

LOK SABHA DEBATES

Second Series

Volume XXXII, 1959/1881 (Saka)

[August 3 to 14, 1959/Sravana 12 to 23, 1881 (Saka)]



EIGHTH SESSION, 1959/1881 (Saka)

(Vol. XXXII contains Nos. 1 to 10)

**LOK SABHA SECRETARIAT
NEW DELHI**

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N.B.—The sign + above a name of a Member on Questions, which were orally answered, indicates that the Question was actually asked on the floor of the House by that Member.

LOK SABHA DEBATES

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LOK SABHA

Monday, August 10, 1959/Sravana 19,
1881 (Saka)

The Lok Sabha met at Eleven of the
Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS Report of the Central Pay Commission

+

Shri Ram Krishan Gupta:
Shri Vajpayee:
Shri U. L. Patil:
Shri D. C. Sharma:
Shri Narayanankutty Menon:
Shri Funnoose:
Shri S. M. Banerjee:
Shri Jagdish Awasthi:
Shri Sarju Pandey:
Shrimati Ila Palchoudhuri:
Shri Bibhuti Mishra:
Shri Pahadia:
Shri Hem Raj:
Shri Supakar:
Shri N. R. Munisamy:
Shri Asrar:
Shri Subbiah Ambalam:
Shri Aurobindo Ghosal:
Shri Sanganna:
Shri Tangamani:
Shri T. R. Vittal Rao:
Shri L. Achaw Singh:
Shri Anthony Pillai:
Shri Kesava:
Shri Madhusudan Rao:

Will the Minister of Finance be
pleased to refer to the reply given to
Starred Question No. 311 on the 17th
February, 1959 and state:

(a) whether Government have
received the report of the Central
Pay Commission,

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(b) if so, what are the broad recom-
mendations of the Commission; and

(c) the decisions, if any, taken by
Government thereon?

The Deputy Minister of Finance
(Shrimati Tarkeshwari Sinha): (a)
No, Sir

(b) and (c) Do not arise

Shri Ram Krishan Gupta: In reply
to a previous question the hon. Minis-
ter stated that the report will be
received by June 1959. If so, what
are the reasons for so much delay?

Shrimati Tarkeshwari Sinha: The
report was expected some time in
June but the Commission asked for a
further extension of time. And, now,
the report is expected by the end of
this month

Shri Kesava: May we know when
we can expect to have it? Could we
have it before the conclusion of this
Session?

The Minister of Finance (Shri
Morarji Desai): It will be positively
before Government by the end of this
month

Shri Nath Pai: The Pay Commis-
sion was appointed exactly two years
ago. In view of the fact that there
has been this unusual delay—which
Shri Morarji, of course, denies—may
we know whether Government will
be making up its mind with regard to
the recommendations as soon as possi-
ble?

Shri Morarji Desai: I can easily
say 'as soon as possible'

Shri Vajpayee: A Bombay weekly
has published certain alleged recom-
mendations of the Pay Commission.
May I know whether there has been

any leakage from the office of the Commission; and, if so, whether any action has been taken?

Shri Morarji Desai: I myself do not know any of the recommendations. If the Bombay Weekly knows, it must be a prophet.

Shri Braj Raj Singh: May I know whether Government intend placing the report on the Table as soon as it is received and also placing the decisions on the Table of the House? May I know whether it will be done in this Session?

Shri Morarji Desai: It is impossible to do it in this Session.

Shri Tangamani: May I know whether after receiving the report of the Second Pay Commission, the decisions of the Government will be arrived at at least before the end of this year? Can he give any time-limit within which it will be done?

Shri Morarji Desai: Very possibly, before the end of the year we will be able to come to a decision.

Shri Hem Barua: May I know whether the attention of Government has been drawn to a Press Communiqué issued by the Pay Commission that the report will be submitted in the course of this month? May I know whether a date has been fixed in this respect at all?

Mr Speaker: He said before the end of this month.

Shri Hem Barua: He said it will be received before the end of this month But . . .

Shri Morarji Desai: The last date is the 31st August.

Shri Ram Krishan Gupta: May I know whether the employees of the State Governments will also be benefited by the various recommendations of the Commission?

Mr Speaker: That is premature; I myself rule it out.

Shri N. R. Munisamy: May I know whether it is a fact that the Commission has yet to get the views of the Central Government so as to frame its recommendations?

Shri Morarji Desai: How can the views of the Government be given to the Pay Commission on its recommendations before they report?

Mr. Speaker: It will be stultifying itself because it cannot come to different conclusions later on.

Shri Narayananarkutty Menon: May we know whether the Pay Commission has given reasons for asking for extension of time till the 31st of August?

Mr. Speaker: After all it is the 31st of August.

Shri Hem Barua: Sir, the Press Commission has said, 'during the course of August'. This means it will go up to the 31st August. It must be an earlier date. May we know whether the Minister has any idea of an earlier date?

Shri Narayananarkutty Menon: My question was that originally the Pay Commission said . . .

Mr. Speaker: Nobody has got control over the Pay Commission.

Shri Narayananarkutty Menon: May I know whether the reasons have been given to Government for this extension?

Shri Morarji Desai: The reasons have been given and I have been satisfied with the reasons. The work has been complicated.

Shri Vajpayee: May I know if Government have been consulted by the Pay Commission in regard to the desirability of giving some relief in kind to the employees?

Shri Morarji Desai: We have not been consulted about anything so far.

Shri Nath Pal: The Minister just now said that the Government will take at least another 6 months before it makes up its mind . . .

Shri Morarji Desai: I never said that.

Shri Nath Pai: By the end of the year, he said.

Shri Morarji Desai: That was what I was asked.

Mr. Speaker: The question was whether at least before the end of this year the Government will come to a decision and he said, 'Yes, very possibly before the end of this year.'

Shri Palaniandy: Recently a Railway Board Member was included in the Commission. What was the reason for it?

Shri Morarji Desai: I have no idea about it.

Shri Narayananakutty Menon: The hon. Minister said that the reasons have been given and that he was satisfied with the reasons. What were the reasons given? He did not disclose them.

Mr. Speaker: That is for him and the Commission to know.

Shri Morarji Desai: That is not necessary.

India Office Library

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Shri Ram Krishan Gupta:
Shri D C Sharma:
Shri Vidya Charan Shukla:
Shri Sarju Pandey:
Shri Damani:
Shri Vajpayee:
Shrimati Ila Palchondhuri:
Shri Sadhan Gupta:
Shri Pahadia:

*242. Will the Minister of Scientific Research and Cultural Affairs be pleased to refer to the reply given to Starred Question No 316 on the 17th February, 1959 and state:

(a) whether Government have since received a reply from the Government of United Kingdom to its note on the India Office Library which was sent in 1958;

(b) if so, the nature of the reply received, and

(c) if no reply has been received what other steps Government propose to take in the matter?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) to (c) No, Sir, but the matter is being pursued; and it is our intention to continue to press our claims till our just and legitimate demand has been met.

Shri Ram Krishan Gupta: In view of the fact that many reminders have been sent to the United Kingdom and no reply has been received so far, what other method do Government want to adopt in this matter?

Shri Humayun Kabir: There is no other method. More reminders will be sent, and there will also be consultations at various levels.

संठ प्रोब्लम दास ' अबू मानसीव मरी जी ने कहा कि इस सम्बन्ध में आगे भी लिखा पढ़ी की जायेगी । मैं जानता चाहता हूँ कि जब सन् १९५६ से भव तक इस लिखा पढ़ी का कोई नतीजा नहीं निकला तब क्या आगे उन को आशा हो सकती है कि कोई नतीजा निकलेगा ? और अगर कोई नतीजा निकलने वाल नहीं है तो फिर आगे इस सम्बन्ध में क्या किया जाने वाला है ?

श्रे. हुमायूँ कबिर : नतीजा निकलने की आशा तो जरूर है, इसलिये जो सवाल का दूसरा हिस्सा है उस के जवाब की कोई दरकार नहीं है ।

Shri Damani: May I know who is pursuing this matter on our behalf at London and what are the main difficulties in coming to a settlement for such a long time?

Shri Humayun Kabir: The High Commission. Regarding difficulties, that question can best be answered by the Government of the United Kingdom.

Shri Vajpayee: May I know the number of reminders that have been sent so far?

Shri Humayun Kabir: Reminders have been sent from time to time. I do not carry the number in my head at the moment.

Mr. Speaker: I am afraid any question which requires more than 3 supplementary questions is not a question to be pursued in this House.

Shri Tangamani: Already 3½ years have passed since the first letter was written. Does the Government have any other source to find out the reason for their refusal to give a reply?

Shri Humayun Kabir: That has been indicated. As I stated, this is a matter which will require fairly long-time negotiations and we shall continue to press our claims. And, it is my belief that we may be able to get it back.

Shri Punnoose: May I know whether it is the view of Government that it is time to lodge a very strong protest at the attitude of the Government of the United Kingdom?

Shri Humayun Kabir: That is not the Government's view.

Shri Nagi Reddy: In view of the fact that we have not been receiving any replies from the Government of the United Kingdom, may I know whether we have tried to contact them personally, and, if so, what has been the result?

Shri Humayun Kabir: I have said in this House before that personal contacts have also been made and the matter is being pursued and will continue to be pursued.

Replacement of Dakotas

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Shri Osman Ali Khan:
Shri Radha Raman:
Shri Shivananjanappa:
Dr. Ram Subhag Singh:
Shri Bibhuti Mishra:
Shri S. M. Banerjee:
Shri Sadhan Gupta:
Shrimati Ila Palchoudhuri:
Shri Dinesh Singh:
Shri Subbiah Ambalam:
Shri Aurobindo Ghosal:

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Shri Prakash Vir Shastri:
Shrimati Malda Ahmed:
Shri P. C. Boreah:
Shri P. G. Deb:
Shri Asrar:
Shri S. A. Mehdî:
Shri U. C. Patnaik:

Will the Minister of Defence be pleased to state:

(a) whether an agreement has been signed with M/s Hawker Siddley Group of United Kingdom for the manufacture of 'Avro 748' in India to replace the Dakotas in the Indian Air Force,

(b) if so, the principal terms of the agreement;

(c) the capacity of the aircraft;

(d) whether it is a fact that Lockheed Company of the United States had also offered to manufacture aircrafts in India;

(e) if so the terms of the offer, and

(f) whether the offer has been accepted?

The Minister of Defence (Shri Krishna Menon): (a) Yes, Sir

(b) It is not in the public interest to disclose details of the agreement, but the terms are the most favourable which we could get from any aircraft manufacturer. The broad terms of the agreement, however, are that we pay a licence fee spread over eight annual instalments. The first instalment is payable only after the aircraft is certified and we are satisfied that it meets the I.A.F.'s requirements. No royalty is payable on the first 100 aircraft manufactured. The Government of India will also have the right to sell this aircraft to other countries subject to agreed conditions.

(c) The maximum all-up weight of the aircraft will be 33,000 lbs.; the weight of the aircraft and fittings is 19,360 lbs.; its payload is 9,750 lbs.; and its maximum fuel capacity is 3,890 lbs. It can carry 86 passengers. It will be powered by two Rolls Royce Dart Rda 6 engines.

(d) to (f). The Lockheed Aircraft Company have not made any specific

offer for the manufacture of any particular aircraft. They, however, at a rather late stage in our plans for the manufacture of aircraft to replace Dakotas, made a general offer to design an aircraft to suit Indian requirements, powered by Rolls Royce Dart 6 engines. They wanted 90 days' time to submit any report which we would then be free to examine. Since the question of manufacture in India of an aircraft to replace Dakotas had been under consideration for a long time and an early decision had to be taken, the Government could not wait another three months for new proposals, as it would mean postponing a decision by about six months, which would be the time required to get the Lockheed's proposals and have them properly studied and evaluated. From their preliminary offer, however, it was apparent that the offers before us were more suitable to us.

Shri Osman Ali Khan: May I know whether the Dutch Fockker Company has offered to manufacture indigenously aircraft in this country without involving foreign exchange and if so, the reasons why this aircraft was not preferred though the I.A.C has placed an order for this aircraft?

Shri Krishna Menon: The examination of the Fockker and the Avro planes has been before the Joint Committee of the Transport and the Defence Ministry for a number of years. These were the two aircraft considered worthwhile for closer examination. Our technicians have examined this matter very fully and thoroughly both from the point of view of the technical details as well as the economics of manufacture. Government is satisfied that the Avro 748 is the best aircraft for the I.A.F at present.

Shri P. C. Borooh: May I know where the factory manufacturing this Avro aircraft will be located?

Shri Krishna Menon: As is usual with such equipment, every part of it is not manufactured in the same place.

The production of the aircraft as a whole, however, will be at Kanpur.

Shrimati Maeda Ahmed: May I know whether it is a fact that the Avro 748 is still in a drawing board stage and the first prototype is not yet having its test-flying? If so, may I know how its suitability for Indian Air Force operations was ascertained especially when it is to operate in the hilly regions like N.E.F.A.? May I know whether it was examined at the highest expert level?

Shri Krishna Menon: It is not true that it is on the drawing board stage. It is under production both in India and in the United Kingdom. It is true that the aircraft is not in use and that is one of the many reasons why we went into it because it is now possible for India to develop an aircraft from the initial stages instead of taking an Aircraft which already had three or four years life and therefore is already so many years pre-dated. All these matters have been very closely examined by the best experts we have in the country and also the Air Force engineers and we are satisfied that this is the best thing to do.

Shri P. C. Borooh: What was the reason for setting up a new factory at Kanpur while we have a full-fledged one at Bangalore?

Shri Krishna Menon: No new factory is being set up at Kanpur and no initial expenditure is being incurred which would not have been incurred if it was manufactured elsewhere. The Hindustan Aircraft will work to full capacity when the military aircraft are under manufacture. The particulars cannot be given at present. These matters have also been taken fully into consideration. Some parts of Avro will be manufactured in the Hindustan Aircraft. The head of the Maintenance Command of the I.A.F. and the Chief Engineer of the Air Force is at Kanpur. The Air Force, especially our technicians, are of the opinion that Kanpur is the best place and it is in the best interests of the Government to manufacture it there.

Shri Dinesh Singh: The hon. Minister said that this plane was under production. May I know if trials have taken place?

Shri Krishna Menon: I did not say that it was produced; I said it was under production. It will come under trial as soon as the aircraft is fit to fly which, in India I think, will be somewhere about the middle of next year.

Shri Radha Raman: May I know whether the agreement which has been entered into by the Indian Government with the United Kingdom group will enable the Indian Air Force or the Defence Ministry to equip itself with the maximum requirement of the aircraft necessary for our purposes?

Shri Krishna Menon: It will meet the full requirements for that particular type of aircraft. But a transport and freighter aircraft will not obviously meet the demands of a fighter or bomber aircraft. It would meet the demands of this particular requirement and the developments that follow from it may meet the demands of similar categories at higher levels.

Shri Morarka: May I know whether the Government is aware of any commission paid on this deal to any Indian firm and if so, the amount of the commission paid and the name of the firm?

Shri Krishna Menon: We have no such knowledge. All our negotiations have been with the Hawkers direct and, what is more, the Hawkers' principal head has been here and not everybody concerned. This is the first time that I have heard about this matter and we have no knowledge. We do not think it is possible because the terms that have been extracted from these people would leave very little for anybody else.

Shri Narasimhan: Will this involve any capital commitment on the part of the Government of India? Is the Government in a position to say that?

Shri Krishna Menon: It involves capital commitment to the extent that additional machinery, balancing machinery has to be installed wherever it is manufactured. All this is included in the general estimates of production. The other expenditure will be the same kind of expenditure which would be covered by the purchase of aircraft?

Shri Narasimhan: What is likely to be spent?

Shri Krishna Menon: Somewhere about a crore

Shri C. D. Pande: Apart from the Defence Ministry, there are a large number of Dakotas in civil aviation and since the Dakotas are getting obsolete in the world market, will the Government consider the feasibility of having an agreement for building similar planes as Arvo 748 for civil purposes?

Shri Krishna Menon: This is a transport aircraft and there is no reason why civil aviation people or anybody else should not use it. There are military versions with special features required for meeting military requirements which will be introduced into them. This is a multi-purpose aircraft.

ओ विभूति निधि में यह जानना चाहता हूँ कि यह जो "एओ ७४८" नाम का जहाज हिन्दुस्तान में बनेगा तो इसमें लगने वाली सारी चीजें हिन्दुस्तान में ही बनाने के लिये पैदा की जायेगी या उनको बाहर से भी मगाना पड़ेगा ?

अध्यक्ष महोदय इसके बारे में उन्होंने पहले ही जवाब दे दिया है।

He has already said that every part cannot be manufactured.

Shri U. C. Patnaik: While entering into the contract, may I know whether the Defence Ministry consulted the Civil Aviation Ministry which also handles Dakotas? Secondly, may I know why they did not choose the

HAL where they have got plants and machinery for production instead of a repairing depot at Kanpur?

Shri Krishna Menon: The answer to the first part is: Yes, Sir. About the second part, I have already stated that the Government has taken into account all the available facilities in the country and the arrangements that are made are the most economic and the most efficient and the most speedy.

Shri U. C. Patnaik: May I know why they did not choose the Fockker for which the Civil Aviation Department has gone in and why they preferred an untried variety with the Hunter Hawks who had supplied us with £30 million worth of aircraft last year? We have entered into a contract with the same group for this untried variety of Dakotas?

Shri Krishna Menon: So far as the first part of the question is concerned, the answer is: yes. So far as the second part of the question is concerned, we have entered into an agreement with the people who can help us to produce the best type of aircraft on the best terms. We have had no experience in the supply of Hunters which militates against it and I have heard the hon. Member making reflections on the Hunter aircraft before which are not warranted by our experience.

Shri Jaipal Singh: May I know whether it is a fact that this "Avro 748" model will be flying for the first time next January or February, and whether in this agreement we are in any way covered if it should not prove to be what we expect it to be? What are the safeguards for us to demand changes so that it becomes what we want. I am not disputing about the Dart engine at all, I am thinking about the air frame. If from the trial flight and all that follows that the aircraft is not what we want it to be, how are we protected?

Shri Krishna Menon: I did not say the aircraft would fly in January; I

said in India it would fly in the middle of next year—I.A.F. may beat the date . . .

Shri Jaipal Singh: In England it would fly in January, February or a little later; obviously, it will not fly in India

Shri Krishna Menon: In the main answer I said that if the aircraft was not suitable to Indian Air Force requirements, then we would not pay the people with whom we are in agreement.

Shri Tyagi: Sir, I want to get one or two points clarified. Is it a fact that the plane is not yet manufactured and not tried by flying? Then, my first question is whether your Air Force have flown the plane and then approved of it or they have approved it on plans etc.?

Mr. Speaker: It has been answered already, that no such aircraft has been prepared so far and it is under preparation. Therefore, there is no question of any trial being done.

Shri Tyagi: Is it a fact that Messrs. Hawkers Siddley have offered to the British Airlines Corporation to supply four planes next year for trial on their lines free of charge?

Shri Krishna Menon: The Minister of Supplies, United Kingdom, announced in Parliament that the British Government have placed orders with Hawkers for a limited number of these planes to be put on regular service on the British Commercial Airlines.

Shri Tyagi: Is it a fact that the Transport Ministry after examining whatever information was in the hands of the Defence Minister have rejected the proposal to use these planes on the civil lines? They have rejected the proposal of using it as a substitute for Dakotas?

Mr. Speaker: In the United Kingdom?

Shri Tyagi: No, Sir; our own Transport Ministry have not yet agreed to

use these planes as a substitute for Dakotas. I want to know what were the reasons.

Shri Krishna Menon: I am sorry, I should not seek and answer this kind of question. I am answering for Government: the decision of Government is to manufacture the planes for defence purposes.

