तर्राष्ट्रीय और आर्थिक महत्व की सड़कों—इंटर-स्टेट और इकानॉमिक यूज की सड़कों—के लिये

सेक्टर की तरफ से विशेष सहायता दी जायगी। मैं मिनिस्टर साहब से पूछना चाहता हूँ कि ऐसी कौन सी सड़कों को सहायता दी गई है। अगर नहीं दी गई है, तो फिर इस में यह रखने की क्या आवश्यकता है? मुझे आशा है कि मिनिस्टर साहब इस पर प्रकाश डालेंगे और उन सड़कों के लिये सहायता दी जायगी।

Shri Tangamani (Madurai): Mr. Deputy-Speaker, Sir, the time at my disposal is very short, and therefore I shall only refer to two main issues—Civil Aviation and Posts and Telegraphs. My cut motions are: 1293 to 1307, 1267 to 1278, 1527 to 1533 and 1536 to 1538. I shall also refer to cut motions Nos. 1442 to 1453 standing in the name of Shri Muhammed Elias, 1464 to 1476 standing in the name of Shrimati Renu Chakravartty and 1384 to 1395 standing in the name of Shri S. M. Banerjee.

We are really very happy that the two hon. Ministers who have preceded me have already told us certain things. I am particularly happy that the bridge at Bhadrachalam over Godawari is going to be constructed, because that will be a direct link between the north and the south. Rs. 20 lakhs has been sanctioned for this work, and I hope work up to the sanctioned amount will be expedited.

Shri Mohiuddin referred to the Wheatcroft Committee's report and stated that the IAC Viscounts are very efficient. I would like to raise one or two issues about the Viscounts. There were two contracts with Vickers. In the year 1955-56 ten Viscounts were purchased. The cost price according to the first contract was £ 2.94 lakhs and according to the second contract it was £ 3.46 lakhs, but actually when they were delivered was found that each Viscount had to be paid at £ 3.35 to £ 3.37 lakhs under the first one and under the second contract we had to pay

£ 3.55 lakhs to £ 3.57 lakhs. In other words, with the excess that we have paid we will be able to purchase a Viscount itself.

I would like to know why this variation has taken place. According to clause 3.12½ per cent. is the maximum variation contracted for. I would like to know why that maximum variation has been allowed in the first contract. That is the point which I would like to have clarified.

Having said this, I would like to say something about civil aviation. There are now ten Viscount planes in service. There is the morning service from Calcutta to Bombay, from Bombay to Calcutta, and also to Delhi. We find that there is no morning service from Madras. My friends are asking—I really want to have some clarification—why there is no morning service from Madras. Is there any discrimination of the south? Is it because there are no servicing centres in the south, either in Bangalore or in Madras? If that is so, immediate steps must be taken for starting a servicing centre in Madras. Otherwise, Sir, the suspicion will always be there that there is discrimination.

About the staff much has been said yesterday and also today. I want to make only one point about the staff. That is about the provident fund that is being collected from the staff. There is no enthusiasm, because they do not know how much money has been deposited as they are not given any pass book. At least a pass book should be given of the method of collecting the provident fund should be suitably centralised.

On the question of stratagem what I would like to suggest for the consideration of the hon. Minister is that Gauhati must be developed as a base for receiving Skymasters and Viscounts. We must also develop many other aerodromes for receiving these heavy planes, particularly places like Madure.

Before I refer to the many points that I have mentioned in my cut motions, I would like to say one thing about Saidarjang. There is an air-cooler in the transmitting station. I am informed that the air-cooler is now emitting only hot air and not cool air. That may be looked into.

Coming to Posts and Telegraphs, very few hon. Members have so far referred to Posts and Telegraphs. We heard a lot about Posts and Telegraphs during the last year. Certain basic issues are now raised. I would like to say that when the hon. Shri Jagjivan Ram was Minister of Transport and Communications, on 22-3-1956 he stated that due to historical reasons the trade union of Posts and Telegraphs employees has been recognised as a trade union. As the hon. Minister knows, even before re-alignment when all these nine federations were brought together, they were all registered under the Trade Union Act. Even before the Industrial Disputes Act was passed, under rule 81A of the Defence of India Rules issues were referred to adjudication. Even now it is one of the industries recognised under the Industrial Disputes Act as essential services where they have to give suitable notice.

But, having been recognised as a trade union under the Trade Union Act and also under the Industrial Disputes Act, certain restrictions are now sought to be imposed. The first restriction has been under rules 4(a) and 4(b) about which there has been so much protest throughout the country. The hon. Minister knows about it. I would like to mention only one point about rules 4(a) and 4(b). Here is an organisation which has been recognised by the Government and at different levels negotiations do take place. But the question is, having recognised a particular organisation, are we or are we not going to allow them to function as a trade union? There are certain things which are normal trade union activities. Holding meetings and explaining the decisions of

[Shri Tangamani]

the trade union, holding meetings and explaining a particular issue raised before the Director-General or a particular issue which we raised before the hon. Minister and which was not considered, these are all normal trade union functions. They have been having this privilege to hold meetings after office hours inside the premises. But now when any meeting takes place there is a definition of 'demonstration' by the D.G. I do not know whether anyone is capable of giving such a wide definition to the word 'demonstration'. Even two people going together may be termed as a demonstration. Even if some worker says that he has got some grievances, that is termed as a demonstration. This has got to be put at rest. I do request the hon. Minister, who knows this problem so well, to give a quietus to the discontent that is now spreading amongst the P. & T. employees.

The second point about this is on the question of rule No. 9. Rule No. 9 says that the P. & T. employees cannot raise money for helping a victimised employee. There may be a worker who has been discharged, where the department may think that the discharge was legitimate but the organisation may think that the discharge was not legitimate. What is the course open to them? They will have to ventilate that grievance before the Supreme Court or the High Court. It does require money. An employee who has been dismissed will not be in a position to raise the money. I will give only one instance. In 1948, Shri K. G. Bose of the Postal Department was dismissed. His case had to be raised before the High Court and the Supreme Court. Ultimately, only last year, the High Court of Calcutta, I believe, held that the dismissal was unjustified. I am told that he has been reinstated. But for the money that was raised by the employees for defending his case, this would not have been possible. I can give many more such instances. I know the hon.

Minister has also had trade union experience in the past, and I hope he will fully realise the importance of this. They are not collecting money for any political purpose or for leading a demonstration.

Now, a particular worker—or even they may have to have a particular employee; it has happened in the Railways—or an employee may be so indispensable to be the General Secretary of the union. If he is in service, with all the facilities given by the department, he may not be able to do full justice to the union. Then what happens is, he is asked to resign. He becomes an ex-employee. Rule 9 that is now sought to be brought in says that no outsider is to be an office-bearer of the trade union. I am in full agreement with the spirit of that. I would really like the employees to develop as good trade union leaders. Unfortunately for us, in the P. & T. movement there are very highly developed trade union cadres. The question that arises is, supposing there is a P. & T. employee who has retired and who is an office-bearer, is he an outsider? Supposing there is a worker who resigns and then becomes an office-bearer, is he an outsider? Supposing an employee has been discharged or victimised and then he becomes an office-bearer, is he an outsider? I do not think he can be an outsider. The definition of 'outsider' cannot cover those people who had links with the organisation before or long before. That is the third point on which I would like to draw pointed attention of the hon. Minister.

On the question of employees of the Civil Aviation Department, I would only refer to my various cut motions. But I would like to mention one or two points. In my cut motions I have mentioned how there are no proper RMS vans. Although in one instance, in the Trivandrum Express, we have been demanding for the past

three years that the T-9 must be replaced by a proper RMS van, even to this day we have not got it

The Madras Circle has given instances how the RMS section is understaffed. The working conditions of the RMS employees will have to be considerably altered

Sir, the Ministry deals with so many subjects, it is a vast Ministry I would like to mention only one other point I shall not exceed the time limit that you have fixed for us This Ministry also deals with Railways

What I would request is this Since 12-5-1941, on the recommendation of the Pacific Locomotive Committee, the Inspectorate of Railways has been placed under this Ministry There are four circles—Bombay, Calcutta, Bangalore and Lucknow But the Lucknow circle has got its headquarters still in Calcutta It should be shifted to Lucknow From 1-1-1958 to 15-12-1958 this Inspectorate has carried out investigations in the case of 30 passenger train accidents I request—and it is also a very modest request—that whenever this Inspectorate holds such enquiries the reports of the enquiries may be made available to this House

14 hrs.

श्री भक्त हसन उपाध्यक्ष महोदय, चूँकि समय की कमी है और परिवहन मंत्रालय के राज्य-मंत्री भी अपना उत्तर समाप्त कर चुके हैं, इसलिये उस सम्बन्ध में मैं केवल बलते बलते यह इशारा करना चाहता हूँ कि पहले परिवहन मंत्रालय—ट्रांसपोर्ट मिनिस्ट्री—रेलवे मंत्रालय के साथ जुड़ा हुआ था, लेकिन उन दिनों हम को परिवहन के ऊपर अलग से बहस करने का अवसर मिल जाता था। अब परिवहन मंत्रालय को संचार मंत्रालय के साथ जोड़ दिया गया है, हालाँकि दोनों मंत्रालय अलग अलग हैं। मैं यह निवेदन

करना चाहता हूँ कि कम से कम अगले वर्ष से परिवहन मंत्रालय की ग्रान्ट्स पर अलग से बहस की जाय और संचार मंत्रालय की ग्रान्ट्स पर अलग से बहस की जाय।

हालाँकि जहाजरानी के मंत्री महोदय अपना उत्तर दे चुके हैं, लेकिन फिर भी मैं यह सुझाव देना चाहता हूँ कि चूँकि परिवहन मंत्रालय के अलग अलग विभाग बनने की वजह से शिपिंग के साथ पूरा न्याय नहीं किया गया है और जैसाकि उन्होंने अपना भाषण में बताया कि हमारे देश की अर्थ-व्यवस्था के लिये वह किनासा अनिवार्य है, इसलिये इस में जो अलग ट्रांसपोर्ट विंग है, उस के भी दो हिस्से कर दिये जाने चाहियें। शिपिंग का विभाग बिल्कुल अलग कर दिया जाय और अगर उचित समझा जाय, तो उस के साथ पोर्ट्स, लाइट हाउसिंग, शिप याइंड और लाइट शिप्स को जोड़ा जा सकता है क्योंकि वे सम्बन्धित विषय हैं। मैं समझता हूँ कि मंत्री महोदय और फिर कैबिनेट इस पर विचार करेंगे और इस विषय में कोई निर्णय किया जायगा।

चूँकि समय की कमी है इसलिये मैं केवल डाक-तार विभाग के सम्बन्ध में कुछ निवेदन करूँगा और चूँकि उस का सीधा सम्बन्ध हमारे इस मंत्रालय के मुख्य मंत्री—प्रधान मंत्री—बल्कि यह शब्द तो अनुपयुक्त होगा, प्रमुख मंत्री, श्री पाटिल से है और चूँकि वह ही जवाब देने वाले हैं, इसलिये मैं उन्हीं की सेवा में कुछ निवेदन करूँगा। कुछ समय पहले तत्कालीन मंत्री श्री लाल बहादुर शास्त्री ने इस सदन में घोषणा की थी कि डाक-तार विभाग के लिये एक बोर्ड का संगठन किया जायक—। मुझे प्रसन्नता है और मैं माननीय पाटिल साहब को बधाई देता हूँ कि उन्होंने ने इस विषय में दिसचस्पी ली। लेकिन एक वर्ष बीत जान पर भी अभी तक पूरी तरह पता नहीं चला है कि यह मामला कहाँ तक पहुँचा है, जबकि यह निश्चित है कि इस

[श्री भवन दास]

पहलू पर कोई असर नहीं पड़ेगा। रेलवे की तरह इस का कितना जेनरल फाइनेंस से भरण नहीं किया जायेगा। ऐसी स्थिति में इस में क्यों भ्रष्टाचार पड़ रही है। मुझे आशा है कि माननीय मंत्री महोदय इस पर विचार करने और इस के सम्बन्ध में घोषणा करने की कृपा करेंगे।

जब मैं कुछ शब्द परिमण्डलों-सर्कल—के पुनर्संगठन के सम्बन्ध में कहना चाहता हूँ। मैसूर के सम्बन्ध में दो बार सज्जनों ने आवाज उठाई है और इस के बारे में माननीय मंत्री जी में आश्वासन भी दिया है। यह मैं निवेदन करना चाहता हूँ कि मैसूर का संगठन किया जाय, वहाँ सारे देश में इस समय जो परिमण्डल-सर्कल—बने हुए हैं, उन का एक रैशनल बेसिस पर—एक वैज्ञानिक आधार पर—पुनर्संगठन करना जरूरी है। कुछ सर्कल 'भेजर' बताये जाते हैं और कितने माइनर बताये जाते हैं। कितने ही परिमण्डलों का क्षेत्रफल इतना अधिक है कि उन का इन्तजाम करना मुश्किल है। जहाँ तक मुझे पता है, आन्ध्र प्रदेश में इस समय दो सर्कल काम कर रहे हैं—एक तो हैदराबाद बास में है और एक करनूल में है। इस तरह की व्यवस्था पर बहुत ही वैज्ञानिक ढंग से विचार किया जाना चाहिये। और बहुत जल्द ही इन ब.रे में निर्णय किया जाना चाहिये।

जहाँ तक 'पोस्ट-मास्टर जनरल' शब्द का सम्बन्ध है, वह मेरी समझ में नहीं आता है। इंग्लैंड में पोस्ट मास्टर जनरल मंत्री-मंडल का एक सदस्य होता है और कैबिनेट रैंक का हो जाता है। हमारे देश में शायद वहाँ से ही यह व्यवस्था जुबार में ली गई है, लेकिन अब उस को आगे बढ़ाने की आवश्यकता नहीं है। केन्द्र में डायरेक्टर जनरल, पोस्ट्स एण्ड टेलीग्राफ्स होता है और सर्कलों में यानी प्रायोजनों में पोस्ट-मास्टर जनरल होते हैं—केवल वे डाक तार से सम्बन्ध नहीं रखते उस के सिवाय वे तार, टेलीफोन, टेलीग्राफ और टेली-कम्युनिकेशन्स से सब गन्ध रखते

हैं। मैं सुझाव देना चाहता हूँ कि सर्कलों के पोस्ट मास्टर जनरल शब्द को समाप्त किया जाना चाहिये और केन्द्र में डायरेक्टर जनरल, पोस्ट्स एण्ड टेलीग्राफ्स हो और हर एक सर्कल में डायरेक्टर आफ पोस्ट्स एण्ड टेलीग्राफ्स हों और उस की शाखाएँ हों डिप्टी डायरेक्टर, टेलीग्राफ्स और डिप्टी डायरेक्टर, टेलीफोन इत्यादि। इसी तरह डाक तार विभाग के लिये हो सकता है। इस नामेनक्लेचर पर विचार किया जाना चाहिये और जो सर्कलों को पुनर्संगठन किया जा रहा है, उस पर ध्यान दिया जाना चाहिये।

रीजनल एडवाइजरी कमेटीज—सलाहकार समितियों—ने बड़ा अच्छा काम किया है। इस से सरकारी कर्मचारियों और नैर-सरकारी सदस्यों और संसद्-सदस्यों को एक दूसरे के नजदीक आने का अवसर मिला है। मैं इस सम्बन्ध में यह कहना चाहता हूँ कि जैसे रेलवे में पहले मैनेजल यूजर्स कनसलटेन्टिब कौंसिल है, उस के नीचे जोनल कमेटीज हैं और उन के नीचे सुपरिन्टेन्डेंट की कमेटी है। यानी डिबिजनल सुपरिन्टेन्डेंट के लिये इसी तरीके से अगर मंत्रालय विचार करे कि हर एक पोस्टल डिबिजन में जो अगर वहाँ के एम० पी० को मिला कर—चाहे उन को भत्ता न दिया जाय—एक समिति बनाई जाये और कम से कम साल में एक बार उन को बुला कर उन को हलाके की कठिनाइयों को दूर करने का प्रयत्न किया जाये, तो ऐसी बहुत सी कठिनाइयाँ और मांगें, जो कि एम० पी० के पास आती हैं और वहाँ मंत्रियों के पास आती हैं, वे दूर हो जायेंगी। कम से कम इस को एक्सपेरिमेंट के आधार पर शुरू किया जाये।

इस मंत्रालय के अन्तर्गत, बास तीर पर डाक-तार विभाग के सम्बन्ध में, भवनों के निर्माण का कार्य बड़ा असन्तोषजनक है। द्वितीय पंचवर्षीय योजना में इस के लिये बच करीब रुपये रबे नबे थे, लेकिन बाद में

कटौती की गई और ६६१ लाख रुपये रखे गये। अग्रे १९५६-५७ में १०१ लाख रुपये खर्च हुआ, १९५७-५८ में केवल ७० लाख रुपये खर्च हुआ और इस साल यानी १९५८-५९ में यह आशा की जाती है कि १३४ लाख रुपये खर्च किये जायेंगे। लेकिन पता नहीं कि वास्तव में क्या खर्च किया जायेगा। यहां तो केवल आशा मात्र है। इस का अर्थ यह है कि ६६१ लाख में से ३८६ लाख रुपये योजना के दो अन्तिम वर्षों में हम ने खर्च करने हैं। लेकिन इस समय जो व्यवस्था है, वह इतनी असन्तोषजनक, इतनी अपर्याप्त और इतनी उपहासास्पद है कि स्वयं मंत्रालय को शर्मिदा—सज्जित—होना पड़ता है। मैं मंत्री महोदय से यह अनुरोध करना चाहता हूं कि वह साहस बटोर कर के कैबिनेट में यह सबाल ले जायें और कह दें कि केन्द्रांश लोक निर्माण विभाग—सी०पी० डब्ल्यू० डी०—से हम बाज आये, इस से हम निराश हो चुके हैं और अब इस को हमारे ऊपर न बोपा जाय। हम लोग वर्षों से चिल्लाते रहे कि इस मंत्रालय का एक अलग इंजीनियरिंग विभाग होना चाहिये और धरर वह नहीं हो सकता है, तो सी० पी० डब्ल्यू० डी० का एक ऐसा विंग बनाया जाय, जो सीधे इस मंत्रालय के नियंत्रण में रहे, ताकि भवन-निर्माण का कार्यक्रम पूरी तरह से चल सके।

यहां पर मनी-आर्डरों की बात छोटी सी मालूम होती है, लेकिन यह तथ्य है कि गांवों में लोगों के पास खप्या बहुत देरी से पहुंच रहा है। दिल्ली से मनीआर्डर भेजे जाते हैं, लेकिन दो तीन महीनों तक डाकखानों का चक्कर लगाने पर भी गांवों में लोगों को खप्या नहीं मिलता है। कई जगह इस कारण खादियां तक रुक गईं। दिल्ली से खप्या भेजा गया, लेकिन निश्चित तारीख तक चूकि खप्या न पहुंच सका, इसलिये खादी को रोकना पड़ा। कई जगह इस के कारण इतनी गमलचढ़ाई हो गई कि क्या गवर्नमेंट का बीबासा निपुण्त गया है कि डाकखानों से खप्या नहीं मिलता है।

एक माननीय सदस्य : चिट्ठियां तो मिल गई होंगी जल्दी ?