Shri Tyagi: The Transport Ministry of the Government of India forms part of Government. The hon Minister said that he had consulted the Minister of Transport. I want to know . . .

Mr. Speaker: Order, order. I am not going to allow questions *inter se* between one Minister and another Minister. The Cabinet takes the responsibility. Ultimately, whatever is done is done on behalf of the Government. Let the Ministers quarrel among themselves, but we have the decisions of the Cabinet here.

Shri Tyagi: I want to know whether the Transport Ministry has rejected the proposal or not.

Mr. Speaker: Order, order. That won't be given out to this House.

Shri Tyagi: Why, Sir? We sanctioned the money. The money belongs to the State, after all. Nobody can squander that money on projects which have been rejected by experts.

Mr. Speaker: Order, order. In the Cabinet one Minister makes a proposal, another Minister makes another proposal. Shall we go into all those details as to how they differed from each other and how ultimately the decision was arrived at? Then the Cabinet responsibility will disappear. The entire Cabinet is responsible to us, and the spokesman of the Cabinet so far as we are concerned now is the Minister in charge of the particular department. It is for him to satisfy the others. If he is not able to satisfy them, it is for the Minister who feels a conscientious objection to this to behave differently. Therefore, what I would say is, whatever happens in the

Cabinet between one Minister and another Minister it is not for us to question. It is for them to settle that matter. We have the Government decision here. The Minister in charge of the particular department says that this is the final decision of the Government. I am not going to allow questions as to whether one Minister, Secretary or his Assistant Secretary made another proposal or not or whether there has been some conflict.

Shri Braj Raj Singh: We are entitled to know that.

Shri Tyagi: With all humility, Sir, I may submit that my question was not to probe into what was happening in the Cabinet. I do not want to have their secrets. What I wanted was to clarify one doubt which has been created in the public mind, because this is a plane which is coming as a substitute for Dakotas. Most of the Dakotas are used by civilian aviation population. If the Transport Ministry has rejected the use of these planes, I want to know what were the reasons for their rejecting them and why the Minister of Defence has gone into the manufacture of these planes—with a British firm—which are not being accepted by a Ministry which will require the bulk of these planes.

Shri Nath Pal: That is no secret.

Shri Tyagi: This is common money, Sir.

Shri Thirumala Rao: Sir, I may submit that the Minister himself has not raised the question of any secrecy about this.

The Minister of Transport and Communications (Shri S. K. Patil): Sir, I am not answering the question in that form, because it is addressed to my colleague, but a wrong impression will be conveyed if I keep quiet on that subject, as if something has been rejected and there is a kind of a difference of opinion. I would say on behalf of the Government, that we have not rejected it. We have said

we shall consider it after it is produced, after the I.A.F. use it, and if it is really a good plane then surely it will be time for us to consider it

Shri Tyagi: The Defence Ministry could adopt the same policy, that after it had been used by other Air Forces they can go in for it afterwards

Afro-Asian Economic Co-operation Organisation Committee

*245. { Shri Radha Raman:
Shri Shree Narayan Das.
Shri Rajendra Singh:
Shri Ram Krishan Gupta.
Shri D C. Sharma:
Shri Shivananjappa:
Shri Raghunath Singh:
Dr Ram Subhag Singh
Shri Sarju Pandey:
Shri S A Mehdil:

Will the Minister of Finance be pleased to state

(a) whether India participated in a meeting of the Afro Asian Economic Cooperation Organisation Committee held in Colombo in May this year, and

(b) if so the outcome of this meeting?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) Presumably, the Hon'ble Members have in mind the meeting of the Preparatory Committee of officials of the Colombo Powers held at Colombo from May 25 to May 28, 1959. India was represented at that meeting

(b) The meeting prepared for the consideration of the Prime Ministers of the Colombo Powers, a draft Agenda for the proposed conference of Asian and African countries to discuss economic matters of common interest. The other details regarding the date, venue etc of the proposed conference were left to be decided by consultation among the Prime Ministers concerned

Shri Radha Raman: May I know whether the Government received any

agenda about the meeting of this Committee which was to be held at Colombo, and who represented India there in that meeting?

Shri B. R. Bhagat: Our High Commissioner in Ceylon, the Chief Economic Adviser of our Ministry and the First Secretary in our High Commission at Ceylon represented us and they have discussed about the proposed agenda to be taken up in this conference

Shri Shivananjappa: May I know what are the important conclusions arrived at at this meeting?

Shri B. R. Bhagat: No final conclusions were arrived at. The agenda they have drawn up is tentative and it will be remitted to various countries for their views after which a final agenda will be drawn

ओ सरलू वाहे क्या मैं जान सकता हूँ कि क्या इस तरह के और भी किसी सम्मेलन में भारतीय प्रतिनिधियों ने शिरकत की है?

ओ ब० रा० भगत अभी तो एक सम्मेलन का सवाल है। दूसरे किसी सम्मेलन का नाम बतायें तो मैं जवाब दे सकता हूँ।

Shri Hem Barua: May I know whether the impact of the European Common Market on the export trade of these Afro Asian countries was included in the agenda for the preparatory meeting as an item to be discussed at the next meeting of, what is known as the Economic Bandung?

Shri B. R. Bhagat: The agenda has not been finalised. The idea is to evolve an agenda of common interest. Certainly the idea is not to evolve an economic bloc of under-developed countries as against another bloc of developed countries, but it is purely to explore areas of economic co-operation among the Asian and African countries

Shri Hem Barua: I want to know whether the impact of the European Common Market on the export trade of the Afro Asian countries is going

to be particularly discussed in this conference or not. I do not mean that this conference is going to be a rival bloc of economic interest to the European Common Market.

Shri B. R. Bhagat: As a matter of common interest to all these countries, certainly it would be discussed. But the agenda has not yet been finalised, and it would not be proper for me to say specifically whether such a subject would form part of the agenda.

Foreign Training in Museology

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• 956. { **Shri S. C. Samanta:**
Shri Subodh Hansda:

Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether it is a fact that some officials have been sent to European and other foreign countries for training in museology;

(b) whether there is no training arrangement in our country in this regard;

(c) the special nature of training available in those foreign countries; and

(d) the period of this training?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) Yes, Sir

(b) There is as yet no arrangement for higher training in this field in our country

(c) Training in theory and practice of museum organisation, display, lighting, extension services and other specialized museum techniques on modern scientific lines.

(d) The period depends upon the type of training desired.

Shri S. C. Samanta: May I know whether in the near future Government intends to establish such an institute in India?

Shri Humayun Kabir: No, Sir. It is not intended to establish an institute in the immediate future. But we have organised courses at a more elementary level and we propose to organise more such courses.

Shri Subodh Hansda: May I know how many people have been trained so far and what is the total amount spent so far for the training of these officers?

Shri Humayun Kabir: No one has finished training. Two scholars under this scheme have been sent to the United States and U.K. and three under various types of scholarship agreement. They are receiving training.

लेट शोधित दास : क्या इस विभाग में कोलम्बो प्लान के अन्तर्गत और दूसरी जो आवृत्तियां मिलती हैं, उन के लिए भारत सरकार भी कुछ लब्ज कर रही है और इगर कर रही है, तो क्या इस समय, जब कि विदेशी मुद्रा का प्रश्न हमारे लिये इतना उटिल है, यह आवश्यक है कि इस विभाग में भी इतना लब्ज किया जाये?

श्री हुमायून कबिर : इतना ज्यादा लब्ज नहीं हो रहा है। एक तरफ कुछ हमारे सदस्य चाहते हैं कि इस बारे में ज्यादा कार्यवाही की जाये और दूसरी तरफ अगर इस को विस्तृत रोका जाये, तो हमारे दूर्भाग्यम को नुसान होगा।

Shri S. C. Samanta: May I know whether there is any co-ordination among the existing museums in the country and whether there is any training arrangement?

Shri Humayun Kabir: I said a moment ago that we are providing for training. We have organised one course and it is proposed to organise courses in future. In sending these scholars we consult all the museums and we also take the advice of the Central Board of Museums.

Shri C. K. Bhattacharya: May I know whether any representations have been received from some universities to send their men for training in museology and, if so, whether

such representations have been entertained?

Shri Humayun Kabir: It is not a question of representation. Whenever scholarships are offered we advertise and all applications are considered. University men are also free to apply for such scholarships. The training is on an agreed programme, they are sponsored by the employing authorities and under this also universities are free to send their proposals.

Shri C. K. Bhattacharya: My question was whether any university men have got this scholarship and help from the Government of India for training in museology.

Shri Humayun Kabir: One of the scholars is from the University of Calcutta.

Fertilizer from Coal and Lignite

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247. { **Shri S. C. Samanta:**
 { **Shri Subodh Hansda:**

Will the Minister of Scientific Research and Cultural Affairs be pleased to refer to the reply given to Unstarred Question No 2110 on the 18th March, 1959 and state

(a) whether trials for the large scale manufacture of fertiliser from coal and lignite have been carried out in the Central Fuel Research Institute, and

(b) if so, the result thereof?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) No, Sir

(b) Does not arise

May I add, with your permission, that it is proposed to continue these tests for about three years more?

Shri S. C. Samanta: May I know whether during the directorship of Dr Lahiri such a proposal was taken up and some work has been done?

Shri Humayun Kabir: I have already answered a question in this

House before. It is because some work has been done in the Institute that the question of continuing the experiment for three more years arose.

Shri S. C. Samanta: May I know whether the question of taking up large-scale trials for production of fertilisers can be taken up and the fertilisers prepared in this country if we are successful with this experiment in this country?

Shri Humayun Kabir: At present it is being done on a small laboratory scale and till we are satisfied by carrying on tests for about three years more, any question of large-scale trials will not arise.

Shri S. C. Samanta: May I know what by-products were found and whether they may be useful?

Shri Humayun Kabir: The major result is two kinds of fertilisers, one called Ammonium Humate and the other called Nitrogen-Enriched product, and both of these have been found very useful on an experimental basis in agricultural farms attached to the laboratory itself.

Integration of Services in States

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248. { **Shri E. C. Majhi:**
 { **Shri Subodh Hansda**
 { **Shri S. C. Samanta:**

Will the Minister of Home Affairs be pleased to state

(a) whether the integration of services of Gazetted and Non-gazetted officers has been completed in all the States since the re-organisation of the States,

(b) if not, the reasons therefor and

(c) how long it will take to complete the work?

The Minister in the Ministry of Home Affairs (Shri Datar): (a) No

(b) (i) The enormous volume of work involved

(ii) Difference in the organisation and structure of the service cadres including difference in pay, pay-scale, nature of duties and responsibilities.

(iii) Non-availability of service records of the allocated servants. This difficulty has been mentioned only by the Madras and Kerala Governments.

(iv) Other administrative difficulties like pre-occupation of the heads of the Departments of the Government with other important state work.

(c) The State Governments have been and are being requested to complete the work as quickly as possible. If is not, however, possible for the Central Government to fix a definite date by which the work should be completed.

Shri R. C. Majhi: May I know how many representations from gazetted officers have been received and how many of them have been disposed of?

Shri Datar: Sometimes representations are received and if they take the form of a final petition, then it is considered by the Government of India after the recommendation of the Central Advisory Board is received.

Shri R. C. Majhi: How many times has the Central Advisory Board met so far?

Shri Datar: It has been sitting for a number of months from time to time. A very large number of appeals are received—about 500 in all—from all the States put together.

Shri S. C. Samanta: Is it not a fact that there is anxiety and discontent among the officers owing to delay in doing this work? May I also know, if in view of that fact, the Government will take strict measures to follow up the work?

Shri Datar: Sometimes there is some delay, but it is inevitable, in view, as I said, of the stupendousness of the task and the large number of Government servants involved. May I point out that in the case of Bombay the number is very large, but still, they are trying their best to

see to it that the whole work is completed as early as possible?

Shri Achar: May I know whether it is true that the officers sent from the Centre advise the State Governments to do certain things and the State Governments do not accept their advice?

Shri Datar: The Government first issued certain instructions according to which about four criteria were laid down. Then the officers from the Government of India went to the capitals of the various States for tendering advice and that advice is being considered and in certain respects also accepted.

Dr. M. S. Aney: May I know if the Government of India is aware that a large section of the services of the old Central Provinces Government who have been absorbed in Bombay State have been feeling very uneasy and discontented on account of the promulgation of the integration orders and schemes of the Bombay State on the ground that they have been discriminated against by the Bombay Government? Are the Government of India aware of that?

Shri Datar: May I point out that oftentimes we receive such representations and requests, but it is for the Bombay Government, in the first instance, to prepare the lists. They are provisional, and then the objections are heard. Then the final lists are prepared, and even thereafter, there is an appeal either to the State Board or to the Central Advisory Board, and the Government of India passes final orders.

Dr. M. S. Aney: May I know whether the Government of India received any representations on this matter? I refer to the sections absorbed in Bombay State.

Shri Datar: Oftentimes such representations are received and sometimes they are couched in unwarrantedly strong language.

Dr. M. S. Amey: Were there not representations in which allegations were found as warranted?

Shri Datar: Whenever they are warranted we do give effect to them because we have got the advice of the Central Advisory Board.

Shri C. R. Pattabhi Ramam: Are steps being taken to preserve seniority pending integration?

Shri Datar: Everything is being done. It is this way. We have laid down the principles that are to be followed and our officers have already given them instructions and the State Governments at the highest level are considering this question with a view to see that the integration is both satisfactory and probably also expeditious.

Shri Tyagi: I shall be obliged if the hon. Minister can kindly give us some more light as to what is the meaning of integration. Does it mean that there will be no distinction hereafter between gazetted and non-gazetted officers or that the direct recruitment will stop?

Shri Datar: There are different types of services, and there are also gazetted and non-gazetted services. Then the structure of the particular cadres is different in each case. When the services are to be integrated, first we have to find out what are the principles of equivalence of the services and then they are given equal or corresponding posts, and then the seniority is determined.

Swami Ramananda Tirtha: Is there any discrimination between the services coming from B States and those coming from A States?

Shri Datar: This is already governed by the States Reorganisation Act and the principles have been laid down. May I invite the attention of the hon. Member to section 115 of that Act?

Shri C. R. Pattabhi Ramam: Are the Government giving any lead in this matter? Regarding the States,

some have not even prepared the lists.

Shri Datar: The lead is in the direction of tendering advice to them and they are generally following the advice.

Shri S. C. Samanta: Pending final reorganisation some States are taking some interim steps and complaints have come. May I know what is being done about them?

Shri Datar: I am not aware of such interim steps, but I am aware of the fact that the State Governments are preparing, as I told the House just now, provisional lists and they would be finalised or revised after the objections are heard from the parties concerned.

Swami Ramananda Tirtha: The information is that there is great discontent amongst the service personnel of the integrated areas. Is the Government desirous of devising some method of resolving and minimising this discontent?

Shri Datar: I have already stated that we have laid down four important principles which have to be followed together. Then, there was discussion regarding the difficulty that was felt in solving these questions. I find all the State Governments are attending to this matter, so that whatever discontent there is, provided it is legitimate, will be duly attended to.

Shri Subbiah Ambalam: In view of the fact that there is a vast difference in the pay scales in the different services of different States, may I know whether, after integration, the revised pay scales would be given retrospective effect?

Shri Datar: That will depend on each case, the pay will be revised properly.

Rescue Home in Delhi

*249. **Shri Radha Ramam:** Will the Minister of Home Affairs be pleased to state

(a) whether Rescue Home for women at Tehar has succeeded in rehabilitation of women and girls entrusted to its care.

(b) if so, to what extent; and

(c) what is the present strength of the inmates of the Rescue Home and the amount sanctioned for its maintenance?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) and (b) During the last three financial years, 135, 194 and 148 inmates respectively were rehabilitated through the Rescue Home at Tehar

(c) 135 on 1st August, 1959, an expenditure of Rs 1,21,828 (Rupees one lakh Twenty-one thousand Eight Hundred and Twenty-eight) was incurred by the Delhi Administration over the Home during the year 1958-59

Shri Radha Raman: May I know whether Government have made any suitable arrangement for the inmates to get education and some cultural and moral training, so that they are able to rehabilitate themselves in life?

Shrimati Alva: Yes, Sir, all these arrangements are made for them.

Shri Radha Raman: The hon Deputy Minister said just now that so many inmates were rehabilitated. May I know in what professions or in what walks of life they were rehabilitated?

Shrimati Alva: I shall give the latest figures for 1958-59. Released on bail for good conduct 28, restored to parents or guardians 109, married under arrangements with the Nari Niketan 4, provided employment 3, babies given in adoption nil and babies sent to fondling homes 4, total 148

बीजती कृष्णा मेहता : क्या मैं जान सकती हूँ कि इन महिलाओं और सड़कियों को सम्मान क्या है और वे किस किस ओर से लाइ गई हैं?

Shrimati Alva: No, Sir, I cannot give the break-up of the figures

Mr. Speaker: She is interested in Kashmir

Shrimati Alva: May not be from there, but I am not sure

Shri Asrar: May I know whether it is a fact that a new scheme has been formulated to open rescue homes for unmarried mothers in Delhi and if so, why the scheme is for unmarried mothers only? Will not this encourage unmarried motherhood?

Shrimati Alva: I could not follow the first part of the question

Mr. Speaker: We are only asking details here as to what is happening in these administrations. We cannot go into the principles here

Shri Hem Barua: The hon Deputy Minister made a reference to moral training to be imparted to these ladies. May I know whether this moral training will be secular enough?

Shrimati Alva: What is moral training, after all? As soon as they get into the Home, the atmosphere itself is moral and the training is given morally and they are brought back to normal life.

Shri Hem Barua: It may be lessons from Bhagvad Gita or something else I want to know whether it is secular enough?

Shrimati Alva: It is secular enough

Mr. Speaker: Is it that hon Members are afraid of excess of morality? The hon Member put a question asking whether it is secular enough, as if there is an over-flow of morality, and therefore we must swing on to secularity. Every hon Member must have in the background of his mind the object which is served by putting a question. These are rescue homes and naturally they must be put in order. First priority is given to morality and side by side, there are secular things—some crafts and other things. (Interruptions)

Shri Narasimhan: He probably mistook 'religion' for 'secular'

Shri Hem Barua: I mean both secular and moral. (Interruptions).

Mr. Speaker: Next question.

Alleged Smuggling by B.O.A.C. Staff

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Shri Vajpayee:
 Shri Assar:
 Shri Radha Raman:
 Shri D. C. Sharma:
 Pandit Manishwar Dutt
 Upadhyay:
 Shri M. L. Dwivedi:

*284.

Will the Minister of Finance be pleased to state:

(a) whether it is a fact that recently some stewards on B.O.A.C. airlines had been questioned by Customs Officials in Calcutta concerning alleged smuggling activities;

(b) whether it is a fact that authorities have been suspecting some B.O.A.C. employees on the Far East Services as being engaged in smuggling diamonds and other gems;

(c) the results of investigations made in this regard; and

(d) the action taken?

The Deputy Minister of Finance (Shri B. R. Bhagat): A statement is laid on the Table of the Sabha. [See Appendix I, annexure No. 82].

Shri Vajpayee: According to the statement, a number of staff personnel whose complicity in smuggling was deeper have been dismissed. May I know the number of such dismissed employees?

Shri B. R. Bhagat: 29

Shri Assar: From the statement, I am unable to find their nationality. May I know their nationality?

Shri B. R. Bhagat: I do not have that information; I want notice

Shri A. M. Tariq: May I know if Government are aware that there are a few corner shops in Connaught Place which are selling these smuggled things smuggled by some employees of the B.O.A.C and people from some other countries and if so, may I know what action Government have taken against the shopkeepers?