श्री मन्त्र बख्श : बाज चिट्ठियां तो एक एक साल में मिलती हैं। मैं निवेदन करना चाहता हूं कि इस सम्बन्ध में कोई कठोर कदम उठाया जाना चाहिये।

चलते चलते मैं यह कहना चाहता हूं कि एक्स्ट्रा-डिपार्टमेंटल स्टाफ के बारे में भी धन कार्यवाही की जाये। मैं ने परसों श्री माननीय मंत्री जी के सामने यह प्रश्न उठाया था : इस सम्बन्ध में बड़ी आशाओं चारों तरफ फैल गई हैं, लेकिन पता नहीं, क्यों नहीं निर्णय हो पा रहा है। हो सकता है कि वित्तीय पहलू के कारण देर हो रही है। विभाग प्रर आर्थिक भार बढ़ने वाला है, लेकिन फिर भी इस मामले को ज्यादा दिन नहीं टाला जाना चाहिये। माननीय मंत्री जी ने आश्वासन दिया है कि मई के अन्त तक इस बारे में निर्णय हो जायेगा। मैं आशा करता हूं कि मई की आखिरी तारीख से आगे इस को नहीं बढ़ने दिया जायेगा। उन्होंने ने विश्वास दिलाया है कि निर्णय उत्साहवर्धक होगा। मुझे आशा है कि वह जरूर उत्साहवर्धक होगा।

अब मैं पार्लियामेंट हाउस के डाकखाने के बारे में छोटी सी बात कहना चाहता हूं और वह यह है कि धाप जानते हैं कि मैं हिन्दी का सेवक और पक्षपाती हूं, लेकिन यहां पर परसों जो मनीआर्डर फार्म बट रहे थे, उन में केवल हिन्दी में लिखा था, जिस के कारण हमारे दक्षिणी भाइयों को बड़ी कठिनाई होती है। मैं ने उनके अर्थ समझाया। मैं बार बार निवेदन करता रहता हूं कि सारे देश के लिये एक आईसिगुशल और ट्राइसिगुशल फारमूला बनाना चाहिये। हिन्दी, अंग्रेजी और प्रादेशिक भाषा, इन तीनों को मिला कर आम्रम बनाया जाय, ताकि जनता को सुविधा हो सके। जो हिन्दी क्षेत्र हैं, उन में हिन्दी और अंग्रेजी और दूसरे क्षेत्रों में हिन्दी, अंग्रेजी

[श्री भवन वर्मन]

और प्रादेशिक भाषा का होना अनिवार्य होना चाहिये। मैं देखता हूँ कि ऐसा न होने की वजह से हिन्दी के हित पर बड़ा कुठाराघात होता है। लोगों में असन्तोष पैदा होता है, लोगों में विरोध की भावना पैदा होती है।

उपाध्यक्ष महोदय मैं आप की आज्ञा से दो मिनट और लेना चाहता हूँ। आप मेरे साथ सहमत होंगे कि मैं ने एक भी बात ऐसी नहीं कही है जो कि पहले कही गई हो।

डाक तार विभाग के अन्तर्गत एक विभाग है जिस का नाम वायरलेस टेलीग्राफी है। इस का हिन्दी की रिपोर्ट में अनुवाद "वितन्तु तार-व्यवस्था" किया गया है। मुझे बताया गया है कि तेलुगु में वितन्तु विधा को कहते हैं, मुझे पता नहीं ठीक है या नहीं। लेकिन मैं समझता हूँ कि इस की हालत भी एक विधा की सी हो रही है। मैं चाहता हूँ कि जो अनुवाद किया गया है, इस में सुधार होना चाहिये। हिन्दी में बोल चाल की भाषा से उसे बेतार का तार कहते हैं और यह आप इस का नाम रख सकते हैं या यन्त्रहीन या तारहीन कह सकते हैं लेकिन वितन्तु तार व्यवस्था कह कर मुझे डर है कि कहीं आप इसे विधाभ्रम न बना दें। इस विभाग में जितने भी अधिकारी हैं, बड़े बड़े अधिकारी हैं, वे तार और टेलीफोन के जानने वाले हैं, वायरलेस के, बेतार के बारे में उन को ज्यादा जानकारी नहीं है। चुनावे इस का अभी विकास पूरा नहीं हो रहा है। आप देखिये कि तिब्बत की क्या स्थिति है। इस की वजह से मैं यह नहीं कह सकता कि चीन हम पर हमला करने वाला है। लेकिन सनकता की आवश्यकता है। बहुत से लोग यह तर्क देते हैं कि यह जो वायरलेस की व्यवस्था है यह ऐसी सुगम होनी चाहिये कि जो इन-एक्सेसिबल एरियाज हैं, जो जंगल हैं, जो पहाड़ हैं, वहाँ पर भी होनी चाहिये। अगर समय होता तो मैं यह मित्र करने का प्रयत्न करता कि

यह जो बेतार का महकना है यह कितना कम कर्चील है, कितना एफ़िष्ट है, सक्षम है, कितना रिमायबल यानी विश्वासनीय है। अगर बड़े बड़े शहरों में वायरलेस टेलीग्राफी को आप शुरू करें तो जितना कंजेशन बैनरस के अन्दर टेलीफोन करने में और तार भेजने में होता है वह दूर हो सकता है क्योंकि इस में तार की आवश्यकता नहीं है और ईयर के अन्दर इतराता हुआ सीधा यह आकाश में चला जाता है। इसलिये अगर बड़े बड़े शहरों में बेतार की व्यवस्था की जाये जैसे दिल्ली-कलकत्ता और दिल्ली-बम्बई के बीच है तो इस से बहुत सी जटिलताये बहुत सी कठिनाइया दूर हो सकती हैं।

इस सम्बन्ध में मैं एक बात और कह कर समाप्त करता हूँ। दिल्ली के नजदक गुडगाव के सिगनल केन्द्र के एक मैकशन पर हमारा पी० एण्ड टी० विभाग भी काम करता है। २८ और २९ अक्टूबर की रात को बड़ा भाग लग गई। भारतीय वायुसेना का करोड़ों का नुकसान हुआ और १४-१५ लाख का इस डाक तार विभाग का भी नुकसान हुआ, जहाँ तक मुझे मालूम है। लेकिन अभी तक वहाँ सन्तोष-जनक व्यवस्था नहीं की गई है। पहले चार फ़िक्वेंसीज के सन्देश भेजे जाते थे अब मुश्किल में तीन फ़िक्वेंसीज के सन्देश भेजने की व्यवस्था हो पाई है। इस विषय पर मैं इस वास्ते जोर डालना चाहता हूँ कि अभी हाल में कराची में एक कान्फ़रेंस हुई थी जिसमें बताया गया था कि जो बलियाँ पूर्व एशिया यानी साउथ ईस्ट एशिया के लिये इंटरनैशनल-मिटीरियोलोजिकल बाइकास्टिंग सर्विस है इसको पाकिस्तान हम से लेना चाहता है और उसके पास इसके कारण हैं क्योंकि हम उस व्यवस्था को अच्छी तरह से नहीं चला पा रहे हैं। यह एक अन्तर्राष्ट्रीय महत्व का प्रश्न है। इस वास्ते मैं अनुरोध करता हूँ कि बेतार व्यवस्था को बढ़ाने से जो यह मिटीरियोलोजी-



कल ब्राडकास्टिंग सिस्टम है जिसके द्वारा हम दक्षिण पूर्वी एशिया में सम्मानित हो रहे हैं, उसको मूल्यवान सन्देश देते रहे हैं, इसकी ओर पूरा ध्यान दिया जाना चाहिये।

**श्री० रत्नवीर सिंह (रोहतक) :** उपाध्यक्ष महोदय, समय मुझे दस मिनट का दिया गया है और संचार और परिवहन मंत्रालय का ताल्लुक जमीन आसमान और पानी और गांवों की गाड़ियों से लेकर हवाई जहाजों तक से है। इन चीजों का सम्बन्ध गांवों तथा शहरों सभी से है इन चीजों से लोगों का रोज का वास्ता रहता है। इससे पहले कि मैं पी० एण्ड टी० के महकमे के बारे में कुछ कहूँ, मैं टूरिस्ट महकमे के बारे में कुछ कहना चाहूँगा।

मालवा नगल के पास जो गोविन्द सागर है, वहाँ टूरिस्ट्स के लिए, उनके देखने के लिए एक अच्छा स्थान है और वह घामदनी का एक अच्छा जरिया बन सकता है। वहाँ पर साठ मील की लेंक होगी। इस वास्ते मैं चाहता हूँ कि उसके चारों तरफ रैस्ट हाउसिस बनाने का इन्तिजाम किया जाये।

झुंके घासबा मैं चाहता हूँ कि राजस्थान कैनल जो कि दुनिया की सबसे बड़ी कैनल बन रही है, उसको काढला से जोड़ने के लिए और उसको नैबिगेबल बनाने के लिये आपको कोई न कोई उपाय अवश्य सोचना चाहिये और इसका जरूर इन्तिजाम करना चाहिये। जब यह नहर चालू हो तो मैं चाहता हूँ कि इसको नैबिगेबल बना दिया जाए।

मैं यह भी चाहता हूँ कि पंजाब और यू०पी० को सीधे तौर पर जोड़ा जाना चाहिये। पंजाब से यू० पी० और यू० पी० से पंजाब आने जाने के लिए दिल्ली आने की आवश्यकता नहीं रहनी चाहिये। सोनीपत से होते हुए रोहतक और दूसरे इलाके जो हैं, उनको येरड़ से मिला दिया जाए और यमुना के ऊपर एक नया पुल बनाया जाना चाहिये। मैं आशा

करता हूँ कि आप इस ओर अवश्य ध्यान देंगे।

मैंने देखा है कि २७६ करोड़ रुपये की आपकी रोड की स्कीमें हैं। यह रुपया दूसरी प्लान के अन्दर रखा गया था। लेकिन विलेज एग्रोच रोड कोओपरेटिव स्कीम जो है, उसके लिए सात साल के अन्दर कोई १ करोड़ २० लाख रुपया ही रखा गया है, यानी २० लाख रुपया माल उसके लिए रखा गया है। मुझे मालूम नहीं मन्नी महोदय का जो हल्का है, वह इस रकम का इस्तेमाल कर सकता है या नहीं कर सकता है लेकिन मैं भ्रकेला २० लाख रुपया अपने हल्के में इस्तेमाल करने के लिये तैयार हूँ और आप जानते ही हैं कि वहाँ के लोगों को १।३ हिस्सा कम से कम अपनी तरफ से देना भी होगा और यह सब कुछ मैं करने के लिये तैयार हूँ और इस सारी जिम्मेदारी को महसूस करता हूँ। मैं समझता हूँ कि यह जो रुपया गांवों की सड़कों में जोड़ने के लिए रखा गया है यह बहुत बड़ा है और इसको बढ़ाया जाना चाहिये।

पी० एण्ड टी० की रिपोर्ट के अन्दर यह भी दर्ज है कि जहाँ तक भवन बनाने का सवाल है, प्लानिंग कमिशन ने चूँकि उस रकम में कटौती कर दी है, इस वास्ते हम पर यह जिम्मेदारी आ गई है कि जब तक हम साबित न करें कि किसी चीज की इतनी आवश्यकता है कि उसको टाना नहीं जा सकता है, तब तक उस रकम को बढ़ाया नहीं जा सकता है। मैं आपको बतलाना चाहता हूँ कि दिल्ली से ही पोस्ट एण्ड टेलीग्राफ की घामदनी शुरू होती है और वही पर आप देखें तो आपको पता चलेगा कि ३०० आदमियों के काम करने के लिये सी० टी० ओ० बना था लेकिन आज बहा पर १२०० आदमी काम करते हैं। उनके लिए मकान नहीं बनाये गये हैं। इसके विपरीत ३७ लाख रुपया लार्च क्रिके डायरेक्टर जनरल के दफ्तर को बना दिया गया है। वह भी जरूरी ही सकता है और वह भी बनना चाहिये था लेकिन जहाँ घामदनी है, जो

[श्री० रणवीर सिंह]

आमदनी का करिया है, उसकी तरफ कोई ध्यान नहीं दिया जाता है। यह तो उसी तरह से मालूम होता है जैसे यह मिला किया जाता है कि देहात की तरफ ध्यान नहीं किया जाता है, वहाँ के लोग कमाते हैं, घनाज देते हैं, पानी देते हैं, सब चीजें देते हैं, लेकिन फिर भी उनकी कोई परवा नहीं करता है। इसी तरह से महकमों की बात है। जो कमाने वाले महकमे हैं, उनके बारे में किसी को कोई फिक्र नहीं है, उनके लिए मकानों की धीर न इस बात की फिक्र है, कि उनके लिए काम करने के लिए जगह हो। पोस्ट एण्ड टेलीग्राफ डिपार्टमेंट की रिपोर्टों में लिखा है कि जब तक इस तरह की किसी चीज को जस्टिफाई न किया जाए तब तक उसको बनाया नहीं जा सकता है।

प्लानिंग कमिशन ने पहले पांच साला प्लान में एक पैरा लिखा है, लेकिन चूकि समय थोड़ा है, इसलिये मैं उस को पढ़ना नहीं चाहता लेकिन उस में लिखा हुआ है कि पी० एंड टी० के अन्दाज के मूलाधिक दफ्तर के लिये जो जगह की कमी है वह ७ लाख ६२ हजार ६५५ स्क्वयर फीट की है। उस वक्त जब यह अंदाजा लगाया गया था तब कोई १ लाख ६२ हजार व्यक्ति उन में काम करते थे लेकिन आज उन की तादाद ३ लाख ६२ हजार के करीब हो गई है, यानी दुगुने आदमी हो गए हैं। प्लानिंग कमिशन ने ठीक ही अपनी रिपोर्ट में लिखा था कि जगह की अब कमी होती है तो काम करने की जो शक्ति है उस पर बुरा असर पड़ता है। मुझे पता नहीं कि जो सपना इस काम के लिये रखा गया था उस में से कितना जर्जु किया गया है, कितना इस्तेमाल हुआ है। अभी मेरे एक ज्ञापी ने इस का जिक्र किया। लेकिन इसमें यह लिखा हुआ है कि १९५८-५९ के अन्दर कोई पांच जगहों पर दफ्तर बने थे और आठ जगहों पर स्टाफ क्वार्टर्स

बनने थे। इस के अलावा १९५७-५८ में २४ जगहों पर दफ्तर बनने थे और १९ जगहों पर मकानों की बिल्डिंग इत्यादि बननी थीं। मुझे पता नहीं कहाँ तक वे जगहें बनी हैं। मैं समझता हूँ कि पिछले साल सही तौर पर साल बहापुर जी ने मिला किया था कि जो सी० पी० डब्ल्यू० डी० का महकमा है वह डाक तार विभाग को सहयोग नहीं देता है। मैं चाहता हूँ कि अगर डाक तार विभाग के साथ मकान बनाने वाले महकमे को आप जोड़ नहीं सकते हैं तो कम से कम आप यह तो करें कि केन्द्रीय सरकार के जितने मकान हैं उन के अन्दर जो डाक और तार विभाग के भाई नीकर हैं, उन में उन का भी हिस्सा रख दें। अभी मैं ने सुना है कि जो भाई डाक तार महकमे में काम करते हैं और सन् १९४४-४५ से नीकरी में हैं, उन में से बहुत से ऐसे हैं, जिन को मकान नहीं मिला। लेकिन उसी के मुकाबले में जो दूसरे महकमों में नीकर हैं वह सन् १९५३-५४ के हैं और उन को मकान मिल गये हैं। अगर इस महकमे के काम को देला जाय तो इस महकमे के ऊपर ११० करोड़ रुपया ऐसा लगा हुआ है जिस का ब्याज लिया जाता है। इस महकमे का जो ऐक्यूमुलेटेड सर्प्लस है वह २३ करोड़ से ज्यादा है। मैं समझता हूँ कि इस महकमे में काम करने वालों का देश के ऊपर हक है और देश को यह मानना चाहिये, जैसा कि मंत्रालय की रिपोर्ट में दिया हुआ है, कि कोई बजह नहीं है कि उन के लिये मकान या दफ्तर न बनाये जायें। उन के मकान और दफ्तर बनाने की तरफ हम को ज्यादा ध्यान देना चाहिये।