Shri B. R. Bhagat: That is too large a question. This refers to a specific instance. If the hon. Member wants information about some shops in Connaught Place, he may put a separate question.

Shri Radha Raman: Very often it is reported in the Press that there is a regular gang all over the world and some of these pilots are in league with them or connive at their smuggling. May I know whether Government has taken any effective steps to check such smugglers and make that gang not to do this nefarious work?

Shri B. R. Bhagat: From time to time checks are made and they are intensified. In this particular case, as a result of these two cases and further interrogation, more information was found out and that resulted in the dismissal of 29 personnel and tightening of the machinery at the Dum Dum airport. In this particular case, it can be legitimately expected that the gang has been broken.

Shri Nagi Reddy: We have been told in the answer that a network has been found. May I know whether the Government has prodded into the network, not only amongst the BOAC personnel, but any network outside with which they had been in contact and if so, what steps have been taken?

Shri B. R. Bhagat: It is a continuous process. Government are trying to find out all such networks and eliminate them if possible. But certainly as one network is liquidated, another network comes about. So, it is a continuous process.

Mr. Speaker: He wants to know out of 29 dismissed persons, how many are officers of the BOAC and how many are outsiders.

Shri B. R. Bhagat: They are all BOAC personnel.

Shri Nagi Reddy: Has there not been any contact by these officers with any network functioning outside or inside this country, which the Government have found out as a result of the

investigations regarding these 29 people? Has the Government taken any action in that regard?

The Minister of Finance (Shri Morarji Desai): They are in collusion with the people in Hong Kong. We have no control over those Hong Kong people, unless they actually come here. Then we can certainly catch them, that is what we have done. We cannot catch up a whole gang which is outside our jurisdiction.

Shri Hem Barua. In view of the fact that BOAC officers are offering notable co-operation in detecting these people as also by dismissing as many as 29 persons and putting quite a good number off the route, may I know whether Government have taken up the matter with other international airlines, to discover if there are smugglers operating in those lines besides BOAC?

Shri B. R. Bhagat: Certainly if it comes to our knowledge, we approach them and we have powers to deal with them.

Shri P. C. Boroosah: May I know if it is a fact that the officials of BOAC from London came to India, contacted the Finance Ministry and offered their co-operation in checking these smugglers?

Shri B. R. Bhagat. I would not vouchsafe for the veracity of that particular thing, but certainly I would like to say that their co-operation was very adequate.

Silting of Tanks in Mysore

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*252. { **Shri Shivananjappa**
Shri S. A. Mehdî:

Will the Minister of Finance be pleased to state.

(a) whether it is a fact that the Irrigation and Power Team of the Committee on Plan Projects headed by Shri N. V. Gadgil has suggested economical solution to the silting of Mysore's ancient tanks, and

(b) if so, what steps the Government of India have taken in this matter?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): (a) Yes

(b) The scheme is at present being tried by the Mysore Government on selected tanks in the State on an experimental basis. Any further steps either by the Mysore Government or the Government of India will only be taken after the experiments have proved a success.

Shri Shivananjappa. What is the nature of the economical solution offered by this Committee? May I also know whether this Committee has submitted any proposals for de-silting of tanks?

Shrimati Tarkeshwari Sinha. It is possible by this scheme to do de-silting-cum-reclamation of the irrigation tanks in Mysore State. The Government of Mysore has agreed to the scheme in principle and it is now trying to have the experiments.

Shri Shivananjappa. May I know the financial implications of this scheme?

Shrimati Tarkeshwari Sinha. It is only after the experiment is worked out that the financial implications can be estimated.

Import Licences

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*253. { **Shri Nagi Reddy:**
Shri A. K. Gopalan:
Shri Narayanan Kurty Menon
Shri Punnoose:

Will the Minister of Home Affairs be pleased to refer to the reply given to Starred Question No. 2317 on the 8th May, 1959 and state

(a) whether the investigations into the circumstances which led to the issue of licences to Messrs Fedco Private Ltd, Bombay and Messrs Wakefield Paints Private Ltd, Bombay have since been completed,

(b) if so, the results of the investigations; and

(c) the action taken in the matter?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) The investigations have not yet been completed.

(b) and (c). Do not arise.

Shri Nagi Reddy: May I know whether in the course of the investigation any Government officers have been either arrested or some other action taken against them?

Shri Datar: The scope of the investigation is to find out how many letters of recommendation have been forged ones. Their number is 149. They are now being examined by the Examiner.

Shri Nagi Reddy: My question was whether during the course of this investigation any Government officers have been either arrested or some other action taken against them.

Shri Datar: The question of arrest will arise only subsequently. But now a number of officers and others have been duly interrogated.

Shri Nagi Reddy: May I know whether the Government have black-listed Messrs. Fedco Private Ltd. and Messrs. Wakefield Paints Private Ltd.

Shri Datar: The whole thing depends upon the result of the investigation.

Shri Narayanankutty Menon: May I know whether the police, during the course of the investigation actually seized any incriminating documents apart from the forged letters?

Shri Datar: The Government are considering the whole question. The investigation is going on in full swing. Let us await the result of the investigation for some time.

Shri Narayanankutty Menon: May I know whether the forged licence letters had actually been used?

Shri Datar: Some of these letters of recommendation appear to have duly been used.

Criteria for Determining Backwardness

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*254. { Shri Jhulan Sinha:
Shri Mahanty:
Shrimati Manjula Devi:
Shri Hem Raj:
Shri Siddiah:

Will the Minister of Home Affairs be pleased to state:

(a) whether the test of backwardness was discussed at a recent conference of the State Chief Ministers; and

(b) if so, the Government's decision in the matter?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) Yes.

(b) The matter is under active consideration.

Shri Jhulan Sinha: May I enquire whether the Government is aware that an important section of the people is holding the view that in view of the large number of scholarships etc. given to backward classes on the ground of birth there is a tendency among them not to get out of that position.

Shrimati Alva: All this information is before the Government.

Shri Hem Raj: May I know whether certain State Governments have sent proposals that the backward classes should be considered on the basis of income and not on the basis of caste or community?

Shrimati Alva: That is one view.

Shri Siddiah: May I know whether the Government of Mysore has included in the list of backward classes castes which were considered forward till now? If so, what is the reaction of the Government?

Shrimati Alva: I have no information on that matter.

श्री भक्त दर्शन : श्रीमन्, जब कि गवर्नर्मेंट इस बात पर विचार कर रही है कि

किस लेन को या फिर आति को दैक्षण्डे कहा जाय तो यहा मर्केन्ट इस बात पर भी विवार कर रही है कि दैक्षण्डे के सिवाय "मोर दैक्षण्डे" भीर "मोस्ट दैक्षण्डे" की भी परिभाषा की जाये ?

Shrimati Alva: No sir. We have to come to a decision as to what should be the criteria for inclusion in the list of backward classes

Shri P. K. Deo: What are the criteria to decide the backward classes?

Shrimati Alva: We have yet to come to a decision on that

Shri P. S. Daulta: Is it a fact that the Punjab Government has recommended that all those cultivators who pay less than Rs 5 as land revenue and live in remote villages should be declared as belonging to backward classes?

Shrimati Alva: There are so many suggestions from various quarters regarding the criteria for inclusion as backward classes

Mr. Speaker: Each hon Member seems to want to make his own suggestion

Shri B. K. Gaikwad: How long will the Government take to decide this?

Shrimati Alva: Recently the Chief Ministers of various States met the Home Minister. And I have just stated in the main answer it is under active consideration. Perhaps the States also will send in their suggestions very soon

U. S. Machinery

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*256. { **Shri Panigrahi:**
 { **Shri Viswanatha Reddy.**

Will the Minister of Finance be pleased to state

(a) whether it is a fact that the comparatively higher prices of U S machinery is holding up the speedy utilisation of the Export-Import Bank credit, and

(b) if so, the steps being taken to overcome this difficulty?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) and (b). The Export-Import Bank credit is available only for capital projects falling within the agreed programmes and the progress in utilisation is determined by the rate at which appropriate contracts are entered into by private sector firms holding the necessary approvals and by public sector projects. The comparatively higher prices of certain items of U S machinery/equipment is one of the factors affecting the speedy utilisation of the credit from the Export-Import Bank of the U S A. While the level of U S prices for particular types of capital goods is not within our control, every effort is being made to utilise the credit for purchases in the U S to meet the essential requirements in India of such categories of capital goods, as can best be ordered from that country, without payment of prices unjustifiably above international levels, and at the same time taking into account other relevant factors such as operating efficiency, maintenance costs, delivery periods etc

Shri Panigrahi: May I know the total credit which was made available to the Government of India from the Export Import Bank and the amount of credit which has been utilized by now?

Mr Speaker: How does it arise out of this question? The question relates to a small matter—whether the higher prices quoted by U S are standing in the way of further utilisation of this credit

Shri Panigrahi: Therefore, I wanted to know what amount has been utilized and what amount could not be utilized because of the higher prices

Mr. Speaker: Does the hon Member say that on account of the higher prices the balance has not been utilized?

Shri B. R. Bhagat: I am saying that higher prices is one of

the difficulties. But we are making efforts to secure those categories of goods in which we can get a comparatively better price.

Mr. Speaker: The hon Member now wants to know the amount that has been drawn and the amount which could not be drawn

Shri B. R. Bhagat: The credit is for three years, up to 1981. So we will draw the whole amount. So far orders for about 38 million dollars have been placed in USA under this credit—21 million dollars in the public sector and 17 million dollars in the private sector. So, the utilisation is in progress.

Shri Damani: May I know by what percentage the price of US machinery is higher in comparison to those of other countries? May I also know whether this fact has been brought to the notice of the Bank?

Shri B. R. Bhagat: The price varies from category to category. For example, in the case of power projects the prices are higher there by 50 per cent or even more. But, in regard to some categories of goods, like earth moving machinery or coal mining machinery the prices are comparable. If we take into account their better performance and durability, the prices are better. So, this question can be answered only with reference to specific categories of goods.

Shri Panigrahi: May I know whether the Government will be in a position to utilize this credit for purchase of capital goods in other countries where the prices are favourable?

Shri B. R. Bhagat: This particular credit is only for utilisation in the USA. This differs from other credits like DLF and others which can be used anywhere in the world.

Shri Panigrahi: Irrespective of whether the price is higher or lower this credit can be utilized only in the USA. Therefore, how can you say that you will purchase only those goods whose prices are lower?

Shri B. R. Bhagat: There is a vast range of goods available there, which are useful for our industrial projects. We are exploring those goods in which the prices are comparable or in which the goods supplied are better than those of other countries. Already we have placed orders for goods worth 38 million dollars. Still we have more than a year to go. So we have enough time to explore those categories of goods in which it will be fruitful to utilize this credit.

Shri Narayananakutty Menon: Are we to understand that the Government had no idea about the nature of goods to be purchased from the United States when they accepted the terms and conditions of that particular credit?

Shri B. R. Bhagat: We had the idea, but the goods range over a vast number of categories. We did not know off-hand as to what would be the prices. We did not also know as to what would be the prices all over the world. So, it can only be determined when we compare the prices at a particular time through global tenders or through some other kind of tenders.

केन्द्रीय भवराष निवारण विभाग

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*२५७. { श्री सरगु पाडे :
श्रीमती इला पालचौधरी :

क्या गृह-कार्य मंत्री १७ फरवरी, १९८६ के ताराकित प्रदेश सभ्या ३३५ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या भवराष निवारण और भवराषियों के साथ बताव विभाग इस बीच स्थापित किया जा चुका है, और

(ल) यदि हा, तो उसका क्या व्यौरा है।

गृह-कार्य मंत्रालय में राज्य मंत्री (श्री बातार). (क) और (ल). मुख्य सेवाओं का एक केन्द्रीय व्यूरो स्थापित किया जा रहा है। फिलहाल व्यूरों के लिये जगह हासिल की जा रही है।

श्री सरजू पांडे : यह व्यरो जो स्थापित किया जा रहा है इसकी स्थापना कब तक हो जायेगी और यह कब से काम शुरू कर देगा ?

Shri Datar: Since Government are in a position to get good quarters for offices etc. it will start work.

उत्तर प्रदेश—बिहार सीमा विवाद
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*२५८. { श्री भक्त दर्शन :
डा० राम सुभग सिंह :

क्या गृह-कार्य मंत्री ४ मई, १९५६ के तारांकित प्रश्न संख्या, २१८ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि उत्तर प्रदेश और बिहार के बीच सीमा सम्बन्धी झगड़ा सुलझाने की दिशा में इस बीच क्या प्रगति की गई है ।

गृह-कार्य मंत्रालय में राज्य-मंत्री (श्री दातार) : सीमाओं के प्रश्न से राज्य सरकारें, सम्बन्धित हैं और वे ही इस पर विचार करेंगी ।

[**Shri Datar:** About boundaries, it is a State matter which the State Governments have to consider.]

WRITTEN ANSWERS TO QUESTIONS

Credit from World Bank

*243. **Shrimati Ila Palchoudhuri:** Will the Minister of Finance be pleased to state:

(a) whether it is a fact that negotiations have been initiated by the Industrial Credit & Investment Corporation of India with the World Bank for obtaining a new credit of about 10 million dollars; and

(b) if so, the extent and nature of progress made in the negotiations.

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) and (b). The

negotiations between the Industrial Credit and Investment Corporation of India and the World Bank took place in Washington in June last. An agreement for a loan of \$ 10 million by the World Bank to the ICICI was signed on the 15th of July, 1959. A copy of the Agreement will be kept in the Parliament Library as soon as copies become available.

Transfer of Assets of Assam Oil Company

*255. **Shri Vidya Charan Shukla:** Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether the Committee reconstituted from 23rd March, 1959 to determine the further assets transferable by Assam Oil Company in respect of the period from 1-1-1958 to the date of incorporation of Oil India Ltd., has completed its assessment;

(b) if so, the results thereof; and

(c) the Government's decision thereon?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) No, Sir.

(b) and (c). Do not arise.

Survey of Orissa by Oil and Natural Gas Commission

*259. { **Shri Surendranath Dwivedy:**
Shri Panigrahi:

Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether a survey party on behalf of the Oil and Natural Gas Commission visited Orissa;

(b) whether they have submitted any report; and

(c) if so, what action is proposed to be taken on the report?

The Minister for Mines and Oil (Shri K. D. Malaviya): (a) Yes, Sir. During the last field season two Geologists visited the area and a Geophysical party took gravity and magnetic observations.

(b) Not yet.

(c) Does not arise.

Sterling Balances

*260. { Shri Keshava:
Dr. Ram Subhag Singh:

Will the Minister of Finance be pleased to state:

(a) what are the latest official figures of our sterling balances;

(b) is there any upward trend; and

(c) if so, what are the reasons therefor?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) to (c) The Sterling balances of the Reserve Bank of India stood at Rs 177.8 crores on 31-7-1959, the last date for which information is available. This is about the same level as at the end of October, 1958. In the intervening period these balances had gone up to Rs 216.8 crores on 20-3-1959. The upward trend was to be seen only in the period October, 1958—March, 1959. Apart from the fact that October—March is a favourable period for India's exports, the improvement in the Sterling balances resulted from the utilisation of additional aid made available to India consequent on the Aid India Conference convened by the IBRD in August, 1958. The decline in the sterling balances since the end of March, 1959 has been partly due to the onset of the unfavourable season for our exports.

Customs and Excise Departments

*261. { Shri Trideb Kumar
Chaudhuri:
Shri N. R. Munisamy:

Will the Minister of Finance be pleased to state:

(a) whether it is a fact that Government have decided to merge the

Customs and Excise Departments together;

(b) the reasons for taking this decision;

(c) how would the various cadres of employees of the two Departments and their emoluments and service conditions be affected by the proposed merger scheme; and

(d) whether the opinions of the employees' organisations in these two departments have been considered by the Government in this regard?

The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi): (a) There is no proposal at present to merge the two Departments, but it has been decided in principle to integrate into a single Class I service the two existing Class I services, namely, the Indian Customs Service and the Central Excise Service, which form two wings of the Indian Revenue Service

(b) The integration is designed to improve administrative efficiency.

(c) and (d). Do not arise in regard to all cadres in view of the answer to part (a). However, in regard to the two Class I services mentioned, they are on the same scales of pay. On integration, matters of detail like relative seniority of officers, recruitment procedures etc. will be worked out, having due regard to all relevant rules and procedures in force and it is the Government's intention to ascertain then the views of the Associations concerned also in this connection.

प्रांतीय पदाने का स्तर

*262. श्री विभूति दिव्य : क्या शिल्प मंत्री यह बताने की हुपा करेगे कि भारत सरकार ने प्रांतीय पदाने के स्तर में सुधार करने के लिये क्या उपाय किये हैं ?

शिल्प मंत्री (डा० शीलाली) : विवरण सभापटल पर रख दिया गया है।

विवरण

शिक्षा की माध्यमिक और विश्वविद्यालय अवस्थाओं में अप्रेजी अध्यापन का स्तर सुधारने के लिये जो उपाय किये गये हैं वे नीचे दिये गये हैं। प्राचमिक स्तर पर मातृभाषा ही शिक्षा का माध्यम है।

माध्यमिक स्तर :

अप्रेजी का केन्द्रीय सम्मिलित इस्टिट्यूट भाषा (इंग्लिश) नाम का एक सम्मान हैदराबाद में खोला गया है जिसने १७-११-५८ से काम शुरू कर दिया है। यह सम्मान अप्रेजी पड़ाने के अच्छे तरीकों और तकनीकों के विकास की समस्या का अध्ययन करेगा और पाठ्य पुस्तके तैयार बरने के साथ साथ अध्यापकों को सिखाई देने का काम भी करेगा।

विश्वविद्यालय स्तर

विश्वविद्यालय अनुदान आयोग ने १९५५ में प० एच० एन० कुजरू की अध्यक्षता में एक समिति नियुक्त की थी जो विश्वविद्यालय स्तर पर शिक्षा के माध्यम की समस्या की जाव करे और ऐसे तौर-नियीकों की सिफारिश करे जिन से विश्वविद्यालय स्तर पर अप्रेजी में पर्याप्त दक्षता प्राप्त की जा सके। इस समिति ने प्रपनी रिपोर्ट विश्वविद्यालय अनुदान आयोग को नवम्बर, १९५७ के अन्त में पेश की थी। विश्वविद्यालय अनुदान आयोग ने कुजरू समिति की रिपोर्ट को स्वीकार कर लिया है।

कुजरू समिति की रिपोर्ट और अप्रेजी अध्यापन की समस्याओं पर हुए सम्मेलन की रिपोर्ट की प्रतिया, सूचना और सदर्शन के लिये सभी विश्वविद्यालयों और राज्य सरकारों को भेजी जा चुकी हैं।

Coal Fields in Assam and Andhra Pradesh

*263. { Shri Jaipal Singh:
Shri Bhanja Deo:
Shri M B Thakore:

Will the Minister of Steel, Mines and Fuel be pleased to state whether the Coal Price Revision Committee have submitted their supplementary report on the cost of production of coal in Assam and Andhra Pradesh?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): The Committee has not yet submitted its supplementary report

National Calendar

*264 Shri Assar Will the Minister of Home Affairs be pleased to state

(a) whether it is a fact that Government propose to print National Calendar (Panchang) in eleven languages, and

(b) if so, the details thereof?

The Deputy Minister of Home Affairs (Shrimati Alva) (a) and (b) The Rashtriya Panchang based on the National Calendar are being printed in all major languages, namely, Hindi, Urdu, Bengali, Marathi, Gujarati, Telugu Tamil, Kanarese, Malayalam, Oriya, English and Sanskrit

Use of Hindi Numerals

*265 Shri N. R. Munisamy: Will the Minister of Home Affairs be pleased to state

(a) whether it is a fact that a large number of the Government of India publications resort to Hindi numerals instead of international form of numerals,

(b) if so, the reasons therefor;

(c) whether the constitutional provisions in this regard are strictly adhered to, and

(d) if not, the reasons therefor?