प्लानिंग कमिशन ने जो रिपोर्ट लिखी है उस के बारे में मैं ने आप से कहा। मैं चाहता हूँ कि इस देश के अन्दर जो डाक-खानों की हाजत है उस के ऊपर भी बरा मौर किया जाय। आज देश बहुत धावे

क्या है, हम ऐटम बम की बात करते हैं, लेकिन आज हमारे देश में देहातों की क्या हालत है ? इस देश के अन्दर १६,६५५ गांव ऐसे हैं जिन के पास हफ्ते से ज्यादा डेढ़ में डाक पहुंचती है । जिन के पास हफ्ते में डाक पहुंचती है उन की संख्या १ लाख ८ हजार है या शायद इस से कुछ ज्यादा हो, जिन के पास हफ्ते में दो दफा डाक पहुंचती है वह १ लाख ७२ हजार है और जिन गांवों के पास हफ्ते में तीन दफा डाक पहुंचती है उन की संख्या १ लाख ५१ हजार है । मैं चाहता हूँ कि जहाँ इस महकमे के कारनामे बहुत बड़े बड़े हैं और उस ने बहुत बड़ा काम किया है वहाँ गांवों की तरफ भी ज्यादा ध्यान दे । वैसे उस का ध्यान गांवों की तरफ बहुत है, लेकिन जितना ध्यान होना चाहिये उस से अभी कम ही मालूम होता है । इस महकमे की रिपोर्ट के मुताबिक उस के काम में बढ़ोतरी हुई है । लेकिन सब से ज्यादा बढ़ोतरी जिस चीज में हुई है वह ट्रंक काल्स के मुताबिक है । सन् १९३८-३९ में जो ट्रंक काल्स की तादाद थी और जो तादाद आज है उस का रेशियो देवा जाय तब तो उस का काम बहुत ज्यादा नहीं हुआ है । मैं समझता हूँ कि यह एक बहुत बड़ा कारण है कि ट्रंक काल्स के बारे में शिकायत आ रही है । उस के अन्दर की शिकायतों को दूर करने की कोशिश हमें करनी चाहिये । अन्त में मैं यही कहना चाहूंगा कि पोस्ट एंड टेलिग्राफ महकमे में जो लोग काम करते हैं उन के दफ्तर का इन्तजाम तो किया ही जाय, लेकिन उन के लिये मकानों का भी इन्तजाम किया जाये ।

**Shrimati Ila Palchoudhuri:** Mr. Deputy-Speaker, I am very happy that you did give me a chance right at the tag end of the debate. However, I will not waste my time by saying anything superfluous and I will just come to direct points.

22 (A1) L.S.D.—4

About the P. & T. I just want to point out one thing. Local call rates in Calcutta, Bombay and Delhi are not the same. The following would show the difference. As it exists, in Calcutta there are two rates—10 calls a rupee for those who have telephones under the "Own Your Telephone" scheme and 8 calls a rupee for others. In Bombay it is 10 calls a rupee. In Delhi subscribers under the "Own Your Telephone" scheme need not pay for 200 calls a month. For the rest they pay Re. 1 for 10 calls. Calcutta has the most number of telephones and the most number of calls and even if the rate cannot be changed there should not at least be any discrimination against Calcutta.

Much has been said about ports, ships and so forth. I will not repeat them but I will associate myself with the sentiments expressed by hon. friend Shri Raghunath Singh. I hope that Calcutta port will receive every attention and that Haldia, which is sought to be made into a deep-sea port, will also find an important place and will be taken up as soon as possible.

There is just one argument which I would like to answer. Members opposite said that because Calcutta port needs dredging so it need not be developed. But then all ports in the world have to be dredged Sir! Further, Calcutta port is a natural port. And the very fact that the hon. Member opposite said that the first landing by the British was in Calcutta port shows that it is a natural port. We are all in sympathy with all ports that should be developed, whether it is Paradip or Mangalore or other ports all over India. But the whole matter should be looked into from an integrated point of view and there should be no sense of discrimination or trying to view with each other in this matter. It is a national concern and it must be looked at from the national angle.

[Shrimati Ha Palchoudhuri]

Coming to tourism, I have one point to make. I find that there are three things in the administration of the Transport Ministry which, if adopted, will help the administration about tourism and publicity, to my thinking. If a wing of the Information and Broadcasting Ministry could function under the Tourist Department and do a certain amount of publicity our tourist publicity would be better. The same applies to buildings for the posts and telegraphs. If a wing of CPWD or the Housing Ministry could function under the Transport Department, the building, could be got through at a faster rate. Thirdly, we need a department of shipping that can deal with the many aspects relating to shipping.

About the tourism part of it I find that Rs. 30,13,000 has been spent on the pay of officers, allowances etc. I quite realise that we have to pay something to get something. But I hope that these Rs. 30 lakhs and more is paid mainly to those low-paid officers who will go, make enquiries, contact the people and help the tourists at the airports rail ends etc., and not to those arm chair officials who do not do the actual work. I am sure the hon. Minister who has so much imagination will see this point and see that this is done. I also hope that he will have tourist departments in foreign countries under direct supervision of the tourist department in India rather than work through our Embassies.

There are two or three points about tourism which I would like to mention. The International Association of Travel Agents and Air Transport Association Facilitation Group have stated in their report that the first thing to be done was that tourists should be treated as welcome guests and not as potential law-breakers. So, if they carry films or if they carry something else that they are used to, say, drinks, they should not be scru-

tinized in too harsh a way. They should be allowed to carry them, because the American tourists for instance, very often carry much more than six rolls of films. If they carry such things we should not stand in their way. I think for the foreign tourists such things should be allowed. They should be allowed to take drinks, if they are used to taking them. Prohibition and tourism do not go together.

Lastly, I would like to say that there is no mention of Bengal whatsoever in the three ways in which money is to be spent on tourism. I would say that there are many places in Bengal, including Darjeeling and Kalimpong that would be of attraction to tourists, especially Kalimpong.

Shri Braj Raj Singh: In Kalimpong it is already there.

श्री ब्रज राज सिंह : कलिंग्ग को तो छोड़ दीजिये, साहब ।

Shrimati Ha Palchoudhuri: Of course, there is an unsavoury odour about Kalimpong now! But if it is developed as a tourist centre—especially, I can command the road route, it is very beautiful—I am sure much of this unsavoury odour will disappear. Not only that, we can also arrange to earn some foreign exchange from the place. In Bengal Sir, Darjeeling is the Queen of hill stations. I only wish that the Tourist Development Council might meet in Darjeeling sometime.

Shri Raj Bahadur: They have refused accommodation for us for the meeting of the Council.

Shrimati Ha Palchoudhuri: I hope the Bengal Government will see to it that it is done. Even if it cannot be located in Darjeeling, there are little places down the Darjeeling road that are very suitable, and I will find it out for the Minister.

Then, there are two kinds of tourists—intimate tourists and spectacular tourists. Intimate tourists want to see the life of India and the life of individual as such whenever they come in contact with people. There I think we can do a lot towards creating an interest in them by taking them to places of interest for the foreign visitors like Nabadwip, and I am sure the Minister will agree that if facilities are offered, even the foreign tourists will find those places very very pleasing. He can assure himself of this by seeing them himself and I will see that he also sees how beautiful it can be on a moonlit night when kirtans are sung and the boats ply on the river. I hope that he will make a trip to Nabadwip.

Mr. Deputy-Speaker: Is this invitation simply for the hon. Minister or is this for others also?

Shrimati Ila Palchoudhuri: For others also. Anybody who will come to Nabadwip is always welcome.

Also, if on the highways we plant flowering trees in a planned way, we could get tourists to go all over the highways just to see our beautiful flowers. They have done it in France. They have encouraged it in France and I hope that we will also take it up.

Lastly, I only wish to point out that we should have training for the guides who guide foreign tourists. I will cite one instance only which will prove my point. One day in Calcutta when I went to the Kali temple I was horrified to see a guide explaining to the tourists that that was where sacrifices were made. He did not speak much English. The lady was asking as to what was sacrificed. He said, "Very good to eat, babies". I was really horrified. I saw the lady said, "You could not knock one down with a feather. Do you really sacrifice babies?" I also felt that you could knock me down with a feather Sir! I told the lady that it was not babies that were sacrificed but it was young

goat that was sacrificed. No idea of the Shakti cult or philosophy behind it had been explained, and what was being put forth was in bad English! I explained it to her and I dare say—she might not have liked the sacrifice of a goat or not but certainly she did not go away with the idea that babies were being sacrificed. I think this is the sort of thing that we must guard against so that guides do not go about saying that they are very good to eat, I mean, the babies. The American lady told me afterwards, "Of course, young goat we also find very good to eat."

With this I will just conclude and say that India has vast potentialities for tourism. I think if we develop this we will gain the friendship of the world because it is a land with many attractions. To quote the words of the poets of Bengal, it is:

"इमनिलयाम् प्रतुलनीयाम् अनित्यं नव रामाम्"

That is India Sir, and tourism with all the friendship that it offers will gain India not only money—that is the least part of it, as our hon. Minister has said that it is not from the money point of view that we look at tourism, but it is the friendship and international amity and goodwill that we will find as we expand in tourism and more people come to India.

Shri J. B. S. Bist (Almora): Mr. Deputy-Speaker, Sir, the recent events in Tibet have underlined the importance of providing better transport and communication facilities in our northern borders. At present most of the border towns and villages are cut off from the rest of the country. This is particularly so in the case of areas adjoining the U.P. border with Tibet and Nepal. There are no aerodromes. As far as telegraph and telephone facilities are concerned, they are practically non-existent.

Mr. Deputy-Speaker: The hon. Member is not audible here. He

[Mr. Deputy-Speaker]

might move forward or speak more loudly.

Shri J. B. S. Bist: There are no aerodromes and telegraph and telephone facilities are practically non-existent.

An hon. Member: Where?

Shri J. B. S. Bist: In border areas.

Mr. Deputy-Speaker: Now it is time for making a speech and not for consultations.

Shri J. B. S. Bist: The first portion was inaudible so I will repeat it. I was referring to the border areas and about towns which are on the border. I had said that they are cut off from the rest of the country, specially the area adjoining the UP border with Tibet and Nepal.

An air port at Haldwani would be important from the point of view of tourism and it would also be a strategic air port. More than the aerodrome is the importance of roads. Almora District is connected with Western Tibet by means of two routes. One route is from Millam on to Kungri-Bingri Pass, thence to Gyanima Mandi in Tibet. The other route is from Garbyang onwards to Lipu-lake Pass to Takulakot. There is a third route via Darma, but comparatively convenient is the route from Garbyang. In spite of the fact that it is essential to provide a good motorable road to connect Garbyang with the rest of the world nothing much has been done so far to achieve the objective.

It is true that there is a road from Tanakpur to Askote but this needs a lot of extending and the portion between Pithoragarh and Askote is a kutchha and a fair weather road only. Time has now come to extend this road right up to Lipu-lake Pass or to Garbyang at least. This road also should be connected with Almora, the headquarters of the District.

Another important and essential road is to Munsyari and Millam, which as I pointed out before, leads (Interruption).

Mr. Deputy-Speaker: Order, order. Other talks should not be so loud.

Shri J. B. S. Bist: ...to the Kungri-Bingri Pass. Similarly, a road should be provided from Lohaghat to Pul Hindola on to the Nepal border so that our trade with that country may be facilitated. All these projects should be treated as national projects and liberal assistance should be provided.

In the matter of telegraphs and telephones, the position is worse. Pithoragarh, the sub-divisional headquarters of the border area, has no telephone link. As far as the telegraph service is concerned, it is antiquated and circuitous. In view of the affairs in Tibet, we should be in a position to have a direct link with our borders. It is true that the checkposts have a wireless link, but this is not open to the public and it is generally out of order.

The next thing I would like to say is that the postal delivery system in the hills needs revision. There should be more frequent delivery of mail in the village areas.

Lastly, I would like to draw the hon. Minister's attention to the reported decision of the P. & T. Directorate to wind up the Complaints organisation. This is a retrograde measure and deserves re-consideration. The organisation was set up by Shri Rafi Ahmed Kidwai nearly ten years ago when he was the Minister in charge of the Department. His aim was to provide a speedy machinery for the disposal of complaints from the public against the Department. He felt that if this organisation was kept independent, it would generate more public confidence and the Complaint Officers

also would be enabled to discharge their duties without fear or favour. This organisation, naturally, I think, created resentment in the department. The officers do not seem to have co-operated with it. As long as Shri Kidwai was alive, he assigned to it a key role and maintained its importance in spite of their opposition. Even Shri Jagjivan Ram who succeeded him, realised the importance of this organisation and placed it on a permanent footing. Unfortunately, after his exit, the departmental officers had an upper hand and they saw to it that this organisation did not function effectively. Lately, I understand, it has been decided to wind up this organisation. Those who are serving in it are to be absorbed elsewhere. In future, the work they were doing is to be done by the departmental officers themselves.

I would like to know from the hon. Minister why this independent structure of this organisation is being taken away, and abolished. The experiment which Shri Kidwai started was a unique one inasmuch as it was adopted with some minor variations by the Union Home Ministry which started the Administrative Vigilance Organisation on the same lines. The fate meted out to Shri Kidwai's pet scheme is strange and pitiable indeed.

One word more and I finish. I think that the Government should reconsider their decision to establish the P. & T. Board. As it is, after the Railway Board was established, experienced British officers of those days expressed the view that it had been a mistake to have set up the Board with vast powers which were not subject to Secretariat control. I am told that there is a note to the effect that Government should not try this experiment again. If this be so, would it be wise to go in for a P. & T. Board where Secretariat control would be severely curtailed?

Mr. Deputy-Speaker: Shri Prakash Vir Shastri—I do not find him there. Shri Rajendra Singh.

Shri Rajendra Singh: Mr. Deputy-Speaker, I am very grateful to you that after all you have kindly given me some time. It is very often said that we are living in an era of planned economy. In spite of the fact that the Minister of State has made out a long case to prove that all modes of transport in the country are not contradicting with each other, the fact remains that so far as this question of co-ordinated development of various modes of transport is concerned, it does not exist today.

In the Planning Commission, in the Second Five Year Plan, it was clearly laid down that the planned development of our economy based on rapid industrialisation depends on an efficient and well developed transport system. Quite a large ground has been covered by the previous speakers and so, I do not like to repeat those facts. I would like to confine myself to Indian coastal shipping only.

My hon. friend Shri Raghunath Singh said, yesterday, that when the rail transport and road transport is developed, it is in the nature of the thing that coastal shipping will die out. What a fallacious conclusion has he arrived at? I would like to say this. If his conclusion was based on the fact that in England with the development of road and rail transport, the necessity of coastal shipping has decreased, it is not today what it was a few years before. But, my friend has conveniently forgotten that even in the U.S.A. where the road and rail transport has increased tremendously, there has been side by side development of coastal shipping.

Coastal shipping is important for us not only because we have to carry coal and salt, not because this industry or this mode of transport has to be kept up even though it is irrelevant, but because of the fact that from



[Shri Rajendra Singh]

the defence point of view and from the view point of our trade with our adjacent countries like Burma, Ceylon, Indonesia and other countries. We have to see that our coastal shipping is also improved and developed with other modes of transport. On the showing of the Minister himself, on his own admissions, it has been proved that the target laid down by the Planning Commission, so far as coastal shipping was concerned, has been violated, and it has been violated by the Ministry that deals with Rail transport. The Railway Minister made a very pathetic observation during the course of his Budget speech that road transport has eaten into the earnings of the Railways and the rail transport is in danger. May I very respectfully submit, what about coastal shipping? The Minister has just now admitted that it was laid down by the Planning Commission as well as by the Sea-Rail Co-ordination Committee that 4.12 lakh tons was the target so far as tonnage of coastal shipping was concerned. The achievement so far as this aspect is concerned is distressing. At present 2.58 lakh tons are available. In 1957, the same was the position. In 1954, we had 20,000 tons more. The performance at present is that we have gone down 20,000 tons so far as coastal shipping is concerned.

We have to congratulate the observation of the Rail-Sea Co-ordination Committee. They said:

"We recommend that in the context of the general policy of development of shipping and the overall transport shortage anticipated during the second half of the present Plan period, Government should take urgent steps to ensure attainment of target of 4.12 lakh GRT for the coastal and adjacent trades as indicated in the Second Five Year Plan."

Further, we considered it imperative that, whatever be the

method adopted, as much of this tonnage should be reached by the end of the year 1959 as thereafter, we anticipate a sharp and substantial increase in the demand for additional transportation facilities."