The Minister of Home Affairs (Shri G. B. Pant): (a) Hindi numerals are used in several Hindi publications of Government of India.

(b) These publications are mostly translations from English, and are intended primarily for publicity in areas where the Devanagri form of numerals is in common use.

(c) Yes.

(d) does not arise.

Petroleum Products

*266. **Shrimati Renu Chakravarty:** Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether it is a fact that offer of petroleum products against rupee payments from sources other than present foreign oil concerns doing business in India has been kept pending;

(b) if so, since how long;

(c) the reasons for the same, and

(d) whether it is a fact that similar offers had been received from other countries for supply of lubricating oils?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) to (c). The Government of Rumania offered to supply certain quantities of Kerosene Oil and High Speed Diesel Oil against rupee payments sometimes early last year. As the Government had no storage or distributional facilities of its own, the possibilities of importing the oils through some Indian Oil Companies were initially explored but the terms received were not favourable. Meanwhile, Government was also actively considering the feasibility of having its own distribution organisation for the marketing of petroleum products, including Kerosene and High Speed Diesel Oils. A wholly Government-owned company has been registered at Bombay, on the 30th June, 1959, for this purpose; the matter can now be considered afresh in the light of this development.

(d) Yes, Sir. The Intertrade of Yugoslavia has offered to supply approximately 2,200 tons of base lubricating oils to the Standard Vacuum Oil Co., Bombay.

Manpower Requirement for the Third Five Year Plan

*267. { **Shri Hem Raj:**
Shri Bibhuti Mishra:
Dr. Ram Subhag Singh:
Shri P. G. Deb:

Will the Minister of Home Affairs be pleased to state:

(a) whether the study of the manpower requirements for the Third Five Year Plan has been completed;

(b) if so, the personnel required for the Third Five Year Plan; and

(c) the steps proposed to be taken to provide them?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) No

(b) and (c). Do not arise.

Oil Exploration

*268. { **Shri Sadhan Gupta:**
Shri Hem Barua:

Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether it is a fact that West German Experts will assist in the Oil and Natural Gas Commission's search for oil in this country;

(b) if so, the areas in which these experts will operate;

(c) the terms and conditions on which the experts will work; and

(d) whether the experts will be supplied by the West German Government or by private firms in West Germany.

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) It is proposed to obtain from the West German Government one or two seismic teams to

assist the Oil and Natural Gas Commission in the field of geophysical exploration.

(b) Ganga valley.

(c) Salaries of the experts will be paid by the West German Government. Equipment will be brought by them at their own cost. Government of India will bear operational expenditure and local costs.

(d) Not yet known.

Relief to Political Sufferers

*269. Shri Jhulan Sinha: Will the Minister of Home Affairs be pleased to state:

(a) whether any assessment has been made of the extent of relief given by the Central Government to political sufferers in the country since the attainment of Independence so far; and

(b) whether any assessment has been made of the extent of relief demanded by those people from the Central Government at present?

The Minister of Home Affairs (Shri G. B. Pant): (a) and (b). No such assessment has been made. Several State Governments have framed their own schemes for relief in this behalf in the form of land grants, cash grants, pensions, rehabilitation loans, educational concessions, etc. The Central Government deals with the matter in regard to the Union Territories. In cases of hardship, financial assistance is also given from the funds placed at the disposal of the Home Minister as his Discretionary Grant.

Output of Lignite in Neyveli

*270. Shri Subbiah Ambalam: Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether there is any proposal to increase the output of lignite at Neyveli from 3 million to 6 million tons;

(b) if so, what steps are being taken to achieve this target; and

(c) to what use Government propose to put this increased output?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) and (c). A proposal to increase the mine output from 3.5 million tons to 6 million tons annually by the end of the III Plan period has been received from the Neyveli Lignite Corporation. The matter is under examination.

(b) Does not arise at this stage.

Mineral Advisory Board

*271. Shri Morarka: Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether the Sub-Committee set up by the Mineral Advisory Board has submitted its report in connection with the incentives and facilities to be given to mine-owners to benefit minerals;

(b) whether a copy of the same will be laid on the Table of the House; and

(c) whether any action has been taken by Government on the same.

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) No, Sir.

(b) and (c). Do not arise.

Facilities for Service Associations

*272. Shri Easwara Iyer: Will the Minister of Home Affairs be pleased to state:

(a) whether in view of the ban imposed on Service Associations to elect non-officials as their office-bearers Government have provided any facilities to the employees who are office-bearers of these Associations for carrying on the day to day work of the Associations; and

(b) if so, the details thereof?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a)

and (b). It has not been brought to the notice of Government that Government servants who are office-bearers of service associations require any facilities for carrying on the day to day work of their Associations. However, such persons are given facilities of casual leave and special casual leave to attend annual general meetings of their Associations and meetings with the heads of the departments or Government representatives.

Colour Bar in Calcutta Clubs

*273. { Shri H. N. Mukerjee:
Shri Sadhan Gupta:
Shri Surendranath Dwivedy:

Will the Minister of Home Affairs be pleased to state:

(a) whether his attention has been drawn to the fact that as many as eight clubs in Calcutta continue to practise discrimination on the ground of colour in the matter of admitting members or even guests;

(b) whether it is a fact that one of them, the Calcutta Swimming Club, has its premises on Union Government land;

(c) whether he has had any communication on this matter from the State Government of West Bengal; and

(d) what steps, if any, are being taken or contemplated in this regard?

The Minister of Home Affairs (Shri G. B. Pant): (a) It is reported that the Calcutta Football Club, the Calcutta Rowing Club, the Saturday Club, the Swiss Club and the Calcutta Swimming Club have no Indian members. The first four Clubs, however, entertain Indian guests. The Calcutta Cricket Club has only one Indian member but invites Indians as guests.

The Tollygunge Turf Club and the Bengal Club have recently admitted some Indians as members.

(b) The legal position is being examined.

(c) Yes.

(d) The State Government are examining the position.

National Coal Development Corporation

*274. { Shri Subedh Hansda:
Shri S. C. Samanta:

Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether it is a fact that the National Coal Development Corporation is facing shortage of electricity for operating new mines in Bihar and Central India coalfields; and

(b) if so, the steps taken or proposed to be taken to overcome the difficulties?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) and (b). In the Bihar region, the requirements of power by the end of 1960-61, which have not been provided for on a firm basis by the Bihar State Electricity Board, are of the order of 20,000 KVA. Even this would be made available by the Board on a temporary basis, provided the National Coal Development Corporation would agree to the supply being withdrawn sometime during 1961. Government are at present examining the ways and means of ensuring this supply for the Corporation after 1961. It may be possible to draw the supply from the additional capacity of 125 MW to be installed at Chandrapur Power Station of the D.V.C. and the two 60 MW units to be added to the Power Station of the Durgapur Coke Oven Plant.

In Central India, the Madhya Pradesh Electricity Board have agreed to supply to the Corporation 8,000 KVA against the Corporation's total requirement of 10,000 KVA. This requires a transmission line from the Korba Power Station to the Central India coalfields. Arrangements have been taken in hand to expedite the completion of the transmission line.

For the balance of 2,000 KVA, the Corporation proposes to have its own diesel generating sets.

**Violation of Foreign Exchange
Regulations**

*275. { Shri Ram Krishan Gupta:
Shri D. C. Sharma:
Shri Ansar Harvani:
Shri Jaganatha Rao:
Shri P. G. Deb:

Will the Minister of Finance be pleased to refer to the reply given to Short Notice Question No. 30 on the 29th April, 1959 and state:

(a) whether Shri S. P. Jain has closed the account with a Bank in West Germany and has brought back the balance to India;

(b) if not, the nature of action taken against him; and

(c) whether Government propose to inquire into his accounts with other Banks in foreign countries.

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) and (b). No Sir. Shri Jain has not closed the account with the Bank in West Germany. He has also not repatriated the balance to India. He has preferred an appeal to the Appellate Board against the order of the Director of Enforcement. Further action against Shri Jain can only be taken after the Appellate Board has given their verdict.

(c) Necessary investigation regarding the alleged other accounts is already in progress.

**Free and Compulsory Primary
Education**

*276. { Shri R. C. Majhi:
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri D. C. Sharma:
Shri Pangarkar:
Shri Panigrahi:
Shri S. A. Mehdi:
Shri S. C. Godsora:

Will the Minister of Education be pleased to refer to the reply given to

Starred Question No. 1796 on the 11th April, 1959 and state:

(a) what further progress has been made by State Governments and Union Territory Administrations in the introduction of pilot project for free and compulsory primary education;

(b) whether any assistance has been given to the State Governments and Union Territory Administrations for taking up the scheme; and

(c) if so, the amounts thereof?

The Minister of Education (Dr. K. L. Shrimali): (a) Punjab and Himachal Pradesh have also introduced this scheme.

(b) Yes, Sir.

(c) Information is not yet available

Free Legal Aid to the Poor

*277. { Shri D. C. Sharma:
Shri Ram Krishan Gupta:
Shri S. M. Banerjee:
Shri Jagdish Awasthi:
Shri Damani:
Shri Shree Narayan Das:

Will the Minister of Law be pleased to refer to the reply given to Starred Question No 1640 on the 2nd April, 1959, and state the further progress since made in framing a scheme for providing free legal aid to the poor in the country?

The Deputy Minister of Law (Shri Hajarnavis): A draft model scheme for Legal Aid to the poor is under preparation. As the scheme requires consideration from various legal and practical aspects, it will take some time for its finalisation.

**Resettlement Section for
Ex-Servicemen**

*278. Shri Vajpayee: Will the Minister of Defence be pleased to state:

(a) whether any steps have been taken to reorganise the resettlement section of the Ministry recently;

(b) if so, the nature thereof; and

(c) whether any survey has been made to determine the approximate number of ex-servicemen who are in need of employment assistance?

The Minister of Defence (Shri Krishna Menon): (a) and (b) It has been decided that a serving Officer of the rank of Major-General for the present on a part time basis, subject to early review, to be Director-General should be in charge of the Resettlement Directorate in the Ministry of Defence. It will be his duty to review the functions of the Directorate and to make recommendations as to how it may be re activated and placed on a sound footing. The Directorate is expected to provide the basis for building up an effective Central Organisation and a net work of live organisations in the States to satisfactorily deal with the problems of ex-servicemen in the Ministry

(c) The Directorate General of Resettlement and Employment who maintain statistics of persons seeking employment assistance have intimated that on the 31st May, 1959, 28,747 ex-servicemen were shown on the Live Registers of the Employment Exchanges as requiring employment assistance

Irregular Journey Claims and Allowances

*279. { Shri Mahanty:
Shri Raghunath Singh:
Shri Ram Krishan Gupta.

Will the Minister of Finance be pleased to state:

(a) whether the Audit Department have recently detected a number of cases where gazetted officers have preferred double claims and allowances for the same period or the same journey; and

(b) if so, what steps Government have taken in the matter

The Deputy Minister of Finance (Shrimati Tarakeshwari Sinha): (a) Certain instances which occurred during the last few years where gazetted officers have preferred double claims of pay and allowances have been brought to the notice of Government by the Audit Department

(b) In the majority of the above cases the circumstances in which the double claims had been preferred have been ascertained and intimated to Audit who are watching that the necessary recoveries are made. The officers concerned have been asked by the Ministries to be more careful and general instruction have also been issued, with a view to avoiding such double claims in future, emphasising that the full responsibility for preferring correct claims devolves upon the officers themselves and that they should exercise greater care in this matter. In the remaining cases also while the necessary recoveries have been made already, the circumstances that led to the double claim are being ascertained

Ferro Chrome Plans

*280. **Shri Panigrahi:** Will the Minister of Steel, Mines and Fuel be pleased to refer to the reply given to Starred Question No 1941 on the 21st April, 1959 and state:

(a) whether the three private parties who were granted licences for setting up Ferro Chrome plants have commissioned their plants and production started,

(b) if not, which of the plants have gone into production by this time; and

(c) whether the demand for Ferro Chrome in India has been assessed?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) Not yet, Sir

(b) Two parties have completed installation of the plants but have not started production yet.

(c) Yes, Sir. The present requirements are about 200/250 tons per year. It is estimated that the demand will increase to 1,500/2,000 tons when the alloy, tool and special steels plant is put up.

बीच-कैंडी स्ट्रिंग वाथ, बम्बई

*२८१. { श्री सरजू पांडे :
श्री साधन गुप्त :

क्या गृह-कार्य मंत्री १७ फरवरी, १९५६ के तारांकित प्रश्न संख्या ३३६ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या बम्बई सरकार ने बीच-कैंडी स्ट्रिंग वाथ, बम्बई के मामले पर अन्तिम रूप से विचार किया है ; और

(ख) यदि हां, तो इस मामले में क्या कार्यवाही की गई है ?

गृह-कार्य मंत्री (श्री गो० ब० पन्त) :

(क) और (ख). बीच-कैंडी स्ट्रिंग वाथ का प्रवन्ध करने वाला ट्रस्ट अब पब्लिक ट्रस्ट एक्ट के मातहत पब्लिक ट्रस्ट के रूप में रजिस्टरहो गया है और उसके ट्रस्टी पब्लिक ट्रस्ट एक्ट की ५०वीं धारा के मातहत ट्रस्ट के नियमों में संशोधन करने के लिये बम्बई के चैरिटी कमिशनर के पास दस्तावेज देने के लिये रजामन्द हो गये हैं।

कुनूब मिनार के पास पायी गयी मूर्तियां

*२८२. { श्री भक्त दर्शन :
श्री बै० च० मालिक :

क्या वैज्ञानिक अनुसंधान और सांस्कृतिक कार्य मंत्री २६ अप्रैल, १९५६ के अतारांकित प्रश्न संख्या ३७१५ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि कुनूब मीनार के पास पाई गई पुरानी मूर्तियों के सार्वजनिक दर्शन के सम्बन्ध में क्या निर्णय किया गया है ?

वैज्ञानिक अनुसंधान और सांस्कृतिक कार्य मंत्री (श्री हुमायून कबिर) : राष्ट्रीय संग्रहालय दिल्ली में इस मूर्ति को रखने का इरादा है ।

Double Taxation of Income

*२८३. { श्री राम कृष्ण गुप्त :
श्री डॉ. च. शर्मा :
श्री अजित सिंह सरहदी :

Will the Minister of Finance be pleased to refer to the reply given to Starred Question No. 129 on the 12th February, 1959 and state:

(a) whether negotiations with the United States on the issue of relief from double taxation of income in the two countries have been completed; and

(b) if so, the result thereof?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): (a) Yes, Sir.

(b) Following negotiations first in Washington and later in New Delhi, agreement has been reached between the Tax Delegations of the Governments of the United States and India at technical level on the draft of a Convention for the avoidance of Double Taxation of income between the two countries. The Convention now requires to be approved by the respective Governments and ratified.

House of Mirza Ghalib

*२८४. Shri D. C. Sharma: Will the Minister of Scientific Research and Cultural Affairs be pleased to refer to the reply given to Starred Question No. 489 on the 20th February, 1959 and state what further progress has been made in acquiring the Delhi House of Mirza Ghalib for the purpose of converting it into a Memorial?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): Though the evacuee share in the house has been fixed and instructions issued to Competent Officer to separate the evacuee and non-evacuee interests, the actual separation has not so far taken place, but it is expected that this will not be long delayed.

Indo-Nepal Trade Agreement

425. { Shri Vajpayee:
Shri Raghu Nath Singh:
Shri Mahanty:
Shri Assar:

Will the Minister of Finance be pleased to refer to reply given to Starred Question No. 1375 on the 19th March, 1959 and state:

(a) whether the Government of Nepal have since expressed a desire to revise the Indo-Nepal Trade Agreement which expires in June, 1960;

(b) if so, the nature of revision envisaged by the Nepal Government; and

(c) the Government's reaction thereto?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) and (b). His Majesty's Government of Nepal have given a notice of termination under Article 10 of the existing Treaty of 31st July, 1950. They have also indicated their desire for a fresh Treaty at such time as would create no gap between the expiry of the old Treaty and enforcement on the new one. Negotiations regarding the nature of a fresh Treaty are going on.

(c) Does not arise.

Qutab Minar

422. Shri D. C. Sharma: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) the amount spent on the maintenance of Qutab Minar during 1958-59; and

(b) the amount proposed to be spent during 1959-60?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) Rs. 10,001-0-0.

(b) Rs. 8,200-0-0.

Pakistani Nationals in Punjab

423. Shri D. C. Sharma: Will the Minister of Home Affairs be pleased to state:

(a) the number of Pakistani nationals detected in 1958-60 so far who have been living in Punjab by falsely declaring themselves as Indian citizens; and

(b) the action taken against them?

The Minister of Home Affairs (Shri G. B. Pant): (a) and (b). The information is being collected and will be laid on the Table of the House.

Suicides in Delhi

424. { Shri D. C. Sharma:
Shri Pangarkar:

Will the Minister of Home Affairs be pleased to state:

(a) the number of persons who committed suicide and those who attempted suicide in Delhi during 1959 so far (month-wise); and

(b) the number of persons out of those who attempted to commit suicide and were punished?

The Minister of Home Affairs (Shri G. B. Pant):

(a) Number of persons who committed suicide during 1959 (upto 31-7-1959)

Jan.	Feb.	March	April	May	June	July	Total
6	7	6	15	15	10	9	68

(b) Number of persons who attempted to commit suicide during 1959 (upto 31-7-59)

Jan.	Feb.	March	April	May	June	July	Total
1	5	5	4	3	3	3	24
Convicted	3
Pending in Court	9
Under investigation	4
No. of persons who died later	8
					TOTAL		24

Grants to Punjab Educational Institutions

425. **Shri D. C. Sharma:** Will the Minister of Education be pleased to state:

(a) the number of private educational institutions of the Punjab which applied for non-recurring grants from the Central Government during 1959-60 so far;

(b) the amount sanctioned to each institution, so far;

(c) whether some such cases are still pending disposal; and

(d) if so, by what date the pending cases will be disposed of?

The Minister of Education (Dr. K. L. Shrimali): (a) 75

(b) Non-recurring grants were sanctioned to only 8 institutions as follows:—

1. Dayanand College, Hissar	1216	0	0
2. S. M. Hindu School, Sonepat	2354	0	0
3. Mukand Lal National College, Jamuna Nagar	14,476	0	0
4. Arya College, Ludhiana	41,749	0	0
5. Dev Samaj College for Women, Ferozepur	95,675	0	0
6. D. A. V. College, Ambala City	14,737	0	0
7. Vaish College, Bhiwani	1,720	0	0
8. Kasturba Rural Institute	9,314	0	0

(c) Yes.

(d) It is not possible to mention the exact date of disposal. Some

cases have been rejected and some are under scrutiny. In other cases complete information is not available and has been called for.

Basic Schools in Delhi

426. **Shri D. C. Sharma:** Will the Minister of Education be pleased to state the number of basic schools proposed to be opened in Delhi during 1959-60?

The Minister of Education (Dr. K. L. Shrimali): 30

Gift Tax

427. **Shri Pangarkar:** Will the Minister of Finance be pleased to state the total amount collected as gift tax during 1958-59 in Bombay State (District-wise)?

The Minister of Finance (Shri Morarji Desai): In Bombay State the collection of Gift tax during 1958-59 stood at Rs 44.93 lakhs. The district-wise collection is shown in the annexed statement [See Appendix I, annexure No 83].

Expenditure Tax and Wealth Tax

428. **Shri Pangarkar:** Will the Minister of Finance be pleased to state the total amount collected as Expenditure Tax and Wealth Tax in Bombay State during 1958-59 (District-wise)?

The Minister of Finance (Shri Morarji Desai): The total amount collected as Expenditure-tax and Wealth-tax in Bombay State during 1958-59 (District-wise) is given below—

District	Expenditure-tax	Wealth-tax
(In thousands of rupees)		
1 Ahmedabad	51	51,22
2 Ahmednagar		9
3 Akola		1,74
4 Amravati	1	84
5 Amreli		3
6. Aurangabad		29
7. Banareswartha	10	29
8 Baroda	97	11,41
9 Bhavnagar (Gohwad)	1,37	4,94
10 Bhir		1
11 Bhandara		10
12. Bombay City	13,95	3,16,08
13. Bombay Suburban	2	2,68
14 Broach		45
15 Chanda	..	27
16 Dang		
17. Dhulia (W K)	2	82
18. Jalgaon (E K)		1,20
19 Jamnagar (Halar)	1,08	3,60
20 Junagadh (Sora- th)	6	3,82
21 Kaira	14	1,17
22 Khamgaon (Bul- dhana)		11
23 Kolaba	6	4
24 Kolhapur	5	47
25 Kutch	59	4,27
26 Latur (Osmana- bad)		11
27. Mchansa		22
28 Nagpur	6	3,47
29 Nasik		4
30 Nasik		83
31 Panchmahals	3	27
32 Parbhani		26
33 Poona	1,60	8,62
34 Rajkot (Madhya Saurashtra)	1,29	8,61
35 Ratnagiri		
36 Sabarkantha		23
37 Sangli	32	1,10
38 Satara		16
39 Sholapur	3	61
40 Surat	12	3,27
41. Surendranagar (Zalawad)	45	1,98
42. Thana		3,76
43. Wardha		45
44. Yeotmal		22
TOTAL	22,73	4,40,15

Naga Raid at Mariam

429 Shrimati Mafida Ahmed: Will the Minister of Home Affairs be pleased to state

(a) whether Government are aware that Naga hostiles raided a Plywood Factory on the 28th April, 1959 at Mariam in Jorhat Sub-division; and

(b) if so, the details thereof?

The Minister of Home Affairs (Shri G B Pant): (a) and (b) On the 28th April, 1959, eight Naga hostiles raided a labour camp of a Wood Crafts Factory about six miles south of Debrapar in Jorhat Sub-Division of Sibsagar District. The hostiles looted property valued at about Rs 3,000 and damaged three cycles. Some labourers from the camp were made to carry the looted property but were later released. The police have registered a case of dacoity and some property has been recovered.

Branches of State Bank of India in Orissa

430. Shri B C Mullick: Will the Minister of Finance be pleased to state the total number of the branches of the State Bank of India opened so far in Orissa?

The Minister of Finance (Shri Morarji Desai): The State Bank of India has opened twenty-two branches in Orissa between the 1st July, 1955 and the 31st July, 1959.

Scholarships for Higher Studies in Hindi

431 Shri B C Mullick: Will the Minister of Education be pleased to state the number of non-Hindi speaking students State-wise, who were awarded Government of India Scholarships for higher education in Hindi during the year 1958-59?

The Minister of Education (Dr. K. L. Shrimall): A statement is attached

STATEMENT

Name of State	Total No. of scholarships awarded	welfare of Scheduled Castes is given below:—
Andhra.	29	Amount sanctioned (Rs. in lakhs) 100.42 97.709
Assam.	4	Centrally sponsored programme . 17.94* 0.181@
Bombay.	5	
Kerala	24	
Madras.	25	
Manipur.	1	
Mysore.	16	
Orissa.	2	
Punjab.	3	
West Bengal.	1	
TOTAL	110	

*Excludes the amount of Rs. 1.26 lakhs sanctioned separately to Municipal Committees/Local Bodies for the purchase of wheel barrows etc.

@This represents expenditure only on one scheme (allotment Rs. 0.264 lakhs). Actuals of expenditure on other schemes are not available, according to information received from the State Government.

Kohlus

432. Shri Hem Raj: Will the Minister of Finance be pleased to state the number of kohlus run by water power in the different hill areas in the country?

The Minister of Finance (Shri Morarji Desai): According to information available with the Government, kohlus are run by water power in the hill areas of Punjab, Himachal Pradesh, and Jammu and Kashmir only. The number of such units is 176.

Welfare of Scheduled Castes and Scheduled Tribes of Uttar Pradesh

433. Shri S. M. Banerjee: Will the Minister of Home Affairs be pleased to state:

(a) the total amount sanctioned by the Central Government for the welfare of Scheduled Castes and Scheduled Tribes in U.P. during 1958-59; and

(b) how much amount out of it has actually been spent?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) and (b). There are no Scheduled Tribes in Uttar Pradesh. The required information in respect of schemes for the

Small Savings

434. Shri Hem Raj: Will the Minister of Finance be pleased to state:

(a) the different categories of persons who are appointed as Small Savings Agents at different levels;

(b) whether it is a fact that the Government High School teachers are debarred from serving as such agents in the Punjab State; and

(c) if so, the reasons for their exclusion when other Government servants and teachers are allowed to serve as such?

The Minister of Finance (Shri Morarji Desai): (a) The following agency schemes are, at present, in operation:—

(i) **General Agency Scheme.**—This scheme is mainly intended for urban areas. Agents in a city with a population of more than 5 lakhs have to furnish a security of Rs. 5,000 in Small Savings Securities or two sureties to the extent of Rs. 5,000 each. For agents at other places, a security of Rs. 2,000 or two sureties of Rs. 2,000 each is prescribed. Government employees are debarred from appointment as agents under the

Scheme. Scheduled Banks and Co-operative Societies appointed as authorised agents are not required to furnish any security.

(ii) *Rural Agency Schemes:*

- (1) *Gram Panchayat Agency System:* Panchayats themselves or their office bearers are eligible to be appointed as agents on furnishing either a cash security of Rs. 100 or two personal sureties for Rs. 1,000 each.
- (2) *The Primary School Teachers' Agency System:* Confined to teachers in primary schools. The security terms are the same as at (1) above.
- (3) *Extra-Departmental Branch Post-masters' Agency Scheme:* For Extra-Departmental Branch Postmasters on their providing a cash security of Rs. 100 or two personal sureties for Rs. 1,000 each.

(iii) *Women's Savings Campaign Agency Scheme:* For recognised Social Organisations on furnishing a cash security of Rs. 100.

(iv) *Internal Agency Scheme:* Intended generally for Clerks and Cashiers in Government or non-Government offices, factories, establishments, etc for appointment as internal Agents for securing investments from their colleagues and their families. Agents in non-Government establishments have to furnish a personal security of Rs. 100 or provide two acceptable sureties for Rs. 1,000. Government employees are exempted from furnishing security.

(b) Punjab Government have permitted High School teachers to be appointed as agents under the Internal Agency Scheme.

(c) Does not arise.

Private Primary Schools in Tripura

435. Shri Dasaratha Deb: Will the Minister of Education be pleased to state:

- (a) the total number of private pri-

mary schools in Tripura;

(b) the number of such primary schools who have been granted aid;

(c) the reasons for not extending grant to the remaining primary schools; and

(d) whether private primary schools are closing down in Tripura due to adverse financial conditions?

The Minister of Education (Dr. K. L. Shrimall): (a) 128.

(b) 128.

(c) Does not arise.

(d) Government have not received any report regarding closing down of private primary schools due to adverse financial conditions.

Tribal Students in Tripura

436. Shri Dasaratha Deb: Will the Minister of Education be pleased to state:

(a) whether tribal students reading in private primary and middle schools have to pay their tuition fees in Tripura; and

(b) if so, whether the Administration have any proposals to make primary and middle school education free for tribal students in Tripura?

The Minister of Education (Dr. K. L. Shrimall): (a) Yes, but generally the tuition and examination fees of tribal students reading in recognised primary and middle schools are reimbursed by the Administration.

(b) Primary Education is already free for all, in all Government schools. Exemption from payment of tuition fees is also granted to tribal students in indigent circumstances at all stages of education. The question of making education free for all students upto the age group 14 (Class VIII) is under consideration.

Health facilities for Scheduled Castes in Mysore

437. Shri Siddiah: Will the Minister of Home Affairs be pleased to refer to the reply given to Unstarred Question No 3897 on the 4th May, 1959 and state:

(a) whether the information in regard to expenditure incurred in providing special health facilities for Scheduled Castes in Mysore has since been collected, and

(b) if so, whether it will be laid on the Table?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) and (b) The information is still awaited from the Government of Mysore. It will be laid on the table of the House as soon as it is received

Recruitment through Union Public Service Commission

438. Shri Siddiah: Will the Minister of Home Affairs be pleased to refer to the reply given to Unstarred Question No 3155 on the 18th April, 1959 and state

(a) whether the information in regard to the recruitment of different categories through the Union Public Service Commission in 1958 has since been collected, and

(b) if so, whether it will be laid on the Table?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b) The information will be laid on the Table of House as soon as it is ready

Production of Aero Engines

439 Shri Ram Krishan Gupta: Will the Minister of Defence be pleased to state

(a) whether it is a fact that Government have received an offer from the British Firm of Rolls-Royce for production of Dart 6 aero-engines in India;

(b) if so, the details and terms of the offer; and

(c) whether the offer has been accepted?

The Deputy Minister of Defence (Sardar Majithia): (a) and (b) An offer for the manufacture under licence of the Rolls-Royce Dart-a 6 engines has been received from the Firm, and the terms of collaboration are under examination and discussion. It will not be in the public interest to disclose details of such an offer at this stage

(c) The matter is under active negotiation

Defence Research and Development Organisation

440. Shri P. G. Deb: Will the Minister of Defence be pleased to state

(a) whether the Defence Research and Development Organisation have conducted any research that intake of excess salt in summer does not result in high blood pressure and hypertension, and

(b) if so, the nature of the research conducted?

The Minister of Defence (Shri Krishna Menon): (a) The object of the work done in the Defence Science Laboratory was to find out if there was any extra requirement of salt in summer in order to maintain proper salt-balance in the body. The investigation has shown that extra salt during summer is not necessary.

(b) The investigation was conducted by the Physiology Section of the Defence Science Laboratory, Delhi. Some field trials were also carried out

Aircraft Development Establishment at Bangalore

441 Shri P. G. Deb: Will the Minister of Defence be pleased to state

(a) whether an aircraft development establishment has been started at Bangalore; and

(b) if so, the nature of the scheme and amount sanctioned therefor?

The Minister of Defence (Shri Krishna Menon): (a) Yes.

(b) The Aeronautical Development Establishment recently started at Bangalore is concerned with aeronautical Research and Development problems including aeronautical standards and specifications, test procedures for new and proto-type aircraft and development of special items of aeronautical equipment.

The amount sanctioned for the scheme is Rs 20 lakhs

Aeronautical Development Centre, Kanpur

442. Shri P. G. Deb: Will the Minister of Defence be pleased to state

(a) whether any Aeronautical Development Centre has been established at Kanpur, and

(b) if so, the nature of the scheme and the amount sanctioned therefor?

The Minister of Defence (Shri Krishna Menon): (a) Yes

(b) The Centre will be primarily responsible for the Development of modifications to existing aircraft, aero-engines, accessories and ground equipment to overcome malfunctioning due to different operating conditions as well as to improve their utilisation and operational efficiency

The Centre has been established within the existing resources of the Air Force. The recurring expenditure is estimated to be Rs 6 lakhs per annum

Gas Turbine Centre at Kanpur

443 Shri P. G. Deb: Will the Minister of Defence be pleased to state

(a) whether it is a fact that a Gas Turbine Centre has been opened at Kanpur, and

(b) if so, whether the details of the Centre will be laid on the Table?

The Minister of Defence (Shri Krishna Menon): (a) Yes.

(b) Yes. A statement is laid on the Table [See Appendix I, annexure No 84]

Demolition of illegal constructions by DMC

444. Shri P. G. Deb: Will the Minister of Home Affairs be pleased to state

(a) the number of unauthorised constructions demolished in Delhi by the Delhi Municipal Corporation during April to July, 1951, and

(b) whether any fines have been imposed over the landlords instead of demolition?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) 300

(b) Only five cases of unauthorised construction were compounded and the total penalty recovered was Rs 1500. The cases compounded are those in which constructions have been made in accordance with the existing bye-laws but without proper prior sanction.

Investments by U. S. Firms in India

**445. { Shri Shree Narayan Das:
Shri Radha Raman:**

Will the Minister of Finance be pleased to refer to the reply given to Starred Question No 651 on the 5th December, 1951 and lay a statement showing

(a) the number of applications received since then for investments in India from United States firms under the convertibility agreement entered into between India and U. S. A.,

(b) the extent of investments sought,

(c) the number of applications accepted,

(d) the extent of investments sanctioned and actually made so far; and

(e) the particulars of the proposals to which they relate?

The Minister of Finance (Shri Morarji Desai): (a) Two.

(b) Rs. 1.32 Crores.

(c) Two.

(d) Investments Rs. 1.32 Crores. sanctioned:

Actual investment made so far. Information is not available.

(e) A statement is laid on the Table of the House.

STATEMENT

Name of the Indian Company	Name of the U.S. Company	Amount for which the Investments guarantee has been or the purpose for approved by the Government of India	Business of the company for which investment has been made
M/s. Sharp & Dhome (India) Private Ltd., BOMBAY.	M/s. Merck & Co Inc., Rahway, New Jersey, U.S.A.	Rs. 1,26,00,000 or \$ 26,46,000	Manufacture of pharmaceuticals and drugs.
M/s. Geoffrey Manners & Co., BOMBAY.	M/s. American Home Products Corporation, New York.	Rs. 6,00,000 or \$ 1,24,500	Manufacture of certain pharmaceuticals.

Cotton Shipments

118. { Shri Shree Narayan Das:
Shri Radha Raman:
Will the Minister of Finance be pleased to state:

(a) whether shippers of Indian cotton have made complaints about the unnecessary intrusion of the Customs Authorities in the matter of cotton shipments;

(b) if so, the nature of complaints made;

(c) whether there was any basis of these complaints;

(d) if so, the steps taken to remove the hurdles in the way of swift shipments; and

(e) the present position of exports of cotton?

The Minister of Finance (Shri Morarji Desai): A statement is laid on the table of the Sabha. [See on the table of the Sabha. [See Appendix I, annexure No 85]

Foreign Liabilities and Assets of India

447. { Shri Shree Narayan Das:
Shri Radha Raman:
Shri Morarka:

Will the Minister of Finance be pleased to state:

(a) whether the Reserve Bank of India have considered the question of undertaking a fresh survey of India's foreign liabilities and assets abroad; and

(b) if so, when the next survey is to be undertaken?

The Minister of Finance (Shri Morarji Desai): (a) and (b). The Reserve Bank of India have at present no plans for conducting any survey of Foreign Liabilities and Assets. The surveys previously conducted by the Bank were intended mainly to ascertain the volume and inflow of foreign investments in the country. Since 1955, they are in a

position to obtain the data on a continuing basis by recourse to their records and reports made by individual companies. Studies of trends in foreign investments in 1956 and 1957 have now been published in the Reserve Bank of India Bulletin for September 1958 and June 1959. A similar study 1958 and June 1959. A similar study

Second Deshmukh Committee Report

448. { Shri Shree Narayan Das:
Shri Radha Raman:
Shri D. C. Sharma:
Shri R. C. Majhi:
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri Pangarkar:
Shri Bibhuti Mishra:
Shri Harish Chandra
Mathur:

Will the Minister of Education be pleased to refer to the reply given to Unstarred Question No. 632 on the 20th February, 1959 and state:

(a) whether the examination of the Second Deshmukh Committee report has since been finalised;

(b) if so, the nature of the decisions taken; and

(c) the progress made in the direction of introducing the three year degree course in all the universities specially in the universities in U.P., Bombay and West Bengal?

The Minister of Education (Dr. K. L. Shrimall): (a) Yes, Sir.

(b) and (c). A statement is laid on the table of the Sabha. [See Appendix I, annexure No. 86.]

Rural Institutes

450. { Shri Barman:
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri Ram Krishan Gupta:

Will the Minister of Education be pleased to state:

(a) the names and locations of rural

institutes so far opened in the country (State-wise);

(b) proposals for starting new rural institutes so far received by the Government of India (with names of State Governments); and

(c) sites chosen (State-wise) for setting up new institutes?

The Minister of Education (Dr. K. L. Shrimall): (a) to (c). A statement is placed below. [See Appendix I, annexure No. 87].

Foreign Exchange

451. { Shri Ram Krishan Gupta:
Shri Pangarkar:

Will the Minister of Finance be pleased to state:

(a) the amount of foreign exchange that has been utilised by the Public Sector so far during the Second Five Year Plan period for industrial development; and

(b) whether foreign exchange expenditure was more during 1958-59 than in 1957-58?

The Minister of Finance (Shri Morarji Desai): (a) The estimated foreign exchange expenditure upto the end of March, 1959 amounts to Rs. 250 crores approximately.

(b) Yes, Sir. The foreign exchange expenditure during 1958-59 is estimated at Rs. 134 crores as against Rs. 86 crores during 1957-58.

Investment by International Finance Corporation

452. **Shri Ram Krishan Gupta:** Will the Minister of Finance be pleased to refer to the reply given to Starred Question No 1942 on 21st April, 1959 and state:

(a) whether necessary legal formalities regarding the investment of 1.5 million dollars by the International Finance Corporation in the Republic Forge Co. Ltd., have been completed; and

(b) if so, whether Government of India have approved the terms and these formalities?

The Minister of Finance (Shri Morarji Desai): (a) and (b) The legal formalities have not yet been completed. Government have earlier accorded their approval in principle to the terms of the proposed IFC investment of \$15 million in the Republic Forge Co, but formal approval has not yet been communicated as terms of foreign technical collaboration between the Republic Forge Co. and the Steel Improvement Forge Co of the U.S.A. have still to be finally settled.

German Investors

453. Shri Ram Krishan Gupta: Will the Minister of Finance be pleased to refer to the reply given to Unstarred Question No 2864 on the 2nd April, 1959 and state

(a) whether the German Government have finalised a scheme for offering risk guarantee to German investors, and

(b) if so, the details of the scheme?

The Minister of Finance (Shri Morarji Desai): (a) and (b) The Government of India have not yet received any official communication from the West German Government in this respect. They received information some time ago to the effect that the West German Government had introduced a Bill in their Legislature on the Risk Guarantee Scheme.

Loan for India

454. { **Shri Ram Krishan Gupta:**
Shri N. R. Munisamy:
Shrimati Ila Palchoudhuri:
Shri Sarju Pandey:
Shri R. C. Majhi:
Shri Subodh Hansda

Will the Minister of Finance be pleased to state

(a) whether negotiations on the

details of the loans to be given to India by the five Western nations and the World Bank have been held; and

(b) if so, the outcome thereof?

The Minister of Finance (Shri Morarji Desai): (a) Negotiations with the World Bank have been concluded and agreements signed. Negotiations with Canada, Japan, United Kingdom, United States and West Germany are yet to be completed.

(b) The World Bank has granted three loans aggregating \$85 millions (Rs 40.47 crores) for the Koyna Hydro-Electric Project (\$25 million), Railways Development Programme (\$50 million) and the ICICI (\$10 million). The U.S. Development Loan Fund has so far extended a \$20 million credit for steel purchases.