Sir, it would be relevant in this connection to recall that we will have to carry a transport of sixteen lakhs tons of coal. How are we to provide the transport? It would not be possible for the Railways to carry this transport. It has been pointed out by the Rail-Sea Co-ordination Committee that our capacity on coastal shipping should be increased to forty lakhs from the present capacity of twenty-five lakhs. Whereas the coal despatches through shipping was 1.71 lakhs in 1956, it came down to 1.24 lakhs in 1957. So far as the despatch of salt from Kutch, Saurashtra areas are concerned, there has been a deplorable fall. Here also I will quote some figures. Whereas in 1956 it was 3.63 lakhs, in 1957 it came down to 3.22 lakhs. Up to October, 1958 the figure comes to 1.88 lakhs. Why has this happened? It happened because the Railway is not playing its role properly and honestly so far as coastal shipping is concerned.

I am afraid somebody may get an impression that I am advocating a case at the cost of the public sector. It is far away from my mind. I am not concerned with the public sector or the private sector. If anybody is of the opinion that certain modes of transport should be nationalised, I am one with him, though I know that, in this country, nationalisation means, handing over the line to the bureaucracy. I am against the bureaucratic machinery of the Government. But I wish to say, Sir, that because the railways were not able to give certain wagons, shippings had to be delayed in discharging the cargo or in taking the cargo. In Madras port, the discharging capacity is 800 tons. There

also, Railways have not placed wagons for discharging the cargo. The Railway adopts a dog in the manger policy. Coal and salt are the principal cargoes for the general shipping. The Railway Ministry admitted that 40 per cent. of the cargo will consist of coal and in carrying coal we should not incur losses but our earning is not commensurate with the amount of coal that our Railways carry. That way, Sir, it is a wasteful competition.

**Mr. Deputy-Speaker:** The hon. Member's time is up.

**Shri Rajendra Singh:** I will finish in two minutes, Sir. We have to see that no wasteful competition takes place. In the capitalist society there is so much of wasteful competition which is injurious and pernicious to the health and well-being of the society. So, whatever course we have determined to follow in regard to our various modes of transport should be scrupulously adhered to.

**Dr. Melkote (Raichur):** I want to know whether a decision has been taken and communicated to the employees of the Civil Aviation Department pertaining to the creation of fixation of seniority of senior clerks in the department, since I feel that the decision communicated to them already on 13th June, 1958 by the Ministry was a correct one as it affected the interest of more than eighty per cent. of the people concerned, and that the delay in giving out the present decision is causing a good deal of unrest. Would the Ministry please clarify this point?

**Mr. Deputy-Speaker:** Besides the cut motions that have been admitted already, cut motions 1388 and 1387 shall also be treated to have been moved regularly.

Recent recognition rules banning outsiders remaining as office bearers in service associations and unions.

**Shri S. M. Banerjee:** I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100".

*Application of rule 4-A and 4-B of the Government Servants Conduct Rules to Posts and Telegraphs employees.*

**Shri S. M. Banerjee:** I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100".

**Shri S. K. Patil:** Mr. Deputy-Speaker, Sir, I am grateful to the House for the very constructive and, if I may say so, almost indulgent criticism that the hon. Members of the House have offered on the Demands for Grants of this particular Ministry. My hon. colleagues have replied to some of those criticisms. I shall try to reply to the rest of them. But, before I do so, I would try, with your permission, Sir, to give a rapid and a brief survey of the various activities in the departments of this Ministry. One hon. Member said that ours is a very vast Ministry. This is, Sir, a very extensive Ministry with its activities and departments scattered in far-flung places. It is scattered in all parts of India and therefore it is likely that the kind of efficiency that we find in one place may not be available in another. Therefore, if I do not refer to any criticism by any hon. Member, it is not out of any discourtesy that I will be doing so. Every criticism that has been made in this House will be thoroughly gone into and we shall be sending replies to hon. Members, if I cannot cover those points within the short time at my disposal.

I would begin with what I may call a very praiseworthy, innocent, pedestrian and also an extremely useful department, and that is, the Post Office. So

[Shri S. K. Patil]

far as the Posts and Telegraph Services are concerned, this year has been one of all-round progress. During the year under review well over three thousand Post Offices were opened, apart from the conversion of a large number of Branch Post Offices providing limited postal facilities to Sub-Post Offices and Post Offices of higher category providing increased postal facilities.

There has been some criticism and notices of some Cut Motions have been given regarding opening of Post Offices at various places. The House knows the position in this respect, because I have answered several questions in this respect. In the case of Post Offices in rural areas, the criteria are that the individual villages or groups of villages within a radius of two miles should have a population of 2,000 and there should be no Post Office already existing within a distance of three miles. Then, a new post office is opened. In the case of backward areas, even these considerations do not apply and the only limiting factor is the loss. We have gone further than this, and the policy for opening post offices has been recently liberalised so that these will be freely opened in villages which are the headquarters of community projects or national extensive service blocks or where there are schools run by the district boards or local boards, irrespective of all other considerations, or schools receiving aid from the State Governments, provided that there is no post office within a distance of two miles. Provision has also been made to step up the frequency of delivery of mails in villages.

15 hrs.

For purposes of comparison, I might inform the House that at the time of Partition in 1947, the number of post offices was a little over 22,000. The number of post offices now functioning is nearly 85,000, that is, the number

has increased practically three times. This phenomenal progress in a period of twelve years, if I may say so, with modesty, is no small achievement. We expect that by the end of the Second Plan period, we shall have about 75,000 post offices in this country. Although the Third Plan is not ready, yet I could quite envisage that at the end of the Third Five Year Plan, these numbers will perhaps go up to 100,000. That comes to somewhere about one post office for every five or six villages.

As regards the work that these post offices transact, some criticism was levelled by my hon. friend Shri Vajpayee. I am not really joining issue with him, but I shall give him some idea of the work that these post offices do. In the background of that, he can understand, if there are lapses, how very trivial those lapses are although I do not say that there should not be improvement; we shall make every effort to see that these lapses disappear. The monthly average of the work that these post offices and telegraph offices transact is as follows.

First, let us deal with letters. The number is 111,794,000 every month. The number of post-cards carried is 109,108,000.

The number of registered newspapers and book-posts comes to about 16 million. If you total these figures you will see that in 1958-59 we shall have handled 3 billion and 384 million letters, post-cards, registered articles etc. I am mentioning these things because in the background of the vastness of these figures, you can understand that if there are any lapses, and if there are any difficulties, in my view, they are trivial, although the attempt should be always to remove them as fast as we can.

Now, I come to the financial results. As the House is aware the year 1957-58 closed with a net surplus of Rs. 371 lakhs comprising mostly of surplus under telephones. We were very modest in the year, and we had budgeted or estimated for only Rs. 235 lakhs. But the revised estimate has gone to Rs. 5 crores. For the first time after several years, the post offices have yielded some good surplus. And it is a matter for gratification not only for the Minister or the Ministry but for every hon. Member of this House, and for that matter, for every citizen of this country. As the House is aware, 50 per cent. of the total surplus is to be given to the general revenues. It is a proud day for us that we could make a contribution of Rs. 2 crores to the general revenues. I see no reason why with increase in efficiency and the output of work that our satisfied and contented staff will be putting in, very soon, we shall not make a contribution of Rs. 5 crores to the general revenues. With this position governing the financial working of the department, and the likelihood of more profits accruing with further investment, at least in the telephone services, I hope that the Planning Commission and this House will look kindly at the relevant development schemes, and make such larger provision to finance them as would be required, because whenever our demands go, our department is considered as not so very essential or of that top-ranking class, and, therefore, our demands are sometimes turned down. But when we point out that we can make a contribution of Rs. 2½ crores to the general revenues, and God willing, and everybody co-operating, perhaps after five years, we could make a contribution of Rs. 5 crores, our demands must have some kind of a priority and a preference, if the Planning Commission and this House can give it.

In fact, the department is at present considering whether, by revision of

telephone tariffs it cannot raise sufficient funds which should enable it to launch upon a self-financing scheme to cover its own expansion. The general revenues would be substantially benefited by any improvement in this respect, and I see no reason why such a development should not be welcomed on both sides. I am not holding out a threat. Even if there is a revision, it would not be of a type which would be really irksome or impossible or difficult for anybody.

That brings me on to the telecommunication facilities. Apart from providing increased postal facilities, the major objective of the Posts and Telegraphs Department in the Second Plan has been to extend telegraph and telephone facilities to rural and under-developed areas. As in the case of post offices, the policy for providing telegraph and telephone facilities has been liberalised. Even here, the department is prepared to face a loss up to Rs. 1,000 for places having a population of more than 5000. By the end of 1958, 847 telegraph offices had been opened, and 773 public call offices had been opened, and 270 new telephone exchanges had been opened. Although this is not a big thing, yet I merely wanted to assure the House how, compared with the previous performances, development has been made in the Posts and Telegraphs Department; and the pace is increasing as the years go by.

If these figures are not convincing enough, I would like to mention that the mileage of telegraph channels provided was 72,000 miles, and the number of new telephones provided during the Second Plan is 98,000. We want that the total figure ultimately at the end of the Second Plan period should come to somewhere about 4½ lakhs, so far as telephones are concerned. It is not a great figure, but when compared with our previous performance and the possibilities that we have got, this is a great figure. But in a city like New York, there are somewhere about 2 million telephones

(Shri S. K. Patil)

in one single city, and the same can be said of the city of London too. Therefore, the figure of 4½ lakhs for the whole country is not a great figure. But circumstanced as we are, and considering the foreign exchange and the other difficulties it is a notable performance.

The department has taken in hand an ambitious coaxial cable scheme at a cost of about Rs 8 crores for linking important cities like Calcutta, Delhi and Bombay, for providing high grade circuits for speedy disposal of trunk traffic. Complaints have been made in this House about the difficulties of trunk calls. You cannot imagine how very anxious I am that these difficulties must disappear as soon as possible; and some of the difficulties will disappear. But the difficulty now is this; in fact, very often questions are asked in this House whether the telegraph wires in some places were cut or not and so on and so forth. So, you can quite understand that difficulty. Therefore, in order to improve our telecommunication system, and particularly, the telephone system, a coaxial cable scheme has been proposed. And if there were not the difficulties of the foreign exchange, possibly, a lot of progress could have been made, but even then we are making progress, as I shall indicate now.

The work was taken in hand last year. The work on the Delhi-Agra section is nearly complete; it is for about 120 or 130 miles. The scheme is expected to be completed in the Delhi-Asansol section by the end of the Second Plan; due to financial limitations and shortage of foreign exchange, work on the Agra-Bombay sector is likely to be taken up and completed only in the Third Plan. I am talking of Agra-Bombay, because it is a triangle; namely Calcutta-Delhi-Bombay; and, all the cities and towns that are on the way would be covered. Therefore, it will cover

really more than half of the country, when these coaxial cables are laid, and that will give a performance which is much better than what hon. Members have complained of in the course of the debate.

Direct operators trunk dialling service has been successfully introduced between a number of stations. This method has increased the operator's output by 40 to 60 per cent. We expect to introduce this method on most of the main circuits connecting important auto-exchange areas in India. That means that if we want to connect Bombay, then right from Delhi the number would be connected in Bombay, so that at one place, at one end, that much time is saved. That is exactly what has been in operation for some time, and we want to increase this so that the time that is now being taken for the trunk phone will be reduced.

Even then there is a congestion in big cities so far as telephones are concerned, and particularly in Delhi. I am personally very much ashamed because Delhi is the capital, and surely there ought not to be these difficulties in Delhi, because a lot of noise can be made if anything goes wrong in Delhi. Therefore, the Ministries and the Ministers are particularly anxious that we should not really give any handle to the hon. Members so far as the capital city in which they live is concerned. Unfortunately, the demands of the city were underestimated, and therefore we have run into difficulties, but we are doing our best, our very best, and possibly we shall expand the capacity in less than one year. That is exactly what we propose to do.

While on the subject of tele-communications, I must say a word or two on the very satisfactory progress made by the Indian Telephone Industries during the past year. The targets of production of the factory for the year were generally achieved.

Due to increasing demands on account of the increased tempo of developmental activity in the country, the company's production targets for 1959-60 have been substantially increased. As against the target of 84,000 telephones during 1958-59, the target fixed for 1959-60 is 92,000 telephones. We are now seeking foreign markets too, so that if those markets become available, these targets can be further increased.

New items of production such as road signalling equipment can now be made in the country, and we need not import them from outside countries. Railway control wayside telephones and portable way telephones are also now being produced at the factory. Without mentioning the details of the working of the factory, I may say that on the whole the I.T.I. are doing a commendable job in the public sector. We are very proud of the I.T.I. and its performance, and here, with your permission, I send my tribute to those people who are responsible for this nice performance.

A very satisfactory feature of the progress of telecommunication in recent years has been the gradual development of indigenous production so that today our telephone system depends comparatively little on foreign exchange. This is an activity which does not get publicity because it is quietly carried on, but that activity affects the very progress of our telecommunications. This achievement has been the result not only of the establishment of the I.T.I. and the improvement in the production of the P. & T. workshop, but also largely of the research that has been conducted by the Telecommunication Research Centre in the P. & T. Directorate. A call queueing equipment has been designed which should enable calls to be handled in the order of their arrival and the relevant positions of the number of calls, the maximum delay, the number of pending calls, faulty junctions, out-turn of operators etc., would be prominently displayed with a view to facilitating effective

supervision over actuals. There were complaints, and they were expressed here also, that sometimes there may be preference shown etc. All that will disappear when this queueing system comes in, so that calls in order of priority would be attended to. That is a very great improvement indeed, and our research laboratory is responsible for this.

We are also going to experiment, with the help of this centre, with subscriber to subscriber dialling. We hope to complete this system between Lucknow-Kanpur, Delhi-Ghaziabad, Delhi-Hapur and some other routes during the current year, and on the basis of these experiments it would be possible to cover in subsequent years at least the important centres of commerce and industry, so that trunk traffic between them would be more or less automatic.

Now I come to the creation of the Mysore circle and the reorganisation of the other circles. Complaint has been voiced by more than one Member, and I can quite understand that a large State like Mysore not having its own P. & T. circle and a major circle with the P.M.G. installed in it is something which does not do credit. Anyway, we are trying to do our best. You can understand lots of these difficulties have come upon us because of the reorganisation of States. It is not so very easy to have a circle. You can imagine how many years it takes for the creation of a circle, for its development. With the difficulties that have come upon us all of a sudden, naturally it takes some time, but we have taken a firm decision that the State of Mysore shall have an independent P. & T. circle.

Shri Rami Reddy (Anantapur):  
What about Andhra?

Shri S. K. Patil: That also applies to the other places. There is Andhra for instance.

Detailed arrangements are being worked out. We have already asked the Mysore Government to suggest

[Shri S. K. Patil]

suitable accommodation for the office of the head of the circle and to intimate what facilities they would render in finding suitable residential accommodation for the staff. I must say here that the Chief Minister of Mysore and his Cabinet are very accommodating in this matter, and they have promised every help, so that we can facilitate the coming into being of the Mysore Circle as quickly as we can do it. Until the question of accommodation is settled, the date of the formation of the circle cannot be decided.

In the meantime, intricate questions have to be worked out, with the consequent distribution of jurisdiction. Mysore will have to receive the Raichur area from the Hyderabad Circle, and Belgaum, Dharwar, Bijnore and Karwar from the Bombay Circle.

Consequently, the question would thus arise of the future of the Hyderabad Circle also, because it would be attenuated. There is a demand for the transfer of Marathwada to the Bombay circle. This would compensate it for the loss of the four Karnatak districts, and the Bombay Circle would more or less remain as it is and may not present any staff and other problems, because some portions will be taken out and some will be added to Bombay Circle. After this, Hyderabad will be left with the eight districts of Telengana only as against the 13 or 14 districts which constitute the Andhra circle with headquarters at Kurnool. The intention is to combine the two postal circles into one, but the difficulties of office and residential accommodation at Hyderabad would arise, and they have got to be overcome.

These two proposals in themselves would involve questions of office and residential accommodation of a substantial nature, and also the staffing of the circles. This question has always raised very serious controversies and problems. However, all this will be sorted out in the next month

or two and final decision taken in the expected direction, namely creating circles for these States.

There has been a suggestion made here that all these distinctions also should disappear, of the major circle and the minor circle. Some of the hon. Members want all to be styled as P.M.G. A suggestion was made just now: why should they not be all directors? Whether they should be called directors or P.M.Gs. or by any other nomenclature, ultimately we are trying to see that this distinction disappears, so that the States may not feel, by the token of the circles there, that they are big or small. Surely, the poor P. & T. Department does not want to make itself responsible for the greatness or smallness of a State!

Now I come to welfare activities. All reasonable efforts are being made to provide increased welfare benefits and amenities to our staff. Encouragement is given to co-operative societies for multi-purpose stores, credit and housing societies. Some of these societies run co-operative canteens; tiffin rooms and recreation clubs have been provided, and everything reasonably possible is being done to provide holiday homes, medical facilities etc. A P. & T. Welfare Advisory Board is functioning under the chairmanship of my hon. colleague, Shri Raj Bahadur, in which apart from the senior officers of the department, representatives of the P. & T. staff are also associated. Steps are being taken up to set up a P. & T. Sports Control Board, and all reasonable facilities are provided for the encouragement of sports and other recreation. Incidentally I must tell the House that recently we had a meet of P. & T. Sports at Patiala which I had the good fortune of attending, and I found what wonderful progress our P. & T. sports have made. These are the activities that keep up the morale of the people, and it is the intention of Government to encourage these activities more and



more in every possible way so that our P. & T. sportsmen become some of the best sportsmen of this country.