Production of Iron

455. Shri Ram Krishan Gupta: Will the Minister of Steel, Mines and Fuel be pleased to state

(a) how much of the target of production of iron fixed for the Second Five Year Plan has been achieved so far, and

(b) whether any programme for the remaining years of Second Five Year Plan has been drawn up?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) The target of pig iron for sale is 700,000 tons. In addition, iron has to be produced for conversion into steel. Of a total of 12 new blast furnaces to produce all this iron, five have gone into production. Requirements of the country for iron are now fully met.

(b) No difficulty is anticipated in the other seven blast furnaces going into production before the end of the Second Five Year Plan.

**Exploitation of Mineral Wealth in
Mohindergarh District**

456. { Shri Ram Krishan Gupta:
Shri Ajit Singh Sarhadi:

Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether the Geological Survey of India has completed the detailed survey for the exploitation of the

mineral wealth of the Mohindergarh District; and

(b) if so, the broad details thereof?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) and (b). Geological Survey of India has been carrying out mineral investigation work in the district of Mohindergarh during the past several years. The broad details of the investigations undertaken are indicated as follows:—

Mineral	Locality	Remarks
1. Glass Sand	Narnaul and to the west of Atela	Occurrence of sandstone suitable for the manufacture of glass from the ridge south of village Tahla, was recorded. Friable Quartzite occurs in the cliff face of a <i>nala</i> west of Atela. Reserves have been estimated roughly at about 2,000 tons only.
2. Quartz and Felspar	Near Durga-ka-Nangal	Felspar has been recorded in heterogeneous pegmatites and the quantity estimated is about 8,000 tons. Quartz has been recorded in quartz reefs and veins and the heterogeneous pegmatites and is estimated at 1,75,000 tons approximately. This is considered suitable for ceramic purposes after suitable dressing. The estimate of reserves of felspar and quartz cannot be made with any accuracy as the behaviour of the pegmatites at depth is uncertain.
3. Iron Ore	Chhapra-Antri, Beharpur and Dhanota-Dhancholi.	Reserves of iron ore at Antri Behampur are estimated to be 1 million tons. The ore contains approximately 64% iron.
4. Limestone	Narnaul	Flux grade limestone has not been recorded in this district. Limestone quarries of Dhan Bathuntha and Kali-ka-Nangal were examined. There is more or less a continuous band between the two places which is a distance of about 7 miles with a width of about 1 mile. Systematic mapping and surface examination of rocks was undertaken in 1956-57 as a result of which it is considered that good quality limestone suitable for the manufacture of portland cement occurs in fair quantities in this area. Further detailed examination of the deposits is considered necessary. This will be taken up in due course keeping in view the overall priorities of work in the Geological Survey of India.
5. Salt	Gudana area in Dadri tehsil	This occurrence was investigated, but was found to be of no commercial importance.
6. Garnet	Narnaul	Occurrence of Garnetiferous schists containing a few concentrated bands of garnet was recorded south of Durga-ka-Nangal. The bands are over a mile in length and about 100 ft. wide but are irregularly distributed.

Alloy and Tool Steel Plant

457. Shri Ram Krishan Gupta: Will the Minister of Steel, Mines and Fuel be pleased to refer to the reply given to Starred Question No 1084 on 10th March, 1959 and state at what stage is the question of setting up an Alloy and Tool Steel Plant which will partly produce nickel-free stainless steel?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): The possibility of entrusting the preparation of the detailed project report and subsequent detailed designing of the plant—services generally provided by the Consulting Engineers—to an Indian firm is being explored and it is hoped that a decision would be taken shortly

Higher Technological Institute, Bombay

458. { Shri Ram Krishan Gupta:
Shri Panigrahi
Shri N Keshava:

Will the Minister of Scientific Research and Cultural Affairs be pleased to refer to the reply given to Starred Question No 1932 on the 21st April, 1959 and state the further progress made in executing the scheme of setting up the Higher Technological Institute at Bombay with the aid of the USSR and UNESCO?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr M. M. Das). In so far as the direct assistance from the USSR referred to in reply to Starred Question No 1932 on the 21st April, 1959 is concerned, the equipment has started arriving. Nine cases of equipment, the exact value of which is not yet known, have been received by the Institute

The following is the present position regarding the assistance received from UNESCO under the UN Expanded Programme of Technical Assistance:

(1) Equipment costing Rs 57,35,000 has so far been received (USSR—Rs 55,50,000,

UK—Rs. 1,80,000; USA—Rs. 16,000 and Germany—Rs. 19,000).

(2) 12 Progressors (10 Russian, 1 American and 1 Yugoslavian) and 3 Russian Translators are working at the Institute

(3) For advanced training in USSR, 4 Indian teachers were deputed in 1958 and 6 more teachers have been selected recently

The Institute started functioning from July, 1958 and has admitted the second batch of students to the undergraduate courses this year. A few post-graduate courses and refresher courses were also conducted at the Institute during the Session 1958-59

Higher Technological Institute, Madras

459. { Shri Ram Krishan Gupta:
Shri R. C. Majhi:
Shri Subodh Hansda:
Shri S. C. Samanta:

Will the Minister of Scientific Research and Cultural Affairs be pleased to refer to the reply given to Starred Question No 329 on the 17th February, 1959 and state at what stage is the scheme for opening of Higher Technological Institute at Madras with the aid of Federal Republic of Germany?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr M. M. Das). The Higher Technological Institute at Madras known as the Indian Institute of Technology, Madras has started functioning. The first batch of 120 students was admitted in July, 1959 to the first year of the Engineering Courses

Deposits of Coal in Jammu and Kashmir

460. Shri D. C. Sharma: Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether any new deposits of coal have been found in Jammu and Kashmir by the Geological Survey of India,

(b) if so, the nature of coal deposits found;

(c) whether any assessment has been made about the quantity of coal deposits in that area; and

(d) if so, the rough estimate thereof?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) The existence of coal deposits in Jangal Gali and Kalakot areas of Jammu and Kashmir was already known. The Geological Survey of India, however, have recently discovered an important coal horizon as a result of drilling in the Jangal Gali area. Drilling in the Muttal-Lain area has also revealed a number of coal seams one of which is over 21 feet thick.

A sizeable block of coal has also been proved recently in the Bargon block of Kalakot coal field area with a seam varying in thickness from 9 ft. to 23 ft.

(b) The coal seams in Lain area appear to be low volatile, high in ash and fairly low in sulphur. Coal from one of the seams encountered so far is, however, superior in quality and may approach grade I coal.

(c) and (d). Reserves have as yet only been partially estimated as the work is still in progress. The area is structurally complicated and considerable amount of further work and interpretation would be necessary before reliable estimation can be made. In Bargon block of Kalakot coal field area, however, reserves of the order of 2.5 million tons have been proved down to a depth of 500 ft., but more detailed investigations are still in progress.

I.A.S. (Special Recruitment) Examination, 1956

461. Shri D. C. Sharma: Will the Minister of Home Affairs be pleased to state:

(a) the number of candidates who have been appointed upto the 31st July, 1959, as a result of the I.A.S.

(Special Recruitment) Examination held in 1956; and

(b) when the remaining candidates are likely to be appointed?

The Minister of Home Affairs (Shri G. B. Pant): (a) and (b). Attention is invited to the reply given to the Starred Question No. 1940 on the 21st April, 1959. Ten candidates are still to be absorbed, out of whom one candidate is expected to join in August, 1959. Efforts are being made to absorb the remaining candidates in the I.A.S. cadres of the States.

Oceanography of Western Coast

462. / Shri D. C. Sharma:
Shri P. K. Deo:

Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) the steps taken to study the Oceanography of the Western Coast of India with particular reference to Bombay Coast; and

(b) the results thereof?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) At present, limited studies in Oceanography of the Western Coast of India are being carried out by the following organisations:—

(i) *Indian Meteorological Department*—Collecting surface temperature data and water samples with the help of the Indian Merchant Navy.

(ii) *Central Marine Fisheries Research Station, Mandapam*—Collecting Sea Water Samples and their analysis with the help of the Indian Naval and Indian Merchant Naval vessels and with its own fishing vessels.

(iii) *Geodetic and Research Branch, Survey of India*—Maintaining tide gauges at the Indian ports.

(iv) *The Oceanographic Research Wing of the Central Board of Geophysics*.—Undertaking studies in the fundamental aspects of Oceanography including temperature, salinity, density, microseisms in the waters off the Cochin coast in close collaboration with the Indian Naval Physical Laboratory

(v) *The Naval Hydrographic Office, Dehra Dun*.—Survey of the Arabian Sea for mapping the sea floor

(vi) *Kerala University*.—Carrying out Oceanographic Studies in the in-shore waters off the Cochin Coast

(vii) *Institute of Science, Bombay*.—Mainly marine biological work

(b) The main results of the studies undertaken by the above organisations are indicated below

(i) Records of salinity at different depths are regularly maintained in Bombay harbour. Observations of the density of sea water at the surface are taken by the Indian Meteorological Department almost daily at Colaba and at Alibag (18 miles off Bombay) and it has been observed that during monsoon the density fluctuates widely. Intensive data on temperature and salinity are kept by the Central Marine Fisheries Research Station at Calicut, Cochin and Madras. Water samples collected by the vessels are sent to Mandapam for study along with temperature readings.

(ii) As a result of the Drift-card measurements carried out by the Indian Naval Physical Laboratory as well as the Central Marine Fisheries Research Station it has been possible to get some idea of the coastal currents. The observations on upwelling on the Western coast show that upwelling begins earlier in the season in the south than in the north.

(iii) The wind and wave observations over the Arabian sea have been analysed by the Indian Meteorological Department. With winds upto 17 knots, most common wave periods were in the range of 5-7 secs. With higher winds upto 32 knots, the range

was 7-9 secs. Some photographs of the sea surface have been analysed at the Indian Naval Physical Laboratory with a view to arriving at a quantitative definition of the sea state.

(iv) Routine measurement on microseisms have been carried out at Cochin and the records show that the intensity is repeatedly built up in the morning with a maximum in the forenoon and falls to very low values in the afternoon.

(v) Studies on fouling organisms and associated temperature and salinity conditions are progressing at the Indian Naval Chemical and Metallurgical Laboratory at Bombay and also at Andhra University, Waltair.

(vi) Separate tidal pamphlets are published for Bombay and the Ports of the Hooghly and Rangoon rivers, in addition to the tide tables published for all the other ports by the Survey of India. In a number of cases there is evidence of significant changes in the sea-bed, local configuration of the land in river estuaries which has a considerable influence on the tidal concurrences.

Grants to Punjab University

463 Shri D C Sharma. Will the Minister of Education be pleased to state

(a) the total amount of loan or grant paid by the University Grants Commission to the Punjab University for the construction of hostels during 1957-58 and 1958-59,

(b) the total financial assistance given to the above university for setting up "Students' Aid Fund" during the above period, and

(c) the amount of loan or grant proposed to be given during 1959-60?

The Minister of Education (Dr. K. L. Shrimali): (a) 1957-58—Rs 1,00,000 (Grant) and 1958-59—Rs 8,00,000 (Grant)

(b) Nil

(c) Rs 9,80,000 (estimated grant for hostels and Students' Aid Fund).

Banking Companies

464. **Shri D. C. Sharma:** Will the Minister of Finance be pleased to state that value of assets realised by the banking companies in India under the Indo-Pakistan Banking Agreement 1949 during the period April to July, 1959, month-wise?

The Minister of Finance (Shri Morarji Desai): According to the available information the realisations by Indian banks in West Pakistan, against their advances, in respect of which assistance was sought under the banking agreement, amounted to Rs. 1,12,541 during May, 1959. There were no realisations during April, June and July, 1959.

Supply of Coal to Pakistan

465. **Shri D. C. Sharma:** Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) the total tonnage of coal despatched to Pakistan during the year 1959 (upto the 30th June) as compared to the despatches made during the corresponding months in 1958;

(b) the total monthly allotment of wagons for loading of coal to be despatched to both wings of Pakistan during the first six months of 1959; and

(c) the total number of wagons actually loaded and despatched during the same period?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) Total despatches (in tons) to both wings of Pakistan.

Month	1958	1959
January	84,330	95,122
February	100,411	74,986
March	106,517	199,393
April	90,538	193,137
May	106,888	51,671
June	62,058	54,120
TOTAL	550,742	468,429

(b) and (c).

Month	Allotment of wagons	Actual loading and despatches of wagons
January '59	4632	4500
February '59	3057	2978
March '59	5072	5047
April '59	3963	3843
May '59	2772	2511
June '59	2460	2460*
TOTAL	21756	21339

*Approximate based on allotment figures.

Commonwealth Scholarships

466. **Shri Ram Krishan Gupta:**
Shri Sarju Pandey:

Will the Minister of Education be pleased to refer to the reply given to Unstarred Question No. 392 on the 17th February, 1959 and state:

(a) whether the new scheme of Commonwealth Scholarships and fellowships has since been finalised; and

(b) if so, the main features thereof?

The Minister of Education (Dr. K. L. Shrimall): (a) The Scheme has been considered by the Commonwealth Conference; but, it has not been finalised, as yet

(b) Does not arise.

Death of Delhi Students at Dwarka

467. **Shri Ram Krishan Gupta:**
Shri Bhakt Darshan:

Will the Minister of Education be pleased to refer to the reply given to Starred Question No. 1474 on the 23rd March, 1959 and state:

(a) whether Government have since received the report of Committee appointed to hold enquiry into the circumstances which led to the death

of two students from Delhi at Dwarka; and

(b) if so, the findings thereof?

The Minister of Education (Dr. K. L. Shrimati): (a) Yes, Sir.

(b) The report is under examination and a copy of the same will be placed on the Table of the Lok Sabha shortly.

Training School of Archaeology, New Delhi

468. Shri Ram Krishan Gupta: Will the Minister of Scientific Research and Cultural Affairs be pleased to refer to the reply given to Starred Question No. 501 on the 20th February, 1959 and state at what stage is the proposal of opening a Training School of Archaeology in New Delhi?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): The proposal for opening a Training School of Archaeology has been finally approved and the first course will commence in the first week of October this year. Applications for the course have been invited by advertisement in the Press

Sudan House

469. Shri Shivananjappa: Will the Minister of Defence be pleased to state:

(a) whether it is a fact that a Sudan House has been inaugurated at the National Defence Academy (Khadakwasla); and

(b) if so the reasons to name it as 'Sudan House'?

The Minister of Defence (Shri Krishna Menon): (a) Yes Sir; the main administrative building of the National Defence Academy, Khadakwasla, was named as "Sudan Building" on 30th May, 1959.

(b) In 1941 the Sudan Government placed at the disposal of the Government of India a sum of £100,000 as a token of appreciation of the services rendered by Indian troops in the

defence of Sudan territory. After partition, India's share of the Sudan Government's gift was £70,000.

The Government of India in consultation with the Government of Sudan decided in 1945 that the Sudan Government's gift should be utilised in establishing a Defence Academy in the country.

To keep alive the name of the Donor and the spirit of the gift, the administrative building of the National Defence Academy has been named as "Sudan Building".

Mapping of Kothagudam and Tandur Areas

4. { Shri Nagi Reddy:
Shri A. K. Gopalan:
Shri Vasudevan Nair:
Shri Kunhan:

Will the Minister of Steel, Mines and Fuel be pleased to refer to the reply given to Unstarred Question No 1677 on the 10th March, 1959 and state:

(a) the steps taken so far for mapping of about 100 sq miles in Kothagudam and Tandur areas;

(b) the amount allotted for the same, and

(c) when the work is proposed to be started?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) and (c). Geological mapping proposed in the area is of a detailed nature and it is considered that it could be more advantageously carried out concurrently with drilling. It is proposed to undertake this work during the current year.

(b) No separate financial provision is made for carrying out geological surveys and investigation of mineral resources in individual States. The expenditure incurred is met from the sanctioned grant of the Department as a whole.

U.S. Loans

471. { Shri Nagi Reddy:
Shri A. K. Gopalan:

Will the Minister of Finance be pleased to refer to the reply given to Starred Question No 132 on the 12th February, 1959 and state

(a) whether the Government of India in consultation with the Reserve Bank have selected the licences to ask the United States Government to reimburse the amount from the United States 10 Million Dollar loan,

(b) if so, what are the licences that have been selected, and

(c) what is the rate of recovery from those persons or industries to whom loans are granted?

The Minister of Finance (Shri Morarji Desai): (a) to (c) The loan or credit is in foreign currency to the Government of India and was obtained to assist it to finance the overall capital goods imports under current policy. Withdrawals from this credit can be made by the Government to replenish its foreign exchange holdings already drawn upon or being drawn upon, by private capital goods imports falling within the scope of the agreement for which Government had issued licences on their ordinary policy for such imports

There is no loan granted to any person or industry and therefore there is no question of recovery from those persons or industries. The Government retains sums drawn from the DLF credit and thereby recoups itself for the foreign exchange being utilised for some of the private capital goods imports

All records of payments in foreign exchange made after 1st September, 1958 for capital goods imports of the categories falling within the agreement are being scrutinised and where eligible are being reimbursed by the Development Loan Fund of the United States.

The loan is repayable in Indian currency by the Government of India.

Coal Washeries

472. { Shri Pangarkar:
Shri S. A. Mehdil:

Will the Minister of Steel, Mines and Fuel be pleased to state.

(a) the number of coal washeries established so far in India,

(b) whether any coal washeries are to be established during the year 1959-60, and

(c) if so, the names thereof?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) There are four coal washeries working three in private sector at West Bokaro, Jamadoba and Lodna and one in public sector at Kargali

(b) and (c) The Durgapur coal washery, which is an integral part of the Durgapur Steel Plant, and the Dugda coal washery are expected to be completed by the end of 1959 and 1960 respectively. The Associated Cement Company propose to set up a washery at their Nowrozabad colliery in Madhya Pradesh

Assistants in the Central Secretariat

473. Shri Goray: Will the Minister of Home Affairs be pleased to state:

(a) the number of Assistants in the Central Secretariat who have not been confirmed so far,

(b) how many of them are temporary and how many are quasi-permanent, and

(c) what steps Government contemplate to make them permanent?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b) There are about 1,300 temporary Assistants in the Central Secretariat Service at present who are not confirmed in any post or grade under Government. Out of this number, about 500 are quasi-permanent

Assistants and the rest purely temporary Assistants.

(c) About 280 out of the 1,300 temporary Assistants mentioned in the reply to parts (a) and (b) of the Question will very shortly get confirmed in Grade IV of the Central Secretariat Service against permanent maintenance vacancies available in the departmental quota of this Grade. The remaining persons will also be eligible for confirmation in Grade IV in their turn as and when further permanent vacancies in the departmental quota of the Grade become available.

केन्द्रीय सचिवालय में बचत करने के लिये
सर्वेक्षण

४७४ { श्री रघुनाथ तिहारी
पंडित द्वादश नाम तिवारी

क्या वित्त मंत्री यह बताने को रुपा करेंगे कि

(क) क्य यह सच है कि उनके बचत विभाग ने कुछ बचत करने के उद्देश्य से गृह-कार्य, प्रतिरक्षा और वैदेशिक-कार्य मन्त्रालयों का सर्वेक्षण किया है, और

(ख) यदि हाँ, तो उसने क्या सिफारिशें की हैं ?

वित्त मंत्री (श्री भोरारजी देसाई) :
(क) वैदेशिक-कार्य मन्त्रालय और प्रतिरक्षा मन्त्रालय के सम्बन्ध में कुछ काम हुआ है, लेकिन गृह-कार्य मन्त्रालय, वैदेशिक-कार्य मन्त्रालय और प्रतिरक्षा मन्त्रालय में से किसी मन्त्रालय का सर्वेक्षण अभी तक नहीं किया गया है।

(ख) यह सवाल पैदा नहीं होता।

गैर-कानूनी आनेयास्त्रों का निर्माण

४७५. श्री रघुनाथ तिहारी : क्या गृह-कार्य मंत्री यह बताने की रुपा करेंगे कि भारत में गैर-कानूनी आनेयास्त्रों का निर्माण करने

वाले किसने कारबाही का यत तीन वाह]
के अन्दर पता चला है ?

गृह-कार्य मन्त्रालय ने राज्य-मंत्री (श्री बालार) : गैर-कानूनी फायर-मार्ट्स बनाने वाले किसी कारबाही का कोई मामला सरकार के सामने नहीं आया है। चार मामलों में कुछ लोगों के पास से फायर-मार्ट्स के भाग और कुछ ऐसा सामान बरामद हुआ है जो फायर-मार्ट्स बनाने के काम में लाया जा सकता था।

Pakistani Nationals in U.P.

476. Shri Vajpayee: Will the Minister of Home Affairs be pleased to state:

(a) the number of Pakistani nationals detected in Uttar Pradesh during 1958-59 who have been living by falsely declaring themselves as Indian citizens; and

(b) the action taken against them?

The Minister of Home Affairs (Shri G. B. Pant): (a) 154 such persons were arrested in U.P. during the calendar year 1958. Later information is not yet available.

(b) Prosecution is launched against such persons for unlawful entry or unauthorised residence under the Indian Passport Act or the Foreigners Act, as the case may be. Deportation is resorted when they do not leave even after conviction.

Christian Missionaries

477. { Shri Narayananarkutty Menon:
Shri Punnoose:

Will the Minister of Home Affairs be pleased to state:

(a) whether Government keep any check on the funds sent to the Christian Missionaries in India by foreign countries; and

(b) if so, the nature of the check exercised?

The Minister of Home Affairs (Shri G. B. Pant): (a) No.

(b) Does not arise

Special Supreme Court Bench for Industrial Disputes

478 { Shri Ram Krishan Gupta:
Shri Shivananjappa:
Pandit Munishwar Dutt
Upadhyay:
Shri M. L. Dwivedi:

Will the Minister of Home Affairs be pleased to state at what stage stands the proposal to set up a special bench in the Supreme Court to deal exclusively with Industrial disputes to expedite their disposal?

The Minister of State in the Ministry of Home Affairs (Shri Datar): No proposal to constitute such a special bench of the Supreme Court is under consideration

Soviet Assistance for Barauni Oil Refinery

479 { Shri Ram Krishan Gupta:
Shri D. C. Sharma:
Shri Ajit Singh Sarhadi:
Shri Keshava:
Pandit D. N. Tiwary:
Shri Jaipal Singh:
Shrimati Mafta Ahmed:
Pandit Munishwar Dutt
Upadhyay:
Shri M. L. Dwivedi:
Shri Bhanja Deo:
Shri S. M. Banerjee:
Shri M. B. Thakore:
Shrimati Ila Palchoudhuri:
Shri Morarka:

Will the Minister of Steel, Mines and Fuel be pleased to refer to the reply given to Starred Question No 2023 on 24th April, 1959 and state-

(a) whether the negotiations with USSR regarding assistance for the setting up of Barauni refinery have been finalized;

(b) if so, the details thereof;

(c) the nature of the steps taken so far in setting up oil refinery at Barauni; and

(d) the total cost involved in setting up the refinery and the foreign exchange content of it?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) No, Sir

(b) Does not arise

(c) The possible sites in and around Barauni have been inspected and a tentative decision taken on the site to be selected. Steps to recruit personnel have been taken

(d) The total cost can be assessed only after conclusion of an agreement with USSR Government

Panna Diamond Mines

480. **Shri Ram Krishan Gupta:** Will the Minister of Steel, Mines and Fuel be pleased to refer to the reply given to Starred Question No 2025 on the 24th April, 1959 and state the nature of decision taken for setting up an autonomous statutory corporation or company for the Panna Diamond Mines?

The Minister of Mines and Oil (Shri K. D. Malaviya): Government as yet have taken no decision on the subject and the matter is still under examination

Institutions run by Catholic Churches in India

481. { Shri A. K. Gopalan:
Shri Kunhan:

Will the Minister of Home Affairs be pleased to state.

(a) the total amount of money received from foreign countries by institutions run by the Catholic Churches in India during the first six months of 1959,

(b) the institutions which received this help and the amount given to each, and

(c) the countries from which this help was received?

The Minister of Home Affairs (Shri G. B. Pant): (a) to (c) A statement giving the latest information available is laid on the table of the House

STATEMENT

Statement showing the amount of funds received in India from abroad by 'Christian missionaries'.

Area/country	Figures in Rupees Lakhs	*January 1959
	2 April 1959	
United Kingdom	68 3	
Malaya	0 3	
Others	1 4	
Total Sterling Area	70 0	
U S A	264 2	
Canada	11 6	
Others	0 1	
Total Dollar Area	275 9	
West Germany	7 9	
Switzerland	1 6	
Others	14 6	
Total O E F C countries	24 1	
Rest of Non-Sterling Area	0 2	
All areas Total	370 2	

NOTE Information as to how much of this amount was received by Catholic Churches in India and the names of the recipient institutions is not available

*Latest period for which figures are available

Central Institute for Training of Hindi Teachers at Agra

482. *Shri Vajpayee:*
Shri Ram Krishan Gupta:

Will the Minister of Education be pleased to state

(a) the nature of steps taken so far for setting up of the Central Institute to train Hindi Teachers at Agra, and

(b) whether any State Government has been asked to share the economic burden for setting up of the institute?

The Minister of Education (Dr. K. L. Shriman): (a) A statement is attached

(b) No, Sir.

STATEMENT

A resolution (No F 9-16/58-H 1 dated 19-5-1959) has been published in the Gazette of India dated 30-5-1959 (Part I, Section I), providing for the establishment of the Kendriya Hindi Shikshaka Mahavidyalaya to run under the management of a Mandal called the Kendriya Hindi Shikshana Mandal. The Memorandum of Association and Rules in respect of the Mandal have been finalised and steps to get the institution registered under the Societies Registration Act of 1860 will be taken as soon as nominations from various voluntary organisations are received

Workcharged Staff in Archaeology Department

483. **Shri S. M. Banerjee:** Will the Minister of Scientific Research and Cultural Affairs be pleased to state

(a) the number of workcharged staff in the Department of Archaeology who completed 10 years of service on the 1st July, 1950,

(b) the number of such persons confirmed as permanent,

(c) whether any steps have been taken to create permanent posts thereafter, and

(d) if not, the reasons therefor?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) 113

(b) 82

(c) and (d) The matter is under examination

Rating of Loan in London Money Market

484. **Shri N. R. Muniswamy:** Will the Minister of Finance be pleased to state:

(a) whether it is a fact that the Government of India have decided to raise loans in the London money market;

(b) if so, on what conditions and terms; and

(c) the amount of the loan?

The Minister of Finance (Shri Morarji Desai): (a) No such decision has been taken.

(b) and (c). Do not arise.

State Bank of India

485. **Shri N. R. Muniswamy:** Will the Minister of Finance be pleased to state the number of branches of State Bank of India opened in 1959 so far?

The Minister of Finance (Shri Morarji Desai): During the period from the 1st January to the 31st July, 1959, the State Bank of India has opened 56 branches at various centres in India.

आदिम जातियों में सानावदोशी

४८६. श्री भक्त बद्रेन का गृह-कार्य मंत्री १३ मार्च, १९५६ के तारांकित प्रश्न संवदा १२०६ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या आदिम जातियों में सानावदोशी कम करने के उपायों और साधनों का सुझाव देने के लिये नियुक्त की गई उपसमिति ने इस बीच अपनी रिपोर्ट दे दी है, और

(ल) यदि हा, तो उस पर क्या कार्य-वाही की गई है?

उप गृह-कार्य पंजीय (बोर्डी आव्हा) :

(क) जी नहीं।

(ल) प्रस्तु नहीं उठता।

Foam Glass

487. **Shri Jhulan Singh:** Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) the value of foam glass now being manufactured in the country as a result of the investigations carried out at the Central Glass and Ceramic Research Institute;

(b) the uses to which it is being put; and

(c) the amount of Foreign Exchange saved on this account?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) The manufacture of foam glass has not yet started.

(b) and (c). Do not arise.

Development of Modern Indian Languages

488.

Shri Tridib Kumar Chandhuri: Shri Subodh Hansda: Shri S. C. Samanta: Shri Vajpayee: Shri Raghunath Singh: Shri Ram Krishan Gupta: Shri Panigrahi: Shri Pahadina:
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Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether it is a fact that Government have asked the State Governments to put forward their proposals regarding financial assistance that the latter would require for development of Modern Indian languages except Hindi and Sanskrit;

(b) which are the States that have forwarded their proposals to the Central Government upto now; and

(c) what amount, if any, has already been allotted to the various State Governments as grants or loans for this purpose, together with the amount already drawn?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) Yes, Sir.

(b) and (c). During 1958-59 the following State Governments asked for grants and the amounts sanctioned are shown against each:

State Government	Amount of Grant
	Rs
Assam	4,900
Jammu & Kashmir	1,400
Madhya Pradesh	4,000
Punjab	27,000
Rajasthan	6,514
West Bengal	43,800
Mysore	Nil
Kerala	Nil
Orissa	Nil
Andhra Pradesh	Nil

The State Government of Madhya Pradesh have not drawn the amount. Information regarding the other State Governments is not available.

During 1959-60 requests for grants have been received from the following two State Governments and they are under consideration:

1. West Bengal
2. Assam.

Income-tax

489. Shri Subiman Ghose: Will the Minister of Finance be pleased to state how many persons have been assessed during 1958-59 for income-tax on an annual income of over a lakh of rupees and over fifty thousand rupees within Burdwan district (West Bengal)?

The Minister of Finance (Shri Morarji Desai): The persons assessed during 1958-59 within Burdwan district (West Bengal) for income-tax on an annual income of over a lakh of rupees were 16 and over fifty thousand (but less than one lakh) rupees were 63.

Gold Dust at Mohadi Taluka, Jamner 490. Shri Amar: Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether it is a fact that gold dust was found at Mohadi Taluka, Jamner, Jalgaon District Bombay State when digging the tank,

(b) if so, whether Government have taken laboratory tests about the percentage of gold content;

(c) whether Government have taken steps for geological survey of that area, and

(d) if so, the results of the survey?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) No, Sir

(b) Does not arise

(c) and (d) The area was mapped in the early days of the Geological Survey of India. Volcanic rocks, known in Indian Geology as Deccan traps, are found in the area and this rock is not likely to contain any gold.

Depressed Classes League

491. Shri B. C. Mullick: Will the Minister of Home Affairs be pleased to refer to the Report of Commissioner for Scheduled Castes and Scheduled Tribes page 165, item No XIII and state:

(a) whether the Government of Orissa have set up an evaluation committee to evaluate the work done by the Depressed Classes League in the State; and

(b) if not, when it will be set up?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) No.

(b) The question is being examined by the State Government.

All India Audit and Accounts Association

492. { Shri Tangamani:
Shri A. K. Gopalan:
Shri H. N. Mukerjee:

Will the Minister of Finance be pleased to state:

(a) whether it is a fact that the recognition of all India Audit and Accounts Association was withdrawn recently; and

(b) if so, what are the reasons therefor?

The Minister of Finance (Shri Morarji Desai): (a) Yes

(b) For violating the terms and conditions of its recognition.

हिमाचल प्रदेश में दूसर्य अध्यय शिक्षा

४६३. ओं पदम देव : क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि -

(क) वर्ष १९५८-५९ में हिमाचल प्रदेश में दूसर्य अध्यय शिक्षा के सम्बन्ध में क्या काम किया गया है,

(ख) उस वर्ष प्रशासन पर कितना बन व्यय हुआ और यात्रा मत्तों तथा दैनिक मत्तों के रूप में कितना दिया गया, और

(ग) क्या यह सच है कि मन्त्र लेत्रों की तुलना में शहरों में अधिक काम किया जा रहा है?

शिक्षा मंत्री (दा० ओंभालो) : (क) (१) स्कूलों और अध्यापक प्रशिक्षण संस्थाओं में दूसर्य अध्यय सहायक साधनों का वितरण,

(ख) दूसर्य अध्यय शिक्षा पर नेपीनार व प्रशिक्षण पाठ्यक्रमों का आडोजन,

(ग) दूसर्य अध्यय पुस्तकालय को दूसर्य अध्यय सामग्री की सप्लाई,

(घ) शिक्षा संस्थाओं में फ़िल्मों और एट्रियो का प्रदर्शन, और

(ङ) विद्यार्थियों के रेडियो प्रोशासन को लोकप्रिय बनाना।

(ज) ७१,२६८ ०० रुपये प्रशासन वर और ८०६ ०० रुपये सफ़र मत्ते और दैनिक मत्ते के लिये।

(ग) जी, नहीं।

Tata Iron and Steel Company Limited

494 Shri Achar: Will the Minister of Finance be pleased to state:

(a) whether the Tata Iron and Steel Company Limited have applied to the Controller of Capital Issues to increase their share capital;

(b) if so, by what amount,

(c) whether the Controller has given permission to do so, and

(d) if so, for what reasons?

The Minister of Finance (Shri Morarji Desai): (a) to (d). The Tata Iron and Steel Company Limited applied to the Controller of Capital Issues for consent to the issue of capital of Rs 8,38,77,900. Permission has been given to the company for the issue of capital as applied for. The company wanted to issue this additional capital for the following reasons:

(i) to reduce the disparity between its share capital and its total borrowings and to honour the commitment in the loan agreement with the World Bank to maintain, as far as possible, parity between debt and equity capital;

(ii) to repay temporary borrowings; and

(iii) to make its financial position a little more liquid for the completion of its capital expenditure programme

Survey of Iron Ore in Mysore State

495 Shri Achar: Will the Minister of Steel, Mines and Fuel be pleased to state-

(a) whether any geological survey has been conducted in the districts of South Canara and North Canara in Mysore State with a view to find out the extent and nature of the iron ore in that area,

(b) if so, the result of such survey, and

(c) if no such investigation has been made whether Government propose to take up such a survey?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) and (b) Yes, Sir As a result of reconnaissance survey carried out by Geological Survey of India in 1951-52 and 1952-53 in parts of South Canara district iron ore occurrences were recorded at Venakal Reserved Forest, Mujur Reserved Forest, on Puttukal Hilllock, in and around Perdal, near Chilmetteru and in parts of Nidle in Puttur and Kasaragod taluks. The iron ore bodies were considered to be moderate in size and from low to medium grade in quality. The reserves were also not considered large and therefore no further detailed investigation was carried out. The reported occurrences of Lateritic iron ore near the villages of Kalchee, Mensigaddi and Hulekal in North Canara were examined in 1948-49, and since surface indications were not encouraging no further investigation was carried out.

(c) Does not arise

Engineering Colleges

496 { Pandit Munishwar Dutt
Upadhyay:
Shri M. L. Dwivedi

Will the Minister of Scientific Research and Cultural Affairs be pleased to state

(a) how many Engineering Colleges are working in the country and how

many are to be added upto the end of the Second Five Year Plan;

(b) what has been the rate of admission for Engineering Colleges since 1951 and what is the number of full-fledged Engineers and Diploma-holders turned out from these institutions during this period; and

(c) how many applications for admissions have been refused in 1958-59 for want of accommodation?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr M. M. Das): (a) At present there are 22 Colleges of Engineering and Technology working in the country. 9 new colleges are expected to come into being by the end of the current plan period.

(b) The intake and out-turn figures from 1951 to 1958 as reported to the Ministry are given below

Year	Degree		Diploma	
	Intake	Out-turn	Intake	Out-turn
1951	4,788	2,693	6,216	2,626
1952	5,184	2,946	6,499	2,654
1953	5,450	2,880	7,213	2,747
1954	5,468	3,207	8,313	3,397
1955	5,937	4,017	9,397	4,072
1956	6,367	4,293	9,999	4,075
1957	9,778	4,290	15,995	5,034
1958	11,046	4,571	19,932	6,021

(c) The required information is not available

Grants to Punjab, Aligarh and Banaras Universities

497 Shri Daljit Singh: Will the Minister of Education be pleased to state the amount given as grants so far to the following universities during 1958-59 and 1959-60 separately:

- (i) Punjab University,
- (ii) Aligarh University, and
- (iii) Banaras University?

The Minister of Education (Dr. K. L. Shrimall):

Name of the University	Amount given in			
	1958-59	1959-60	(all 15.7.1959)	
	Rs	nP	Rs	nP
(i) Punjab University	48,32,186	35	5,406	00
(ii) Aligarh Muslim University	68,91,034	87	10,26,629	31
(iii) Banaras Hindu University	66,12,025	94	13,90,200	00

Archaeological Survey in Mysore

498. Shri Wedeyar: Will the Minister of Scientific Research and Cultural Affairs be pleased to state.

(a) whether the survey of ancient temples and places of archaeological and historical importance has been completed in Mysore, and

(b) whether Government have finalised the list of monuments of national importance in that State?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) No Sir Only 252 villages have so far been surveyed

(b) Not yet, Sir

Income-Tax from Punjab

499 Shri Daljit Singh: Will the Minister of Finance be pleased to state

(a) the number of assessee in Punjab from whom income-tax could not be realized during 1958-59, district-wise, and

(b) amount of income-tax arrears at present, district-wise?

The Minister of Finance (Shri Morarji Desai): (a) and (b) The information is not readily available and as being collected. A statement giving the information will be laid on the Table of the House as early as possible

All India Council of Sports

500 Shri H. N. Mukerjee: Will the Minister of Education be pleased to state

(a) what is the number of meetings held and the nature of decisions reached by the All India Council of Sports since its appointment, and

(b) whether Government have reviewed the work done by the said Council so far?

The Minister of Education (Dr. K. L. Shrimall): (a) Nine A statement on the nature of the decisions taken is laid on the Table

(b) The work of the All India Council of Sports has been reviewed by the Ad Hoc Enquiry Committee on Sports which submitted its report in February 1959. On the basis of the recommendations of this Committee, the Council has been reconstituted with effect from 2nd March, 1959

STATEMENT

The All India Council of Sports is an advisory body without any executive powers. The nature of the decisions taken by the Council from its constitution in November 1954 to its dissolution in November 1957 was as follows —

1 The Council recommended that grants may be paid to

(a) National Sports Organisations recognised by the Council for

- (i) sending teams abroad and inviting foreign teams to India,
- (ii) holding coaching camps
- (iii) purchase of sports equipment
- (iv) holding National Championships

(b) State Governments and National Sports Organisations for construction of stadia and guest houses

(c) National Sports Organisations State Sports Councils for the appointment of paid Secretaries

(d) Universities for the purchase of sports equipment

(e) Coaching Camps conducted by the Council itself for necessary expenditure

On the basis of the recommendations of the Council, an aggregate amount of Rs 23 lakhs was paid for the purposes mentioned above during the period November 1954 to February, 1959

2 On the recommendations of the All India Council of Sports, the Ministry of Education is awarding every year a running trophy (known as Abul Kalam Azad Trophy) to the University which produces the largest number of players for participation in National/International Events during one academic year

3 On the basis of the recommendations of the recent Ad Hoc Enquiry Committee on Sports, the All India Council of Sports has been reconstituted with effect from 2nd March, 1959. The nature of the principal decisions taken by the reconstituted Council is as under—

- (1) The State Sports Councils may be reconstituted on the lines of the All India Council of Sports.
- (2) An enquiry may be made into the criticisms against the Board of Control for Cricket in India.
- (3) An integrated Coaching Scheme may be set up on an All India basis.
- (4) The Committee administering the Rajkumari Sports Coaching Scheme may be reconstituted and got registered under the Societies Registration Act, 1860.
- (5) Financial assistance may be given for the development of sports and games during the remaining period of the Second

Five Year Plan on the following basis—

	(Rs. in lakhs)
1 National Coaching Scheme	
(a) Establishment of Central Institute of Coaching	15.00
(b) Rajkumari Sports Coaching Scheme	8.00
2 Construction of Stadia	3.00
3 Grants to National Sports Federations	4.00
4. Provision of Play-fields and Equipment in the Educational Institutions	57.00
5 Popularisation of Games and Sports in Rural Areas	8.00
6 Organisational expenses of the Federations/Associations/ State Sports Councils etc	5.00
TOTAL	100.00

The Government of India have accepted the above recommendations and action to implement them is being taken

Dogra Folk Songs

501 Shri Hem Raj: Will the Minister of Scientific Research and Cultural Affairs be pleased to state the steps taken by Government to preserve the folk songs of the Dogra area of Kangra and Jammu and print them in a booklet form?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): Folk songs of the Dogra area of Kangra and Jammu have been recorded by the All India Radio for broadcast programmes. The proposal for printing some of them in a booklet form is under examination of the Ministry of Information and Broadcasting

2 A film on "Kangra-Kulu-Valley" and another on "Jammu" are proposed to be produced by the Films Division. If possible, the folk songs of these areas will be included in these films

Vigyan Mandirs

502. { Shri Hem Raj:
Shri Siddhiah:
Shri Ram Krishan Gupta:
Shri Ajit Singh Barhadri:

Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) the number of Vigyan Mandirs proposed to be set up during the years 1959-60 and 1960-61, State-wise;

(b) the names of the places selected for the purpose;

(c) whether the cost will be borne wholly by the Centre; and

(d) if not, the contribution which the State Governments would have to make?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) Three in each State—two during 1959-60, and one during 1960-61.