Now I come to postal buildings. Government is fully conscious of the need to provide better and more extensive buildings for post offices. A large number of post offices are located in rented buildings. The P. & T. Department had a large programme of construction of departmental buildings during the Second Plan period, but how it was not done, the hon. House knows very well. There was a ban for some time, but the ban has now been lifted. We have again started in earnest, and we shall really accelerate these activities so that we shall have more and more accommodation for the offices.

This ban has only recently been lifted, and I am glad to be able to give the assurance to this House that the construction of new buildings by the department will be stepped up within the limits of available funds. Of course, this qualifying clause will be everywhere, so long as there is a Finance department of this administration!

Even with the financial limitation and the ban referred to, a substantial number of buildings, about 100, was constructed, renovated and extended. In about 300 cases the post offices were shifted to more commodious rented buildings, or the building extended by the landlord on the department undertaking to pay enhanced rent. I wish I could give similar satisfactory figures of progress regarding the construction of residential accommodation staff quarters. I regret, however, that again due to financial limitations and the consequent ban imposed on new construction, out of a target of 4,500 units of staff quarters, only a little over 1000 units were constructed by the end of 1950—less than 25 per cent. It is not a very good thing to tell, but the House should know everything that is

happening in that Department. The provision of adequate housing facilities for our staff is constantly receiving our attention and I very much hope that with the recent removal of the ban on new construction, we shall be able to go ahead speedily with the construction of staff quarters. The question of the P. & T. Board also is there. I shall indicate that there were other difficulties also by which it is not quickly done. Therefore, with the establishment of that Board, there will be further facilities given to us in order that the target should be accomplished as quickly as possible.

*Overseas Communications.*—One of the less publicised and yet very important service of the Department is the overseas communications service. At the time of partition, we had direct radio telegraph service with three countries only, radio telephone service with only one and radio photo service with only one country. Now, we have direct radio telegraphic service with 24 countries, radio telephone service with 24 countries and radio photo service with 10 countries. If the hon. Members happen to be in one of those 10 countries, they have got the big chance of their photographs taken there appearing the next morning in newspapers here. (An Hon. Member: Send some of them.)

The important point to mention in this connection is that we have made a beginning with a scheme of making India a transit centre for traffic originating in some parts of Europe to some of the countries in the Asian region, so that we can relay from India these things. That is a great distinction indeed if we accomplish it, and we hope to do it in the near future. When fully developed, the scheme will substantially increase the importance of India in the field of tele-communications.

That brings me to the most important question of the P. & T. Board. I have stated on the floor of this House a number of times that the need

[Shri S. K. Patil]

for the establishment of a P. & T. Board is obvious. My predecessor, Shri Lal Bahadur Shastri, made that pronouncement last year here while speaking on the Demands for Grants. The financial transactions of the Department, its administrative structure, the service which it renders, the length and breadth of the country which its service covers, especially the building construction part of it, the need for a commercial outlook and the necessity to come to sound and quick and urgent decisions—all these unmistakably point to a pattern not exactly the same as, but more or less similar to, the railways. Not that we need a separate budget and things of that type, but as much of competence to look after these things as we possibly can have, so that the long process should be avoided and we can come to quick decisions, thereby adding to efficiency. A scheme has been worked out in sufficient details and as soon as inter-ministerial consultations are over, the proposal would be laid before the Cabinet for final decision.

The House will realise that the question is somewhat complicated as it involves various Ministries and considerable attention to delegation of powers, and financial reorganisation of the Department. Let us not be hasty and impatient. All I can say just at present is that the decision is likely to be reached fairly soon. I think before I come here to speak perhaps next year, I will not have to make any complaints about it. Possibly by that time, this P. & T. Board shall be established.

As the House very well knows, it has taken us 30 years. It is not a new point that has been created. But the progress that it has made during the last one year is more than that made during the 29 years that preceded it. Judging from that standard, one year is not a long time. And once the Board comes into existence, it will become a permanent thing. There-

fore, a little more time and delay is excusable, because the delay is not solely the responsibility of our Ministry as other Ministries are also concerned. It is a question of the whole Government of India administration.

*Labour relations.*—On the problem of labour relations, what needs to be borne in mind and emphasised is the character of the service that is being rendered by the P. & T. Department—I am particularly addressing my hon. friend, Shri Tangamani. It is a service vital to the life of the community. Therefore, the mutual relationship between the Department and the staff must be based on that fundamental fact. Within the resources available, everything possible must be done to improve the working conditions of the staff. But the staff must also recognise the fact that the service has got to be rendered, and the efficiency of the service can rest only on disciplined and conscientious discharge of their duties. While, therefore, we are always prepared to initiate and entertain proposals for improving the prospects and working conditions of the service consistent with the available resources and other general limitations on the basis of uniformity, I am not prepared to make any compromise in matters affecting discipline and efficiency. It is for this reason that demonstrations, interruptions in work like go-slow etc. and other forms of interference with the discharge of this service cannot, and must not, be tolerated. I have made a distinction between these two things: there are grievances and complaints regarding the service conditions; there are grievances and complaints regarding the political rights etc. Now, these are two distinct things. So far as the first thing, namely, improvement of service conditions, is concerned, I have assured, and I shall repeat that assurance on the floor of the House, that the postmen and our staff, who really number something like 3½ lakhs—as big as that—will

not have a better friend than the Minister in charge. I will go to any length, even fight in the Cabinet, in this House and anywhere, in order to protect the service rights of those people so that the underdog can get a square deal. So far as that part of it is concerned, they should experience no difficulty whatsoever. So far as the political part of it is concerned, I cannot be equally expensive in my expression. They have got the right to have trade unions, because we have allowed it; all legitimate trade union activities will be tolerated. But when I say 'legitimate', I want to emphasise it and underscore it in order that this should not retard the discipline and efficiency of the administration. Subject to these conditions, there should be no difficulty to carry on with the process of evolution.

Shri Rajendra Singh rose—

Shri S. K. Patil: On this I give assurance to my hon. friend, Shri Tangamani. Interruptions should come at a time when the flow is not disturbed; otherwise, it will take longer time.

I was telling my hon. friend, Shri Tangamani, that this is a matter of evolution as time goes on. We are building up these practices. He is right in that sometimes some mistakes might have been caused somewhere. But as soon as they were pointed out to me, that the legitimate trade union activities of our staff were stopped or hindered in a particular place, I have issued instructions to the P.M.Gs. and Directors that so far as that activity was concerned, it had to be encouraged, because we have allowed legitimate trade union activity. Meetings held for that purpose are allowed, but if the meeting is to be held for some other purpose which has nothing to do with the service conditions of those people, then surely my hon. friend cannot expect me to allow it. He was right when he said that certain things which really must be done in the interest of discipline should be done. Therefore, I am

very happy to say that the members of the P. & T. staff are increasingly having their appreciation of this viewpoint and giving their fullest co-operation.

Shri Muhammed Elias (Howrah): Will 4A and 4B be abolished?

Shri S. K. Patil: Is not my answer sufficiently indicative? That is a matter for the Home Ministry, but surely I do not take shelter under that. I say that if there is anything in 4A and 4B which retards legitimate union activities of the members, I will not allow that to operate. But beyond that if they want anything, surely they cannot have it, not because that it is my pleasure or displeasure but because thereby I will not be able to maintain the efficiency of the Department. That is the only reason why I am saying so.

*Delay and lack of courtesy and prompt attention of the P. and T. Department.*—There have been many delays. People complain about the trunk telephone service. Often I get a telephone call at 2 o'clock in the morning and then sometimes I feel that there is something wrong with my family or somewhere somebody is ill.

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): It may be a wrong number.

Shri S. K. Patil: No, the right number. Nobody makes a mistake about the Minister's telephone number.

Mr. Deputy-Speaker: It may probably be that the family has grown bigger.

Shri S. K. Patil: The hon. Deputy-Speaker is right. It is not a family of 8 or 10. I have now got a family of 3½ lakhs. But it is not from family members. It is from out of 300 million people—the subscribers. And a family to whatever size it has grown cannot be as big as that.

[Shri S. K. Patil]

It is somebody telephoning me to complain that he has been waiting for 10 hours or 12 hours and he has not yet got the trunk call. I can understand the exasperation of the man. Possibly somebody might be sick, somebody might have died or there is some other urgent message to be communicated and so on and so forth. Putting myself into his shoes, I can understand and appreciate his difficulties. It might be that perhaps there were some kind of failures and the connection could be given. Therefore, courteous and tactful handling of the situation is what is really needed now by the staff of the P. & T., and especially of the Trunk line because there is a direct talk. Trunk means that a man talks to another man. You can quite understand how very necessary it is. Therefore, it is that we are emphasising that particular aspect of our discipline.

I agree that such criticism is naturally justified and the public is entitled to expect prompt and courteous service from the department. I have no wish at all to condone the lapses on the part of the department. But I wish to place before the House some reasons, however inadequate, that have led to the deterioration in the service. One is that phenomenal increase in the number of calls. During the last 3 or 4 years, the calls have increased twice, three times and even four times the number of calls before. I do not want to give the statistics. One could understand what huge burdens have really fallen on these people who were not prepared for it. All of a sudden it has come. Therefore, in the transitory stages there were some defects. But I do not think they will be of a long duration.

The frauds, embezzlements and misappropriations have been referred to. They have been referred to on the floor of the House. Very often I have to answer questions which, sometimes make headlines in the Press. In

fact, when analysed, you will find that more than 99 per cent. of the work of these services is done without any blemish. It is the less than one per cent that creates all the trouble and that makes for the headlines everywhere. I am not really saying that it is not important and should not be attended to. Just one air crash is always given banner headlines in the Press, but 10,000 smooth crossings in the meanwhile are not at all reported. It is in their very nature. Therefore, here what happens is this. One single act of corruption gets all the headlines while millions and millions of transactions that daily go on—and I have pointed out how many millions of these transactions we do and I am very thankful to my hon. friend Shri Feroze Gandhi who collected all these statistics for me as to the volume work we do—are not reported. Therefore, there is reasonable prospect of improvement in this respect in the near future because we are taking precautions and increasing vigilance.

My hon. friend, Shri Vajpayee, said why this vigilance staff has been increased and so on. In one breath you require that we should be tightening up discipline and, when we are trying to do it, you say, in the same breath, that all this is not necessary. It really becomes difficult. Therefore, we have to have some patience. I promise that within less than a year we shall try to place this system on its proper footing. I say it had gone wrong for many years and we have inherited all these things; but we are trying our best to see that things improve. (Interruption).

The problems of delays and discourtesies have been recently reviewed in consultation with the P.M.Gs. and heads of circles. The D.G.P. & T. had a conference with all the P.M.Gs. and a code of discipline and a code of instructions have been evolved. And, when they are implemented many of these grievances will go.

Apart from the technical defects in the system, we come up against the human problem which is not peculiar to the Posts and Telegraphs Department but to all the services in the country. This is a national problem for which solution must also be national and we have got to find it out.

Incidentally, I may mention that when I was not a Minister of this House I used to have a scheme in other parts of the country, particularly in the city of Bombay, to start clubs. The name of the club was to be 'Do It With a Smile'. Anything you do, do it with a smile. And, if there is any department of government where the Do It with a Smile Clubs are very necessary, it is the P. & T. You can call it by any other name; it is a good romantic name. There is nothing gloomy about it. The darker the face the more brilliant is the smile. It is always meant for the good relationship between our staff and the millions of people whose work they actually do day in and day out.

An Hon. Member: A good motto for the pickpocket

Shri S. K. Patil: Civil Aviation has been dealt with by my hon. colleague, Mr. Mohiuddin. The steady progress made during 1958-59 will be readily understood by comparing the figures of revenue load ton miles in 1953 when the Civil Aviation services were nationalised with those of 1958. In 1953, our load ton mile was approximately 37 million and in 1958 it went up to approximately 72 million, nearly double. There has been steady increase every year since nationalisation. The Department of Civil Aviation now maintains 84 aerodromes, 2 new aerodromes, namely those at Malda and Kandla having opened to air traffic in 1958. It is expected that 4 new aerodromes will be opened during 1959-60. One is at Tulihal, Manipur, another at Behala, Calcutta and the third is at Raxaul, Bihar and the fourth at Phoolbagh, Haldwani, U.P.

23 L.S.D.—5.

Government are taking necessary action for the development of the three international airports at Bombay, Calcutta and Delhi to make them fit for the Boeings, the jet aeroplanes that will be coming early next year. Schemes worth Rs. 8.73 crores have been sanctioned in this regard in order to lengthen and strengthen the runways

The Air India International has expanded the service to Moscow via Tashkent and to Jakarta via Singapore during the year and the frequency of the India-Tokyo service was also increased from twice a week to three. A scheduled cargo weekly service was also introduced between India and U.K. in collaboration with a foreign airline and there was a lot of criticism about that. I repeat that it is an experiment till our aircraft can be released for that which will be possible when we introduce the jet planes. By that time we shall have achieved very valuable experience in this transport

They say, 'Oh, you are getting 7½ per cent profit; what about the other 92½ per cent?' They imagine that 100 per cent. is profit—what we are earning. There is also a lot of expenditure. Even if we lose something we get a sort of experience which is more than valuable when we shall come to handle that traffic ourselves.

Now all that needs to be emphasised is that there is great potential for the expansion of the internal as well as the external air services. Though the Indian Airlines Corporation have not been making any profits, I do hope that a day will come in the near future when they will turn the corner.

The Air India has already established a name for itself in the aviation circles of the world and competes favourably with other highly developed airlines of the world

I might briefly make a reference to the Wheatcroft committee which was

[Shri S K Patil]

appointed to report on the cost structure of the Indian Airlines Corporation. The committee have made various recommendations—and very valuable recommendations—and our thanks are due to the committee for the elaborate way in which they have examined this question. It has already been placed on the Table of the House. After careful examination we shall try to implement many of its very valuable recommendations.

That brings me to one question which has been raised and raised time and again in this House and during the debate also. Why not open lines here, why not open lines there and so on and so forth. It is a legitimate demand. I am not against it. Therefore, my mind is running on a scheme which I have not much time to explain to you. If there is anything wrong about it you can fill in the gaps so that we can have a scheme, which we shall try to implement as quickly as possible.

In the Act that we have passed these Corporations, the Indian Airlines and Air India International, shall be run as commercial concerns. They cannot run at a loss. They may afford to run at a loss for some years; but the time must come when they must make profits. Therefore, their concern will be only to run on routes that ultimately results in profits. That is the direction that we have given these Corporations by passing that Act. Therefore, you cannot tell them, 'Do not make a loss' and at the same time tell them, 'Open this air service or that air service'.

Yet, there is a necessity for these air services. Although they may not be remunerative commercially, they have got other importance. There may be a big place in a particular State, the capital or an important place for tourists which we have got to develop. Therefore, I want to make a distinction between these things and divide them into three

categories. The ports or places that are commercially remunerative as they are now, Delhi, Bombay, Calcutta and other big ports. Then the routes or places that are potentially remunerative. They may not be remunerative just now but there is a fine chance that we may, perhaps, in one year, 2 years or 5 years, make them remunerative. Then also it is worth while that they should be run and develop among our people the habit of travelling by air. Unless you have the particular facility the habit cannot be created. That is the second category.

In the third category are places which are neither commercially remunerative to-day nor are potentially remunerative but are of strategic importance. They should be covered too. That is the third category.

So far as that category is concerned, we are trying to bring about a scheme—it is not yet complete—whereby it should be possible for the Government of India and the State Governments to join in giving a subsidy. We shall give that subsidy to them so that they can commercially operate them and if there are any losses they are already covered. Therefore, all these three things working in co-operation will produce results and after that the Members will have nothing to say. If the hon. Members and this House extend co-operation we shall be in a position to announce that decision and implement it as quickly as we can.

That brings me to shipping. I do not want to take much time on shipping because my colleagues has answered some of the questions that have been raised. I shall touch only those which have not been answered by him. He has replied in *extenso* to many questions relating to shipping. Many people were anxious and asked: what is going to happen for the fulfilment of our targets of the Second Plan—namely 800,000 tons G.R.T. He has pointed out that what remains to

be covered is only 1.70 lakhs tons G.R.T. He has also pointed out that we are making efforts in that direction. The Finance Ministry and the Government of India were kind enough to give us foreign exchange of one crore of rupees. That goes up by five times because we only pay 20 per cent in the first instalment. We can have five ships, as he has pointed out, of nearly 35,000 or 40,000 tonnage. At the end of that when we have really purchased the five ships it is possible we may go back to the Finance Ministry and say: we are good boys and we have spent all the money usefully and the ships will earn foreign exchange and so give us another crore of rupees. We are hoping that this will be done. If in the private sector somebody takes it up and if he wants to bring ships, he has got to be helped and we shall go to help him. There are three or four ships now being processed and possibly they will be purchased before long. There is no difficulty at all so far as the fulfilment of the Second Plan Target of 900,000 tons is concerned. Incidentally, I will refer to this plea which was made about our overseas tonnage. It was made out as if there is something lacking in it. It is no so. He has already pointed it out and I would repeat it. Our target so far as the overseas tonnage was concerned was only 4.8 lakh tons and that had been fulfilled. If there is some omission or shortfall, it is only in the case of coastal shipping. Surely the hon. friends do not advise me that we shall go on increasing that, whether there is need or not. The cargo has to be made available; the minor and intermediate ports are to be built. There are many other conditions which have got to be fulfilled before there is expansion of this. Therefore, they need not be very anxious. The target of 900,000 tons was really in two parts: 4.12 for the coastal shipping and 4.88 lakhs for the overseas tonnage. The latter target has been fulfilled but that does not mean that we should not have 900,000 tons G.R.T. If we cannot have it in the coastal shipping, we shall increase it in the ocean going tonnage

so that we can have more and more foreign exchange. Therefore, I am not saying that I shall rest on that because it has been done. If the coastal tonnage cannot be increased because of the reasons that I have given, surely the overseas tonnage could be expanded and that is the attempt that we are making. Apart from the provision of Rs. 37 crores that was made we have made an additional provision of Rs. 9.25 crores in the Plan for the development of shipping and that amount will be available. The Government attach the greatest importance to the development of shipping and my colleague the Finance Minister has agreed to allot, as I said, one crore of rupees and that would be forthcoming. We have started a Shipping Development Fund and that will also now grow and that will be another source from which we shall draw. The National Shipping Board has also been established with Shri G. L. Mehta as its Chairman and the House knows that on the 10th of this month, there will be the first inaugural meeting of that Board which will be inaugurated by no less a person than the Prime Minister of India. Therefore, with his blessings and the blessings of this House we shall proceed not only to have a policy for the shipping board but to see that we bring in all the expedition that is necessary in order that we reach our targets.

Some hon. Members raised the question as to why shipping was not really brought into the core of the Plan. It is not that it is really unfit to come into the core. That is my desire too and I have been trying that it should be brought into the core of the Plan. It is not merely for the foreign exchange or money part of it that I want it to be brought into the core but for the dignity of the shipping itself, the position of supremacy that it occupies in our national economy. Everything that we bring for the core of the Plan has to be brought in the bottoms of our ships and surely the vehicles that bring them should also be in the core of the Plan. But we need not be



[Shri S. K. Patil]

anxious about it because the Government are doing exactly what they would have done if it was in the core of the Plan. Whenever money is wanted, it is made available. It is not also possible that all of a sudden we can process many ships. We are processing five ships just now and as soon as these are ready, during the next two years we shall process other ships and I am hoping still that we shall fulfil, if not exceed, the target of 900,000 tons G.R.T. in the Second Plan.

Shri Raghunath Singh is not here. He is a great student of shipping and sometimes I must take him very seriously. In fact I take everybody seriously, but more so, Shri Raghunath Singh, who always talks about shipping. When he talks he talks with emotion which is sometimes so infectious that I also get a little emotion while replying to that point. He quoted, quoted rightly, from the Lloyd's Register and pointed out that with all that India was, India had only .57 per cent. of the world's total tonnage—not even one per cent. He pointed out that we were very much backward. We can give some figures; surely it is not a qualification for us. But I may just point out that even those who build ships and for whom it is possible to build ships do not necessarily go for this tonnage nor take their ships elsewhere. These are two things which are quite distinct indeed. As against this .57 per cent. of tonnage, Australia has got .54 per cent. which is less than us and Canada, .63 per cent. although they can build ships; Belgium which builds ships for us has got .53 per cent. and Poland .29 per cent. Yugoslavia again, who build ships for us—a country from which we are buying the ships—has got only .34 per cent. So, these are two things quite apart. You may build ships but you may not necessarily use them; that is another thing; that is an industry. Using it is a different matter. So, an increase has to be made and I have said in this House when I introduced

a Bill that we must increase the shipping of India and it will be a Red Letter day if the tonnage were increased not only to 900,000 tons but when we shall have a tonnage of two million tons and we should look to that ideal. It will no longer remain an ideal and I hope that not in too distant a time we shall be able to reach it. The details of the Hindustan Shipyard were given by my hon. friend. Then a question arose as to what about the second shipyard. The hon. Members from Kerala are very anxious whether there is something happening about the second shipyard and whether it is disappearing somewhere. I can assure them that as much expedition that can be put in it has been put by us. There has been a competent committee which has advised us about three or four ports of which preference was given to Cochin. We have appointed another committee—not an expert committee over an expert committee. When the recommendations are made about 3 or 4 or 5 different ports, we have to come to a decision as to one out of them. That is why a committee had to be appointed. Somebody has suggested while speaking and asked: why is it that another expert committee was necessary? It was not an expert committee in that sense. It was a committee to find out and ascertain which out of the given ports is really convenient. That committee might be submitting its report and we shall soon consider it but surely that would not change the position. No political or other considerations will come in the way. What is good for India is good for Kerala too and vice versa. An inter-departmental committee is examining the report of the U.K. Shipyard Mission. We need not have any hurry in this business. Let us be guided by the valuable experience that we are gaining in the first shipyard. The House knows very well because questions are asked and answered as to how much losses we incurred in that shipyard. We are gaining very valuable experience indeed. For the

first few years the losses are inevitable. They have got to be improved. Therefore, with the background of these losses and with the background of the experience of the first shipyard that we have, there should be no undue haste about it although so far as the location is concerned it is a matter that will be decided very soon indeed.

Then, the Department of Lighthouses and Lightships is a self-supporting department, and its revenues are derived from light due levied on ships arriving at or departing from a port of India. The current rate of levy is 25 nP. per ton for steamers and 6 nP. for sailing vessels. The income of the department at the existing rates is Rs. 48 lakhs a year and expenditure is Rs. 22 lakhs. The excess is transferred to the general reserve fund for financing capital works for navigational aids. The accounts of the department are maintained on a commercial basis. During the Second Plan period schemes involving an expenditure of Rs. 323 lakhs will be executed.

It is proposed to amend the Indian Lighthouse Act so as to levy an increased charge up to 50 nP. per ton. We shall not begin with 50 nP.; possibly we will start half way between 25 nP. and 50 nP., that is 37½ nP. per ton and ultimately we shall go to 50 nP. per ton. This is an enabling legislation. It is expected to yield an additional sum of Rs. 24 lakhs largely, in foreign exchange. It is expected that installation of some of the important navigational aids will be completed during 1959-60. The department has been doing extremely useful work. It is internationally recognised that providing navigational aids means safety of communications at sea. I am quite sure, when the legislation comes before the House it will be immediately passed.

Then I come to major ports. The present capacity of six major ports, as has been given by my hon. friend, is

about 30 million to 31 million tons. We are proposing to extend it to 41 million tons.

This brings me, Sir, to the port of Calcutta about which I must speak in a little detail. The rest of the things have been given by my hon. colleague. I would like to assure the House that if there is anybody in this House who is most anxious to see that Calcutta Port must be saved, it is the Minister in charge of it, and there need be no anxiety in your mind that there is anything which was possible to be done and is not done by the Ministry.

I can understand the position of Calcutta. It is not a small thing. I do not know how much it cost when the Calcutta Port was built, but to-day the capitalised value of Calcutta Port is not less than Rs. 200 crores. Apart from that, it caters to the population. It was pointed out by my hon. friend Shri Raghunath Singh that it caters to 17 or 18 crores. It is the largest port we have. There are other points too. There is the question of salinity of water for our engines, boilers etc. What about the 6 or 7 million people in Calcutta? The salinity is increasing at a pace where it will be impossible after some time to really have any water, drinking water in Calcutta. Surely, whatever else you may do for Calcutta, you would not be so harsh as to deny drinking water to the 6 or 7 million people of Calcutta. But the point is, though it is not our desire or otherwise that it should be so, there were some difficulties. We are trying to iron them out, and I think we shall very soon succeed in ironing them out.

There are various remedies suggested. The best remedy is that Hooghly must be flushed by the inflow of water from the Ganges in an adequate manner. There is no other solution to that problem. That is the only way by which Bhagirathi can be made navigable, by which there can be an

[Shri S. K. Patil]

answer for salinity, by which other difficulties can be got over. All that can only be done if the flush from the Ganges comes. That is exactly what is intended by the Ganga Barrage and the Farrakha Barrage.

As the House knows very well, when partition came we went a little out of our way, if I may say so, because we had the future before our eyes and we gave one district, which we should not have normally given, to Pakistan in exchange to have another district for us because that affects this Bhagirathi, the Ganga Barrage or the Farrakha Barrage. Therefore, our intentions are quite clear. Nobody should doubt them. Even as early as 13 to 14 years back when partition was made all these things were in our mind, and we are trying to think that that is the only solution.

Men after men, many people, many experts have examined the situation and found that that is the answer, the correct answer, the answer that would not jeopardise the navigation or any other rights of anybody else—Pakistan and so on. I am merely saying so because there should be no impression in the House that possibly because there are some difficulties we are postponing it. My hon. colleague, the Minister of Irrigation and Power, has made an unequivocal statement on the floor of the House some days back that it will be taken up early.

That brings me, Sir, to another question, and that is about the port of Haldia. We call it Haldia but my hon. friend, Shri Samanta, corrected me and said that it is called Haldi. In all records it is called Haldia and not Haldi. Whether it be Haldia or Haldi, let us not quarrel over that. The question asked was whether we are developing a port there. We are thinking of the possibility of developing it. Possibly, some of the Members coming from that region and, particularly, who swear by Farrakha Barrage and Ganga Barrage, imagine that when that port comes up Calcutta

would be neglected, as if it is something in exchange of Calcutta Port. I want to disabuse the minds of those hon. Members that it is not in lieu or in place of Calcutta Port. This is an independent scheme. It has got to be done.

But even with the flushing of Bhagirathi river it cannot be possible for us to have the required draft of 30 feet to 32 feet we want in Bhagirathi. Therefore, some kind of a port instead of that will be necessary. Therefore, the possibility of it is being considered. There need be no impression whatsoever, therefore, that as this Haldia Port is being thought of that may perhaps minimise the chances of the Farrakha Barrage or the Ganga Barrage. There is nothing really in our mind of that description, and that point also need not perturb the minds of the people.

Shri S. C. Samanta: May I know whether any final decision has been taken to start work at Haldia?

Shri S. K. Patil: My hon. friend knows, and he may not expect me to tell everything on that question. Even after taking the decision we have got to see some other consequences against which the remedies have got to be provided in time. This is a very responsible Government and when it undertakes to do a thing it does it. Therefore, all those consequences that we imagine, namely, what would happen in the eastern region, how our traffic will be affected there, what we must do in order to safeguard that traffic, all these questions are under very active examination. As soon as our preparations are ready we shall be taking up the work. What the hon. Member is really interested in is that the Farrakha Barrage must come, and not merely a resolution on paper that the Farrakha Barrage will come. I am very anxious to see that the Farrakha Barrage does come, it flushes Bhagirathi or Hooghly, all that silt and sand

disappears and all those giant bars to which reference was made by my hon. colleague disappear. Then at least 24 feet or 26 feet draft would be perennially available to us. All these things are of great importance, particularly the drinking water for the citizens of Calcutta.

Reference has been made to Bombay Port and also Vishakhapatnam Port. I do not want to go into all those things because those questions have been answered before, and I can assure the House that if anything remains they can refer those matters to me and they will be answered. They can also be answered on the floor of the House.

My hon friend referred to minor ports. There are more than 280 minor ports and intermediate ports in this country. We cannot take up all of them in hand with the limited grant of Rs 5 crores that we have got. But so far as the claims of Tuticorin and Mangalore are concerned, they are the burning topics. I cannot enter the lobby on any day without hearing about Tuticorin or Mangalore. As soon as I enter somebody will come and ask as to what is going to be done about Tuticorin which happens to be on the east coast, or what is going to be done about Mangalore which is on the west coast. We are examining that question. I can promise hon Members that subject to what the expert opinion etc might be, because those factors have got to be gone into, very soon we shall have both Tuticorin and Mangalore ports turned into, as I said, major ports, one on the east coast and the other on the west coast. That is of a very big order. Each one will cost Rs 10 crores. Therefore, that can only be part of the Third Plan, not in the Second Plan, although survey and other things possibly might start a little early.

About inland water transport, merely for your information I am saying what is being done in Brahmaputra. About 60 per cent. of cargo traffic between Assam and Calcutta is

carried by inland water transport. The Joint Steamer Companies carry 80 per cent of the traffic. They were in difficulties and they wanted accommodation up to Rs. 30 lakhs to meet their current cash requirements. The Joint Steamer Company occupies a special position and Government have therefore given them a loan of Rs. 30 lakhs to be repaid in five years. Contributions have also been made to the joint steamer companies to cover the conservancy expenditure on the Brahmaputra. A pilot project for towing the country-boats was started in January, 1958 in Bihar with the help of two small tugs. The services revealed that there was very little movement of internal traffic in Bihar through these services. The Gokhale Committee has also made its report. They have made several interim reports. The final report will take some time. But there is no hurry about it. These reports are very detailed and are very good reports.

16 hrs.

That brings me to the question of the development of roads on which eloquent speeches have been made. I am particularly grateful to my friend Shri Masani and Shri Mathur and many other Members who really made such a strong and almost unassailable plea on behalf of road transport. I am particularly grateful to those Members and other members also of the Committee that was appointed—the Inter-State Transport Organisation Committee of which my hon friend Shri Masani was the President. The report has been in our hands. It is a very commendable and good document, and I convey on behalf of the Government our thanks to that Committee. I have done so publicly before, but I repeat it on the floor of the House. I thank the Committee for the detailed and thorough manner in which they have examined the whole question. It is something that will stand with us for many years to come and be a guide and a beacon-light so far as the development of inter-state road transport is concerned.

[Shri S. K. Patil]

Having said that, I refer to another aspect. Many people have been asking that question: is there really a kind of rivalry between the two systems—road transport and rail transport. I cannot understand this business of there being a controversy or rivalry. Ours is an undeveloped country and both modes of transport have got to be developed. I dare say—at least during the next 25 years there is no chance at all of any rivalry in this direction. Therefore, we should not talk in terms of any rivalry. We should surely protect the rights and I can understand that they should be protected and they will be protected. But apart from that, there is no difficulty whatsoever.

There may be a little competition sometimes and that might take away the revenue of the roads to the railway and also the railway's revenue may be taken away by the roads. For that matter, even our inland transport revenue or the coastal shipping revenue have been taken by the railway. But 'taking' means, where is it taken? It all goes to the coffers of the Government of India. It is a question of co-ordination and adjustment which shall be done, and there should be no feeling in the country as if there is some kind of rivalry between them. Surely we cannot have any rivalry and so far as my colleague the Railway Minister is concerned, between him and me there cannot be any conceivable rivalry whatsoever. Therefore, hon. Members need not go by that impression.

In this connection I can say that the Government is proposing to constitute a rail-road co-ordination committee in consultation with the Ministry of Railways and the Planning Commission. We are also aiming at greater co-ordination in the programme of manufacture of auto-vehicles in this country. I am saying all this because I do not say that the claims of road development have been ignored, but that they have been paid as great and concentrated attention as ought to be given. I am not making any complaint against anybody. The trend of

modern traffic everywhere in the world goes in that direction. We cannot be away from it, and we are only one small unit in the entire international system of transport. Hon. Members will know that there have been lots of motion pictures on the subject. 50 to 60 years ago, everybody in the United States of America swore by the rail-road. Wherever you go, it was rail-road. People used to invest their money in rail-roads. But now many people do not invest it on rail-roads because they know that the time of rail-roads is up. Now there are questions on speedways, free-ways and through-ways and what not. The hon. House may know that only four years ago President Eisenhower made a demand for a grant for the development of road transport. He only asked 110 million dollars for 10 years. That means 11 million dollars per year. That means Rs. 5,500 crores for the development of road transport for a year. He made an apology to the Congress that he was not in a position to provide more funds although the situation justified that more funds should have been provided. I am saying it just to show that that trend is developing everywhere.

Take, for instance, Germany. 20 years back or 30 or 40 years back, the railways held sway and naturally so. Now, road transport has come in. The autobahns have come. Whatever Hitler might have done or might not have done, the one good thing that he has done for Germany is the creation of this autobahn which carries cars and trucks speeding at the rate of 50 to 60 miles per hour, and also with 5 ton or 10 ton trucks and trailers attached to them. This should open the eyes of the people. This is the pattern of transport everywhere, but in this country that point of saturation has not come. It will take at least 25 years to come. It will be for the Planning Commission and the people placed in high positions to take a long range view of the situation and it is not for a poor Transport Minister who can only look to transport at present. That kind of thing will come after so many

years. That long range view will be taken by the Planning Commission. It is not merely a question of the cost of the development of transport by road as to how much money is required and all that. Whatever money is put—hundreds and crores of rupees—especially on the railways has got to be utilised. We will have to plan as to how all the money can be utilised so that ultimately when the saturation point comes, these difficulties would not arise. Of course, we shall be guided by experience in other parts of the world in this direction. But that point, as I said, will arrive a quarter of a century later. If we start quarrelling about it, whether the railways or the roads are needed, we defeat both the purposes of the railways and road transport and for that matter transportation as a whole.

I can say that transport in this country is developing through the second Plan, and the third Plan is coming. I do not know how many millions of tons of traffic will develop. They have got to be conveyed either by the rail or by the road; aviation counts a little; inland water transport counts a little. The bullock-carts account for far more than all these modes, and so all these patterns have got to be taken into consideration. I am quite sure that the very useful and concrete suggestions that my hon. friend Shri Masani has made would be borne in mind. There should be no competition either, and the House could rest assured that with the appointment of the Co-ordination Committee and with perfect goodwill on either side we shall devise a scheme by which there would be a perfect co-ordination and the competition will always be healthy. There would be no rivalry either, so far as this is concerned. As regards road transport, I think there is nothing else that I can add except that this new Road Plan will have to be considered. It envisages a period of 20 years, and it has been referred to by my colleague,

Shri Raj Bahadur. The total outlay of that plan is Rs. 5,200 crores. The break-up of it is very interesting. That will give the House some idea as to how in the villages also roads are to be developed. Out of Rs. 5,200 crores, the national highways account for Rs. 980 crores; State highways, Rs. 1,580 crores; major district roads, Rs. 1,360 crores; other district roads, Rs. 650 crores; and village roads, Rs. 630 crores. All this means that the proposed total outlay will involve stepping up the annual expenditure on road development from Rs. 80 crores in 1961-62 to Rs. 440 crores in 1980-81. Also, the annual expenditure on maintenance will increase from Rs. 30.5 crores in 1961-62 to Rs. 135 crores in 1980-81. So, when roads are created, they have also to be maintained in order that they should be in a fit condition. All this would be done. That is exactly the scheme that we are trying to fulfil.

I shall refer to a few more points and shall finish in a few minutes. Lastly, I refer to the subject which has got laurels from everybody—a pat on the back—and that is the subject of tourism. A most pleasant and a sort of rich dividend-earning item is tourism. My hon. colleague, Shri Raj Bahadur, made mention of it. It earned as much as Rs. 16 crores in 1957 and we expect that it would earn somewhere about Rs. 20 crores now. But I am not satisfied with that. India is such an attractive country that people from everywhere want to come here and if it is only Rs. 20 crores that is expected, there is one reason for it. I myself have been a tourist in my life and I have been a tourist for a longer time in my life than as a Minister of the Central Government. Therefore, the people should give me some credit for knowing something about tourism. I happened to be the President of the Association of Tourists for a number of years. Unfortunately I had to resign because a Minister cannot be in two places. But what I am telling the House is this. If our tourism is not increasing, one reason for it is, tourism is a two-way traffic.



[Shri S. K. Patil]

You cannot expect everybody to come to your country while you do not go anywhere else. Tourism has got to increase. No doubt we have got our difficulties, and we have no money, and also, if everybody starts moving about there will be no accommodation in the railways! But it will solve another question. There will be no rivalry between road transport and railways. There will be enough traffic for both of them. For that, our people also should go out to other countries. It is very infectious. Today they cannot go out with Rs. 75 or so, which is allowed. If it is possible for them to go out, they create that kind of feeling among other people. They talk about our country and about places of attraction here to the millions of people among whom they move and they are also activated to see what India is like.

If the foreign exchange earnings are not jumping up more, but only from Rs. 17 crores to Rs. 20 crores, the main reason is it is beyond our control. But it will not be beyond our control for all the time. We cannot shut out peoples of the world coming here and our people going to other countries, because they create the traffic for us. It will be some kind of risk. If we spend about Rs. 10 crores of foreign exchange and allow our people to go abroad, I am quite sure we can earn about Rs. 20 crores. But the question is, who takes the risk? So far as our tourist department is concerned, we are prepared to take that risk. That risk is worthwhile taking, apart from the money, from the educative, social and psychological and every other aspect, which are more important than the foreign exchange. No concentration is too much on this activity. It is a developing activity and we must appreciate the excellent work the department has done.

Surely, the department was congratulated here yesterday. In my position as Minister, I have very little to do with it, but I compliment that department for the excellent work

they have done. I have heard hundreds of people talking very highly of that department when they visit our country. This is the sixth foreign exchange earner.

Shri Raj Bahadur: It is the fourth now. That is what I am told.

Shri S. K. Patil: I am very glad it has come to the fourth position. My hon. colleague wants to run a little faster. He is younger and he can do so!

Another advantage is, it secures friends for us, thousands and thousands of friends everywhere. Do we not require this friendship in the present days in order to create a healthy and peaceful atmosphere everywhere, to which we are wedded? This department does not only useful work, but a very beautiful and handsome work. As the poet says,

"Handsome is what handsome does",

and this is exactly what the tourist department does.

Thank you, Mr Deputy-Speaker, for your indulgence.

Mr. Deputy-Speaker: Need I put any particular cut motion to the House?

Shri T. B. Vittal Rao: Cut motions No. 1279 regarding need to revise the policy in the matter of grants and loans to the State Road Transport Services and No. 1464 regarding need to revise Dry Dock Project at Vishakapatnam and execute it early.

Mr. Deputy-Speaker: The question is:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100. (Need to revise the policy in the matter of grants and loans to the State Road Transport Services)."

The Lok Sabha divided.



Division No. 7]

[ 16.20 hrs.

## Ayes

Banerjee, Shri S. M.  
Bharucha, Shri Neushir  
Doo, Shri P. K.  
Elise, Shri Muhammed  
Kur, Shri Prabhat

Nair, Shri Vasudevan  
Nayar, Shri V. P.  
Parulekar, Shri  
Rajendra Singh, Shri  
Rao, Shri T. B. Vittal

Reddy, Shri Nagi  
Singh, Shri L. Achaw  
Supakar, Shri  
Tangemani, Shri

## Noes

Abdur, Rashid, Bakshu  
Achar, Shri  
Ambalem, Shri Subbiah  
Anirudh Sinha, Shri  
Anjanappa, Shri  
Bakrishnan, Shri  
Balmiki, Shri  
Banerji, Shri P. B.  
Bhagavati, Shri  
Bidari, Shri  
Burbal Singh, Shri  
Barendra Singhji, Shri  
Boroach, Shri P. C.  
Bose, Shri  
Chandak, Shri  
Chandra Shanker, Shri  
Chaturvedi, Shri  
Chettiar, Shri R. Ramanathan  
Deshmukh, Shri K. G.  
Dube, Shri Mulchand  
Dwivedi, Shri M. L.  
Gandhi, Shri Perore  
Gandhi, Shri M. M.  
Geender, Shri K. Periaswami  
Hajarnavis, Shri  
Harvani, Shri Anwar  
Hanada, Shri Subodh  
Jain, Shri M. C.  
Jangde, Shri  
Jena, Shri K. C.  
Jhulan Sinha, Shri  
Jogendra Sen, Shri  
Jyotishi, Pandit J. P.

Karmarkar, Shri  
Kotaki, Shri Laladhar  
Kedaria, Shri C. M.  
Keshava, Shri  
Khan, Shri Sadath Ali  
Khedkar, Dr. G. B.  
Khawja, Shri Jamal  
Krishna, Shri M. R.  
Kureel, Shri B. N.  
Lachhu Ram, Shri  
Lachman Singh, Shri  
Lahiri, Sri  
Laxmi Bai, Shrimati  
Maiti, Shri N. B.  
Malviya, Shri K. B.  
Mandal, Dr. Pashupati  
Maniyangaden, Shri  
Mathur, Shri Harish Chandra  
Mehta, Shri J. R.  
Melkote, Dr.  
Mishra, Shri Bibhuti  
Mishra, Shri L. N.  
Mishra, Shri R. R.  
Mohammed, Shri  
Nair, Shri Kuttikrishnan  
Nanda, Shri  
Narayanasamy, Shri R.  
Oza, Shri  
Padam Dev, Shri  
Pahadia, Shri  
Palaniyandy, Shri  
Palchoudhuri, Shrimati Ila  
Pandey, Shri K. N.

Patel, Sushri Maniben  
Patil, Shri S. K.  
Prabhakar, Shri Naval  
Raj Bahadur, Shri  
Ram Krishan, Shri  
Ram Saran, Shri  
Ram Subhag Singh, Dr.  
Ramaswamy, Shri K. S.  
Rane, Shri  
Reddy, Shri Viswanatha  
Roy, Shri Bishwanath  
Sahu, Shri Rameshwar  
Samanta, Shri S. C.  
Samentanhar, Dr.  
Shah, Shri Mansabendra  
Shah, Shrimati Jayaben  
Sharma, Pandit K. C.  
Siddanajappa, Shri  
Sinha, Shri B. P.  
Sinha, Shri Satya Narayan  
Senavane, Shri  
Subramanyam, Shri T.  
Sumat Prasad, Shri  
Surya Prasad, Shri  
Tanna, Shri Rameshwar  
Tanq, Shri A. M.  
Thurumala Rao, Shri  
Tiwar, Pandit D. N.  
Upadhyaya, Shri Shiva Datt  
Verma, Shri Ramalingh Bhas  
Wazni, Shri Balakrishna  
Wodeyar, Shri

*The motion was negatived.*

**Shrimati Ila Palchoudhuri:** I am sorry; by mistake, I pressed the wrong button.

**Mr. Deputy-Speaker:** I will add 1 to the Noes and deduct 1 from the Ayes. The result of the division is: Ayes 14, Noes 98.

**Mr. Deputy-Speaker:** The question is:

"That the demand under the head Ministry of Transport and

Communications' be reduced by Rs. 100. (Need to revive Dry Dock Project at Vishakapatnam and execute it early)."

*The motion was negatived.*

**Mr. Deputy-Speaker:** I take it that the other cut motions are withdrawn.

*All the other cut motions were, by leave, withdrawn.*

Mr. Deputy-Speaker: The question is:

"That the respective sums not exceeding the amounts shown in the fourth column of the order paper, be granted to the President, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1960, in respect of the heads of demands entered in the second column thereof against Demands Nos. 85 to 94 and 131 to 135 relating to the Ministry of Transport and Communications."

The motion was adopted.

[The motions for Demands for Grants which were adopted by the Lok Sabha are reproduced below.—Ed.]

**DEMAND No. 85—MINISTRY OF TRANSPORT AND COMMUNICATIONS**

"That a sum not exceeding Rs. 50,01,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Ministry of Transport and Communications'".

**DEMAND No. 86—INDIAN POSTS AND TELEGRAPHS DEPARTMENT (INCLUDING WORKING EXPENSES)**

"That a sum not exceeding Rs. 60,81,60,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Indian Posts and Telegraphs Department (including working expenses)'".

**DEMAND No. 87—MERCANTILE MARINE**

"That a sum not exceeding Rs. 63,19,000 be granted to the President to complete the sum necessary to defray the charges

which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Mercantile Marine'".

**DEMAND No. 88—LIGHT-HOUSES AND LIGHT-SHIPS**

"That a sum not exceeding Rs. 1,18,13,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Light-Houses and Light-ships'".

**DEMAND No. 89—METEOROLOGY**

"That a sum not exceeding Rs. 1,48,93,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Meteorology'".

**DEMAND No. 90—OVERSEAS COMMUNICATIONS SERVICE**

"That a sum not exceeding Rs. 1,17,83,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Overseas Communications Service'".

**DEMAND No. 91—AVIATION**

"That a sum not exceeding Rs. 6,50,25,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Aviation'".

**DEMAND No. 92—CENTRAL ROAD FUNDS**

"That a sum not exceeding Rs. 3,56,24,000 be granted to the President to complete the sum necessary to defray the charges

which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Central Road Fund'".

**DEMAND No. 93—COMMUNICATIONS (INCLUDING NATIONAL HIGHWAYS)**

"That a sum not exceeding Rs. 6,09,01,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Communications (including National Highways)'".

**DEMAND No. 94—MISCELLANEOUS DEPARTMENTS AND OTHER EXPENDITURE UNDER THE MINISTRY OF TRANSPORT AND COMMUNICATIONS**

"That a sum not exceeding Rs. 1,56,91,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Miscellaneous Departments and other Expenditure under the Ministry of Transport and Communications'".

**DEMAND No. 131—CAPITAL OUTLAY ON INDIAN POSTS AND TELEGRAPHS (NOT MET FROM REVENUE)**

"That a sum not exceeding Rs. 31,33,54,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Capital Outlay on Indian Posts and Telegraphs (not met from Revenue)'".

**DEMAND No. 132—CAPITAL OUTLAY ON CIVIL AVIATION**

"That a sum not exceeding Rs. 3,97,16,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the

31st day of March, 1960, in respect of 'Capital Outlay on Civil Aviation'".

**DEMAND No. 133—CAPITAL OUTLAY ON PORTS**

"That a sum not exceeding Rs. 2,78,21,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Capital Outlay on Ports'".

**DEMAND No. 134—CAPITAL OUTLAY ON ROADS**

"That a sum not exceeding Rs. 15,12,50,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Capital Outlay on Roads'".

**DEMAND No. 135—OTHER CAPITAL OUTLAY OF THE MINISTRY OF TRANSPORT AND COMMUNICATIONS**

"That a sum not exceeding Rs. 8,03,09,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Other Capital Outlay of the Ministry of Transport and Communications'".

**MINISTRY OF LABOUR AND EMPLOYMENT**

Mr. Deputy-Speaker: The House will now take up discussion on Demands Nos. 67 to 69 and 127 relating to the Ministry of Labour and Employment, for which six hours have been allotted.

Hon. Members desirous of moving cut motions may hand over at the Table within 15 minutes the numbers of the selected cut motions. I shall treat them as moved, if the members in whose names those cut motions stand are present in the House and the motions are otherwise in order.

**DEMAND NO. 67—MINISTRY OF LABOUR  
AND EMPLOYMENT**

**Mr. Deputy-Speaker:** Motion moved:

"That a sum not exceeding Rs. 18,89,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Ministry of Labour and Employment'".

**DEMAND NO. 68—CHIEF INSPECTOR OF  
MINES**

**Mr. Deputy-Speaker:** Motion moved:

"That a sum not exceeding Rs. 19,74,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Chief Inspector of Mines'".

**DEMAND NO. 69—MISCELLANEOUS  
DEPARTMENTS AND OTHER EXPENDI-  
TURE UNDER THE MINISTRY OF LABOUR  
AND EMPLOYMENT**

**Mr. Deputy-Speaker:** Motion moved:

"That a sum not exceeding Rs. 9,64,92,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Miscellaneous Departments and other Expenditure under the Ministry of Labour and Employment'".

**DEMAND NO. 127—CAPITAL OUTLAY OF  
THE MINISTRY OF LABOUR AND  
EMPLOYMENT**

**Mr. Deputy-Speaker:** Motion moved:

"That a sum not exceeding Rs. 3,20,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of pay-

ment during the year ending the 31st day of March, 1960, in respect of 'Capital Outlay of the Ministry of Labour and Employment'".

The Minister of Labour and Employment and Planning (Shri Nanda): Mr. Deputy-Speaker, Sir, with your permission, I shall initiate the discussion on the Demands in respect of the Ministry of Labour and Employment with a few observations. I wish to place in the forefront of the discussion some principal problems and issues relating to the policy and administration, in the sphere of labour. My object is that I should be in a position to derive the utmost benefit from this discussion with regard to the evaluation of our work, and in order to make such adjustments and improvements as may be called for. It is very important that as we proceed with this discussion we should be clear in our minds about our basic goals about the direction in which we want to advance, and our limitations. Then alone will we be able to assess the work of the Ministry properly and also the value of any suggestions and any criticism that may be made in the course of this discussion.

Before I take up specific matters I want to bring to the notice of the House a few general points. An impression is being created as if the labour laws and the things that are being done for the working class are placing such heavy burdens on industry that they are hampering its progress and even coming in the way of the economic development of the country. Such views are being expressed by various industrialist friends and a section of the press on various occasions. I have closely examined this matter and I think there is no justification for this kind of public agitation. I say this because it might engender resentment. After all, it is the workers who are very much the builders of the economy of this country and we must do everything to enlist their support, and not alienate them.

On the other hand, from the workers' platform we often hear that the workers are still being exploited, they are faring badly and that they are not having a proper share in the fruits of progress; that is their complaint. Regarding this too I wish to say that there may be grievances here are there, there may be causes for discontent, but on the whole the working class is not losing ground; I think it is gaining ground. This is the position.

We must understand the difficulties of the situation. Our country has a very low national income. What is happening today is what happens in the case of a big family with a small income. Further, it is also a developing country which means that it is trying to create improvement for the future, conditions in which we may have a better life for the future in various directions. But the process is exacting. It imposes stresses and strains, it calls for sacrifices, and it is that period through which we are passing.

Therefore, when we proceed with the discussion of the various aspects of labour policy, let us keep this background in our minds. These are early stages of development and those difficulties are inevitable. While the working class has to bear its share of sacrifices, this should be on an equitable basis.

Now I shall indicate some of the questions of major importance which will necessarily engage the minds of the hon. Members. The most important thing from the point of view of the worker, something which is of supreme concern to him, is his level of living, standard of living, his economic position. The most important ingredients of this are employment, earnings, social security and housing. I have placed employment first. I attach the greatest importance to this. After all, if a person is not employed, the standard of living has no meaning at all for him and his security is nil. Therefore, this is

matter which should engage our attention fully. I must acknowledge that in this respect we cannot give a very satisfactory account of ourselves; the plans have not fared very well in this matter. Hon. Members have often pointed out the rising figures on the Live Register. It is true that the number of persons who are not able to find employment is rising. It is quite true. Here I will have to give certain figures. I will try to give significant figures in order to make the statements more meaningful. The Live Register figures have been increasing at the rate of an annual rise of 16.7 per cent during the last six years. In the last year the rise was 27.2 per cent; there is an acceleration there. Other information is also leading or pointing to the same direction—our calculations of employment in the Plan, the backlog in the beginning of the Second Plan and what we expect would be the achievement during this period and consequently what is going to be the backlog at the end of the Plan.

16.25 hrs.

[SHRI BARMAN in the Chair]

The position, as it appears, is that it is very likely that the backlog of 5.3 million will have become 7.3 million at the end of the Second Plan. That is the position. It has somewhat worsened. But does it mean that no employment is being created? No, I have material to show that employment is increasing. It has been increasing over six years at a fair rate. We have not got complete information, full statistics about employment in all fields, but whatever employment figures we have regarding factories, mines, plantations, persons employed by Government, railways, etc. all that put together, the position is that employment between 1947 and 1957 rose at the average annual rate of 2.3 per cent.

We have also figures to show that with regard to vacancies, notified to

[Shri Nanda]

the employment exchanges, the average rate of increase is 7.8 per cent and that of placements 5.3 per cent between 1954 and 1958. These figures are significant. It means that every year there is an increase in the number of persons who are being asked for, for whom there is a demand for employment. In the last year this rate has been 22.8 per cent and 21 per cent, that is, a very considerable acceleration in the rate of demand and the number of vacancies that are being created. But all these vacancies constitute just about 15 per cent of the number of job seekers registered every year.

Then the question arises: why is it that unemployment is increasing? The position is very simple. In the first place, population is increasing. We had an average annual rate of increase of 1.25 per cent in 1951, and against that in the Second Plan we are visualizing a figure of 1.9 per cent. What a big difference it makes. So, in spite of all the investments that we make, in spite of all the efforts, the rate at which we create new opportunities for employment falls short or lags behind, the demand on these opportunities that is rising. After all, the number of persons within the working force who are employed in industry and occupations of this kind are between 4 and 5 per cent. Therefore, there is a large section of people who have not got this kind of employment. Opportunities in other directions are very limited. More of them have to be absorbed in industry and occupations of that kind. This is the position so far as employment is concerned and I believe that the remedy is only bigger plans. There is no other remedy. We must have bigger investments.

Another aspect of employment is, whatever may be the rate of expansion and the difficulties on that

account, that at a particular time, with existing level of employment sometimes we are faced with trouble. Dislocation takes place. Closures occur. That is a matter of very considerable concern to us and hon. Members have shown very considerable interest in the question of closures. I have calculated that the number of man-days lost on account of closures in one industry, i.e., the textile, in a single year has been more than all man-days lost on account of strikes and lock-outs in that year. Therefore it is important.

An Hon. Member: Who is responsible?

Shri Nanda: I am coming to it as to who is responsible.

Now, this happened in a number of industries, textile, manganese, engineering, jute and a few other industries, may be. The factors responsible for it are, firstly, the impact of the forces of the international market. Well, we can trace the responsibility. If there is not enough foreign exchange, we do not get industrial raw materials and some sections of the engineering industry suffer. If the demand for our things slackens, if we cannot sell away our textiles and other things, our own employment gets depressed on that account. Our economy is not closed. Therefore there are repercussions of the changes in the international position which we have to face. That is one factor.

Another factor in the causation of these closures is the position of the internal economy. Recently there was a decline in our agricultural production. We did not have enough food. The result was that its impact fell on the demand for cloth. Because of the purchasing power of the mass of the people, even of the middle class, being less on that account and because of the higher prices of food,

that did not leave enough margin for the demand for other products. So, that is how the whole economy is interdependent and that is how the importance of food and agricultural production arises. That is the second factor.

Then the third factor of responsibility about which my hon. friend reminded me is something which is not internationally made, nor is it nature made but it is man made. That is mismanagement. There are establishments which are closed, which need not have been closed. This happens because there was mismanagement at a certain time and it was not taken care of early enough. Therefore those establishments had to close down, leading to considerable hardships and unemployment for large numbers of people. This matter came up before the Indian Labour Conference at the last session and we took counsel together. Certain directions were given. Certain recommendations were made. Some of them have been acted upon. In the textiles, particularly, the Textile Inquiry Committee which was set up for this purpose made some recommendations. Practically all of them Government have accepted except a few. So, some action is being taken in this direction. At any rate, there should be no idle capacity, there should be no idle manpower because somebody is not attending to his duties properly. Mismanagement is therefore a factor in creating this unemployment and these closures. I have referred to this for the reason that I want to put before hon. Members the problems with which we have to deal. We may have dealt with them to some extent. We have to do more about these things.

Then the third aspect of the problem of employment is the question of co-ordination and matching of demand and supply. This brings into the picture our employment exchanges. The number has been increasing. They have to be enlarged

and expanded. There is a programme for that. But one feature of our operations in this field does create a sense of a little satisfaction. In several projects because they were coming to a close large numbers were to be retrenched. It was creating serious problems. There was unrest. Hon. Members here raised several questions about that, about DVC and a number of other places. I may inform the hon. Members that in this matter our experience has been fairly satisfactory. 17,400 persons engaged in the Ordnance Factories, DVC Hirakud, Kaisers and in the steel industry have been taken from one place and given employment in another place with the minimum of delay. This has created a sense of relief and satisfaction. A certain number still remains but about 77 per cent have already been employed. For the rest efforts are being made to deal with the residue of the problem.

I have said something about the kind of problems that we are facing in the matter of employment. There are one or two things more. We have now decided to improve the working or the effectiveness of the employment exchanges in one particular direction. Many of the employers in the private sector were not co-operating. They were not notifying the vacancies. Although we have this organisation, it is not being made use of. Although we do not like compulsion—we want things to proceed as much as possible on a voluntary basis—we could not help it and we have decided to bring in legislation for the purpose of compulsory notification of vacancies.

We have a certain amount of statistical apparatus and basis for the calculation of employment and unemployment. We have to improve it. One very gratifying feature is the development of our employment market information which, I hope in the course of not too long a time, will enable us to have a fairly accurate assessment of the changes that are taking place in the requirements of



[Shri Nanda]

the labour force, in different areas, and occupations and for different skills etc. Our training programmes have also been accelerated. After all, the information that we get from the employment exchanges shows as to where the excesses are and where the shortages are. Then we have to regulate our training programme in order to bring about some kind of harmony between the demand and the supply.

I deal now with the question of wages. The overall position in the matter of wages may be very well known to some of the hon. Members but just one or two figures may draw pointed attention to the essential facts of the situation. Between 1947 and the present time, that is to say, the figures up to 1957, there has been an increase in money wages to the extent of 70 per cent, that is, an average annual rate of increase of 7 per cent. The increase of real wages, that is, when we make allowance for an increase in the cost of living, which for the same period was about 2.8 per cent annual increase and 28 in all. The result is that the real wages increased over this period since 1947 by 33 per cent meaning an average rate of annual change of 3.3 per cent. This sums up all the statistics on the subject as to what is the relative position of the workers over this period of years. These are bald figures. It may be that stated in that manner, they may create a misunderstanding. The point is, have the workers improved their position to the extent of 33 per cent? Taking 1951 as base year it will be an increase of 14 per cent by 1957 and from 1947, it is 33 per cent. It is a very big thing. If you put things in the proper perspective, we must realise that between 1939 and 1947, the workers had lost ground, which they made up later on till 1957. We find that the index of money wages, since 1939 shows an average annual change of 18.39 per cent and increase in All

India consumer price index was an average of 17.3 per cent, and, consequently, the index of real wages shows a change of less than 1 per cent. Since 1939 the real wages have increased by about 5 per cent. It has not been a very big change when we consider 1939. That was a period when we had no control over our economic life. After that, the country took its destiny into its own hands and things started happening. That is what we can say now. In order to have a proper understanding of these figures, we must also put them side by side with the other developments in the economy.

It is not that these wages have not been earned in the sense that productivity has not increased and these are gifts to the working classes. Productivity has increased. Various bases of calculation can be adopted to measure this. One figure is about 35 per cent increase between 1950 and 1956. Roughly during the same period (1951 to 1957) real wages have risen by 14 per cent, national income has increased by 21 per cent, per capita income has increased by 14 per cent. It happens that per capita income rise coincides with or corresponds with or is equal to the rise in the earning of the workers. This in a nut shell is the economic position of the worker in relation to production, in relation to various other factors.

Lest it be misunderstood I am answering the first question which arises is it meant that an onerous burden has been cast on industry because labour has been given these increases. I say, No. I have figures about the ratio of labour cost to the total cost and I find that over these years, neither the ratio of labour cost to the total cost of production nor to the value added by manufacture has increased. There are some variations here and there. On the whole, it has been steady. Therefore, the cost of

production on account of what has been paid to labour has not been a factor in hindering the economy of the country in any way. This is the position.

A question will be asked, the workers say, we have not got enough. In one sense, it is so. Then Indian Labour Conference decided on a certain basis for the purpose of a minimum wage. It can still be said that the wages that are now being obtained by the working classes have not reached that level. That is true, by and large. What has to be done about it? What is our wage policy? That question has been raised and will arise again. I will attempt to answer that, again, briefly.

If the meaning of the question is have we got any kind of mechanical formula which automatically applies to every situation and produces a result that this will be the increase, we have not got any such formula. We have evolved certain principles and these principles have developed in the course of years. There is no rigid basis, but certain basic considerations and principles have developed. These have been embodied in several reports, the Report of the Fair Wage Committee, the First Five Year Plan, the Second Five Year Plan, in the proceedings of the various tripartite bodies, particularly the Indian Labour Conference and in the numerous series of awards. These principles which have emerged are being formulated, are being studied and examined. In order to strengthen this process, in order that we may have in our possession the help of proper norms, a proper basis for wage fixation, a steering group has been set up. This is on a tripartite basis. Studies are in progress. Some progress has been made. It is a difficult subject. I believe in course of time, these studies will throw a good deal of light on this very complicated subject. The basic aim of our wage policy has been stated again and again. I do not want to repeat all

this. Our idea is that we should try to secure for the working classes an assured minimum level as soon as possible. The Indian Labour Conference gave a concrete content to that idea. The idea originated with the Fair Wage Committee.

It must be realised that it may be that the time is not ripe for a full enforcement of that minimum level because of the economic conditions and limitations. But, there is a value in what has been decided. It serves as a guide. It will at least have established a priority in relation to other claims. This has the highest priority, higher than any other claim. That is the value of what has been decided by the Indian Labour Conference.

There is the question of differentials. We want that the disparities of income in the community in general should be reduced and narrowed down. That must apply to the working classes inter se. The differentials should be suitable, not excessive over this period, whatever policies have been followed by the courts and tribunals have led to a considerable narrowing down of these disparities. That is, people lower down have benefited more. People who are backward have been given preferential consideration, so that, the result is, unreasonable differences have been gradually bridged. We have made considerable progress in standardisation, that is, as between various occupations, as between various industries in different places. This is one direction of advance.

There is one matter I want to place before hon. Members regarding this question of wage. It is an important matter. I request them to give full thought to this and to apply their mind to it. The workers complain from every platform—all the Central organisations of Labour agree regarding them—they all say the same thing—that wages are not adequate and much more should be done in this respect. Previously, there was

[Shri Nanda]

this question of 25 per cent rise all over. With great humility, I urged last time that it was a wrong approach, that it is not a rational approach to ask for a uniform rise in all industries. I am very glad that some heed has been paid to my request and the approach has become more elastic.

What is it that is coming in the way of a better deal for the workers. One thing, I have already mentioned i.e. uneconomic units. They depress the standard. That question has to be dealt with from the workers' point of view, because they drag down the whole average. There is the question of low productivity. This matter, I will deal with later on. The other important considerations which hold back the working classes are fear of inflation and the needs of investment. We want more investment for the sake of the workers, for the sake of a larger volume of employment. If inflationary pressures increase, prices rise and any gain that the workers secure is neutralised. Every tribunal has considered this aspect. What has to be done about it?

Sir, the retained profits vary from industry to industry. In some cases, it is 40 per cent. In some cases it is 50 per cent and it may be even 60 per cent. Certain amount is being ploughed back and from the balance the dividends and other claims are being met. Now the question is: Why cannot the worker himself be a participant in this process of investment and savings. If the workers are prepared to offer that a part of the increase which they may secure in wages and bonus will be available for such investment, they will become entitled to much more favourable considerations and that barriers will be lifted. That is only a line of thought. I do not wish to go into the details about this.

About social security, we have made some advance in this year. The

workers are exposed to various hazards. Of course, which has been done may not be considered quite adequate but considering the stage of development of the country it cannot also be considered negligible. The question of Provident Fund for the workers has been discussed again and again. The proposal to increase the rate and to extend it to units with twenty or so is being considered. We are working at it and I hope we will succeed. It may be a matter of time.

Next, Sir, I would refer to another matter, namely, the question of Industrial housing. This is another field which is one of the most important elements in raising the level of living of the working class. Hon. Members of the House are aware that we had a bad heritage. We have been making efforts to provide more houses for the working class. But, we have to consider this point. If the results are no very encouraging, we have to consider the condition of the country as a whole. There are slums all over the country and there have been various difficulties in the matter of materials and other sources. But, as the House is aware, we are making some headway. This matter was discussed in the recent Indian Labour Conference. It was decided that in each State the Labour Minister should invite employers to discuss these matters with them so that they may know how much has been done by each employer and there should be a reasonable obligation placed on every employer to build more houses for the workers. I am receiving reports that this is being attended to. However, in spite of the fact that certain resources are made available in the Plan, it is regrettable that even that amount is not being fully made use of.

16.54 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

Sir, I have dealt with two of the major matters concerning the policy and administration of Labour. It is

not enough if the worker has a little more wages. He has to have a proper place in the whole productive system. Has he got the sensation of partnership and the feeling that he is not a mere wage earner all the time? So, this scheme, or this experiment of Workers' participation in management was evolved. Well, there has been some response and I may say that some units have accepted it and some more units are coming in, which is all very gratifying. But, at the same time, what I feel is that the appreciation of this need has not become widespread. The workers have to contribute their share in the growth of the nation's economy sense while it may take some time to develop workers' participation in the fuller it is very important for the efficiency and proper working of any industry that the worker should at least have information as to what is happening in the industry. The management should share with workers information about the working of the industry. This is the minimum programme which should be adopted on a very large scale immediately. But all these things cannot be done effectively unless the workers are educated properly and have good and strong trade unions. I know that these matters are exercising the minds of hon. Members and I will have occasion to say as to how to improve our whole system of industrial relations. I shall have occasion to speak about the code of discipline. I shall not take more time of the House at this stage.

**Shri S. M. Banerjee (Kanpur):** The speech of the hon. Minister may be circulated to hon. Members.

**Mr. Deputy-Speaker:** The speech that the hon. Minister has made just now will be circulated to hon. Members.

**Shri Muhammed Elias (Howrah):** Mr. Deputy-Speaker, Sir, the hon. Labour Minister has made a very welcoming speech. He has made very valuable points with regard to the labour relations in this country. I do not agree with all the points made by the hon. Minister. I have got certain important points which I want to mention. I want to prove with these points how the labour policy of the present Government has failed in many respects.

**Mr. Deputy-Speaker:** The House will have the benefit of hearing those points on Monday.

**Shri Braj Raj Singh:** We may sit a little while.

**Mr. Deputy-Speaker:** This was put to the House and the House has not agreed. So, the House will now stand adjourned till Eleven of the Clock on Monday.

17 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Monday, April 6, 1959/Chaitra 16, 1881 (Saka).

[Saturday, April 4, 1959/Chaitra 14, 1881 (Saka)]

	COLUMNS	COLUM
<b>PAPER LAID ON THE TABLE</b>	9743	<b>LEAVE OF ABSENCE—contd</b>
A copy of the Report of Ganga Brahmaputra Water Transport Board for the year 1958		(11) Shri Jogendra Sen Mandi (12) Shri Jogendra Nath Hazarika.
<b>PETITION PRESENTED</b>	9744	<b>DEMANDS FOR GRANTS 9745—9912</b>
Shri N R Munisamy presented a petition signed by a petitioner regarding excise duty on oil produced by Pin'o (Wooden) Chekkus		(i) Further discussion on the Demands for Grants in respect of the Ministry of Transport and Communications concluded. The Demands were voted in full
<b>LEAVE OF ABSENCE</b>	9744-45	(ii) Discussion on Demands for Grants in respect of the Ministry of Labour and Employment commenced. The discussion was not concluded
The following members were granted leave of absence from the sittings of the Second Lok Sabha		
(1) Shri Chowkhamoon Gohain		<b>AGENDA FOR MONDAY, APRIL 6, 1959/CHAITRA 16, 1881 (Saka) —</b>
(2) Shri Chandramani Kale		Further discussion on Demands for Grants in respect of the Ministry of Labour and Employment, and discussion on Demands for Grants in respect of the Ministry of Food and Agriculture
(3) Dr K B Menon		
(4) Shri Chapalakanta Bhattacharyya		
(5) Shri Chheda Lal Gupta		
(6) Shri Bishanchandar Seth		
(7) Sardar Baldev Singh		
(8) Shrimati Mañda Ahmed		
(9) Maulana Abdur Rahman		
(10) Kunwarani Vijaya Raje		

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