(b) A statement is laid on the Table of the House showing the locations of the Vigyan Mandirs established and of the sites approved on the recommendations of State Governments for establishment of additional Vigyan Mandirs during 1959-60. Locations of Vigyan Mandirs to be set up hereafter have not yet been decided.

(c) and (d). Yes, except on the accommodation, which is provided either by State Governments or by private agencies.

STATEMENT

- 1 Moodabidri, Distt. South Kanara (Mysore)
- 2 Devarayasamudram, Distt. Kolar (Mysore).
- 3 Mayasandra, Distt. Tumkur (Mysore)
- 4 Nowgong, Distt. Chattarpur (Madhya Pradesh).
- 5 Amadalavalasa, Distt. Srikakulam (Andhra Pradesh).

6. Haveli Kharagpur, Distt. Monghyr (Bihar).

7. Vaishali, Distt. Muzaffarpur (Bihar).

8. Penukonda, Distt. Anantpur (Andhra Pradesh).

9. Jorhat, Distt. Sibaagar (Assam).

10. Phoolpur, Distt. Allahabad (U.P.).

11. Saidpur, Distt. Ghazipur (U.P.).

पैट्रोल की खपत

५०३. डा० राम सूभद्र सिंह : क्या इस्तात, साल भीर हिंदून मंडी यह बताने की हुया करेंगे कि :

(क) क्या सरकार ने तृतीय पंचवर्षीय योजना काल के लिये देश में पैट्रोल भीर अन्य स्थानों की खपत का अनुमान लगाया है ;

(ल) यदि हां, तो द्वितीय पंचवर्षीय योजना काल की तुलना में कितने भीर पैट्रोल तथा अन्य स्थानों की आवश्यकता पढ़ी : भीर

(ग) उस अतिरिक्त मात्रा का प्रबन्ध करने के लिये सरकार क्या कार्यवाही कर रही है ?

साल भीर तेल मंडी (भी के० ड० मालवीय) : (क) भीर (ल) तृतीय पंचवर्षीय योजना काल के लिये देश में पैट्रोल भीर अन्य स्थानों की खपत का अधिक अनुमान लगाया है। स्वाभाविक है कि जिस काल के लिये ये अनुमान लगाये गये हैं उस के निकट आने पर इन प्रतिम अनुमानों पर समय समय पर पुनः विचार किये जायेंग। बर्तमान अनुमानों के अनुसार, द्वितीय पंचवर्षीय योजना की समाप्ति तक पैट्रोल उत्पादों की कुल वार्षिक खपत ७० लाख टन होगी भीर तृतीय पंचवर्षीय योजना के समाप्त होने तक हमारी अनुमानित आवश्यकताये, यदि प्राचिक नहीं, तो एक करोड़ बीच लाख टन तक बढ़ जायेगी।

(म) इस समय विस्तार के जात्य वह बताना सम्भव नहीं है कि तृतीय पंचवर्षीय योजना काल में पैट्रोल उत्पादों की बड़ती हुई आवश्यकताओं को पूरा करने के लिये कौन सी कार्यवाही की जावेगी। पैट्रोल उत्पादों की ज्ञात के कार्यक्रम को बढ़ाने के लिये तथा सरकारी लेन्व में दो शोबन-शालाओं (Refineries) को स्थापित करने के लिये कार्यवाही की जा चुकी है। इन शोबन-शालाओं का तृतीय पंचवर्षीय योजना काल के प्रारम्भ में बताना निश्चित किया गया है। इस के अतिरिक्त तृतीय पंचवर्षीय योजना के दौरान में यथासम्भव पैट्रोल उत्पादों को अधिकाधिक बोजने के लिये योजनायें विचाराधीन हैं। ऊपर बताई गई दो नई शोबन-शालाओं के अतिरिक्त शोबन की मात्रा को अधिक बढ़ाने के लिये भी योजनायें हैं।

Coal Deposits in Champaran

504 Shri Anirudh Sinha: Will the Minister of Steel, Mines and Fuel be pleased to state.

(a) whether it is a fact that a mining expert of the Government of Bihar has reported that the Someswar Hill area in the District of Champaran is rich in coal deposits;

(b) whether it is also a fact that valuable minerals including gold have been located near about Ranchi; and

(c) if so, whether Government propose to get these areas surveyed geologically?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) No Sir. No such report has been received from the mining expert of the Government of Bihar. However, information relating to coal in Someswar Hill of Champaran district is available in the Records of the Geological Survey of India, Vol. IV, pages 14-15 (1923). This is based on work done in this area by the Geological Survey of India

(b) and (c) A number of investigations have been carried out by the Geological Survey of India from time to time, the broad details of some of which are as follows—

Mineral	Locality	Remarks
1. Gold	Southern part of Ranchi district	The occurrence of gold was investigated. It was found to be rather erratic in nature and, therefore, not considered an economic proposition. During 1953-54, South Western part of the Ranchi district was mapped. Gold obtained as a result of washing of the sands from the Sankh river and the Nalas is very small.
2. Iron	Bagdur, Mahuatoli and Gurgain	Investigations were carried out in this respect during 1953-54, 1954-55 and 1956-57. No economic occurrences were reported.
3. Lead	South of Lathakamhan	Investigations were carried out in 1953-54. Occurrence was reported to be sporadic and of doubtful economic importance. This investigation was continued in 1954-55 by further detailed work but given up as sporadic.
4. Limestone	Vicinity of Jubla and Halbadih	Reserves encountered were small.
5. Clay	Near Hundeibili	Investigated in 1956-57. Deposits do not extend very much and not of good quality.

Mineral	Locality	Remarks
6. China clay	Northern border of Ranchi district near Ray.	Deposits fairly extensive. Extent of quantity and quality can only be determined by further detailed work.
7. Graphite	Near Manatu	Investigated in 1956-57 but of no commercial importance.
8. Coal	Southern portion of north Karanpura coalfield.	Coal found was generally high in moisture and of non-cooking quality. Reserves not considered large as a result of preliminary investigations.
9. Mica	North-west of Tamra	Deposits small in size and quality of mica poor. It is considered to be not of any economic importance. Deposits of mica near Konjoga investigated in 1954-55. Deposits need to be investigated further to arrive at any definite conclusions regarding reserves.
10. Kyanite	Near Khijurbahar	Investigated in 1954-55. The recovery of Kyanite in the pits dug up was very irregular and the mineral content was also erratic.
11. Barytes	Supatoh	Mineral not considered to be of a high quality or fit for any industrial use. This area was systematically mapped during 1951-52.
12. Beryl	West of Supatoh	Area systematically mapped during the field season 1951-52. The outcrop of segregated pegmatite with quartz core encountered needs to be opened up before any estimates of workable deposits can be arrived at.

The above areas were investigated by the Geological Survey of India from year to year. Further investigations will be undertaken in course of time wherever called for, keeping in view the results of the preliminary investigations and the overall priorities of work in the Geological Survey of India.

Basic Education in Tripura

565 Shri Dasaratha Deb: Will the Minister of Education be pleased to state:

(a) whether there has been any assessment of basic education in Tripura;

(b) if so, whether any report of such assessment will be published; and

(c) if the answer to part (a) above be in the negative, whether any assessment is contemplated in near future?

The Minister of Education (Dr. K. L. Shrimali): (a) Yes, Sir

(b) No, Sir

(c) Does not arise

Gypsum in India

566. { Shri Pahadia:
Shri Nardeo Snatak:

Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether any survey has been made regarding the quantity of gypsum deposits in India;

(b) in which States they are found;

(c) the annual production, State-wise;

(d) the average quantity of gypsum exported and the names of the countries to which it is exported?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) Yes, Sir.

(b) There are large deposits of gypsum in the States of Rajasthan, Madras and Bombay. Gypsum is also known to occur in Kashmir, Uttar Pradesh, Himachal Pradesh and Madhya Pradesh.

(c) The production of gypsum during 1958 was as follows:

	Metric Tons
Jammu & Kashmir	15
Madras	62,788
Rajasthan	730,178
Uttar Pradesh	1,411

(d) Gypsum is exported to East Pakistan only. During 1957 & 1958, 1510 and 1385 metric tons of gypsum was exported respectively.

Recruitment of Assistants to the Central Secretariat Service

507. Shri S. M. Banerjee: Will the Minister of Home Affairs be pleased to state:

(a) the number of Assistants recruited to the Central Secretariat Service since 1955 as a result of open competitive examinations; and

(b) the number of Assistants promoted since 1955 from amongst the departmental candidates?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) 1298.

(b) About 600.

Vacancies for Scheduled Castes and Scheduled Tribes in Central Secretariat

508. Shri Pahadia: Will the Minister of Home Affairs be pleased to state:

(a) what is the number of vacancies in the Assistants Grade reserved for

Scheduled Castes and Scheduled Tribes in the Central Secretariat; and

(b) whether any examination was conducted in 1959 for their recruitment?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) The number of vacancies at present reserved is as follows:—

Scheduled Castes	Nil
Scheduled Tribes	55

(b) Two competitive examinations for recruitment to the Assistants Grade have been held by the Union Public Service Commission in 1959. The first of these, held in April 1959, was a special examination open only to Scheduled Tribe candidates, and the second one, held in May 1959, was an open competitive examination with provision for the usual reservation of vacancies i.e. 12½ per cent for the Scheduled Castes and 5 per cent for the Scheduled Tribes. The number of vacancies to be filled on the results of the latter examination has not yet been decided.

Travelling and Daily Allowances

509. Shri Dinesh Singh: Will the Minister of Finance be pleased to state:

(a) whether travelling and daily allowances paid to officials and non-officials attending meetings or otherwise travelling on Government business are the same; and

(b) if not, the reasons for inequality?

The Minister of Finance (Shri Morarji Desai): (a) Both officials and non-officials are generally paid travelling allowances for attending meetings or for performing any public duty at the same rates, but in the matter of payment of daily allowance (halting allowance) there are the following differences:—

(i) Non-officials attending meetings are paid daily allowance at the maxi-

imum rate admissible to officials, namely Rs 12 $\frac{1}{2}$ /- at places other than Bombay and Calcutta and at Rs 18/- at Bombay and Calcutta

(ii) In the case of non-officials the rate of daily allowance can be increased to a maximum of Rs 20/- per day in exceptional cases

(iii) An official gets only half the rate of daily allowance for the days of arrival at and departure from a place, whereas non-officials attending meetings of Committees and Commissions set up by Government get full rate of daily allowance if the arrival is on the forenoon and departure is on the afternoon of a day

(iv) An official gets no daily allowance if he departs from a place at which he arrived on the same day, but non-officials get full rate of daily allowance for the days of meetings even if they arrive and depart on the same day

(b) The slightly more liberal terms in the matter of daily allowance to non-officials have been allowed on the consideration that they give their time to public work to the possible detriment of their private business and that they should not be out of pocket in connection with Government meetings or business

Office of the Controller of Defence Accounts

510 **Shri T B Vittal Rao:** Will the Minister of Finance be pleased to state

(a) whether it is a fact that the main office of the Controller of Defence Accounts (Other Ranks) is being shifted from Secunderabad to Mysore;

(b) if so, the reasons thereof

(c) the advantages likely to accrue if the proposal materialises, and

(d) whether Government have considered the representations received from the staff working in this office?

The Minister of Finance (Shri Morarji Desai): (a) The main office of the Controller of Defence Accounts (Other Ranks) has already been shifted to Mysore and has started functioning at that place

(b) Accommodation in Secunderabad was required for another Pay Accounts Office of the Defence Accounts Department which was proposed to be moved to Secunderabad in order that it may be located alongside the Regimental Centre and Records Office of the Corps concerned. The Controller of Defence Accounts (Other Ranks) office being a Headquarters office and not attached to any particular Regimental Centre or Records Office can be located at any convenient place in India. The Ministry of Defence have also been asking for the MES buildings occupied by the Controller of Defence Accounts (Other Ranks) office to be handed over to them for locating a new Training School

(c) The buildings have been made available to the Ministry of Defence for locating a new and important Defence Training Establishment. Too much concentration of Accounts staff in one place was avoided as it was found possible to locate the Headquarters Office in another suitable station

(d) Yes. The move was confined to volunteers

Prisoners of 1942 Movement

511 **Shri Aurobindo Ghosh:** Will the Minister of Home Affairs be pleased to state

(a) whether any accused of 1942 movement is still in prison, and

(b) if so, how many and in which States?

The Minister of Home Affairs (Shri G B Pant): (a) No

(b) Does not arise

Income Tax Arrears

512. Shri Madhusudan Rao: Will the Minister of Finance be pleased to refer to the reply given to Unstarred Question No 2782 on the 7th April, 1959 and state:

(a) the latest position regarding arrears of income-tax (State-wise); and

(b) the total amount recovered during 1958-59?

The Minister of Finance (Shri Morarji Desai): (a) Statement giving the position as on 31-12-1958 is laid on the Table of the House

(b) Figures of collection verified with the Accountant General will be available in August, 1959, when they will be laid on the Table of the House

STATEMENT

Statement showing the effective arrears on account of Income-Tax outstanding on 31-12-1958 in each Commissioner of Income-Tax Charge

Commissioner of Income-Tax Charge	(Income-tax Excess Profits Tax & Business Profits Tax)	(Figures in Thousands)
1	2	Rs.
Andhra		42995
Assam		14098
Bihar & Ossas		54985
Bombay Central		137580
Bombay City		31201
Bombay North		18976
Bombay South		16200
Calcutta Central		144923
Delhi		157585
Kerala		33291
Madhya Pradesh		16708
Madras		8000
Mysore		20969
Punjab		30099

1	2
Uttar Pradesh	80350
West Bengal	526622
TOTAL	1747302

NOTE—As the Commissioners' charges are not co-extensive with the States, information State-wise is being collected and will be laid on the Table of the House as early as possible

Central Government Employees

513. Shri Easwara Iyer: Will the Minister of Education be pleased to state whether the Central Government employees are permitted to appear in the University Examinations as private candidates to promote their educational pursuits?

The Minister of Education (Dr. K. L. Shrimail): So far as Government are aware, no special concession has been given by the Universities to the Central Government employees as such to appear privately at their examinations

Export of Manganese Ore

514. Shri Ram Krishan Gupta: Will the Minister of Steel, Mines and Fuel be pleased to state the nature and details of measures examined for increasing the export of manganese ore at the Mineral Advisory Board meeting held at Calcutta on the 22nd July, 1959?

The Minister of Mines and Oil (Shri K. D. Malaviya): For increasing the export of manganese ore, the Board discussed various suggestions, such as reduction of railway freight and royalty, in order to make Indian manganese ore less expensive and more competitive in world market. Since the problem is a very complicated one, it was decided that the matter might be examined further by Government in consultation with the interested parties

12 MM.

PAPERS LAID ON THE TABLE

AMENDMENTS TO COAL MINES
(CONSERVATION AND SAFETY) RULES

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): Sir, I beg to lay on the Table, under sub-section (4) of Section 17 of the Coal Mines (Conservation and Safety) Act, 1952, a copy of each of the following Notifications making certain further amendments to the Coal Mines (Conservation and Safety) Rules, 1954:—

- (i) S.R.O. No. 197 dated the 19th January, 1957.
- (ii) S.R.O. No 298 dated the 26th January, 1957.
- (iii) S.R.O. No. 2244 dated the 6th July, 1957.
- (iv) S.R.O. No. 2245 dated the 6th July, 1957.
- (v) S.R.O. No 2551 dated the 10th August, 1957. (Placed in Library, See No. LT-1500/59).

REPORTS ON SECOND GENERAL ELECTIONS
AND BYE-ELECTIONS

The Minister of Law (Shri A. K. Sen): Sir, I beg to lay on the Table a copy of each of the following papers:—

- (1) Report on the Second General Elections in India, 1957—Volume II (Statistical)
[Placed in Library, See No. LT-1501/59]
- (2) Results of bye-elections held between April, 1957 and March, 1959. (Placed in Library, See No. LT-1502/59).

NOTIFICATION ISSUED UNDER MINES AND
MINERALS (REGULATION AND DEVELOP-
MENT) ACT

The Minister of State in the Ministry of Home Affairs (Shri Datar): Sir, I beg to re-lay on the Table a

copy of Notification No. G.S.R. 349, dated the 26th March, 1959, under sub-section (1) of Section 28 of the Mines and Minerals (Regulation and Development) Act, 1957. (Placed in Library, See No. LT-1550/59).

NOTIFICATION ISSUED UNDER INTER-
STATE CORPORATIONS ACT

Shri Datar: Sir, I beg to lay on the Table, under sub-section (5) of Section 4 of the Inter-State Corporations Act, 1957, a copy of the Bombay Board and Faculty of Ayurvedic and Unani Systems of Medicine (Re-constitution and Re-organisation) Order, 1959, published in Notification No. G.S.R. 615, dated the 21st May, 1959. (Placed in Library, See No. LT-1503/59).

NOTIFICATIONS ISSUED UNDER ALL
INDIA SERVICES ACT

Shri Datar: Sir, I beg to lay on the Table a copy of each of the following Notifications, under sub-section (2) of Section 3 of the All India Services Act, 1951:—

- (i) G.S.R. No 881 dated the 1st August, 1959, making certain amendments to the Indian Administrative Service (Pay) Rules, 1954
- (ii) G.S.R. No 882 dated the 1st August, 1959, making certain amendments to the Indian Police Service (Pay) Rules, 1954. (Placed in Library, See No. LT-1504/59).

NOTIFICATIONS ISSUED UNDER FOREIGN
EXCHANGE REGULATION ACT

The Deputy Minister of Finance (Shri B. R. Bhagat): Sir, I beg to re-lay on the Table, under sub-section (3) of Section 27 of the Foreign Exchange Regulation Act, 1947 a copy of each of the following Notifications:—

- (i) G.S.R. No. 179 dated the 14th February, 1959 making certain further amendments to

the Foreign Exchange Regulation Rules, 1952. (Placed in Library, See No. LT-1876/50).

(ii) G.S.R. No 192 dated the 14th February, 1959. (Placed in Library, See No. LT-1877/50)

AMENDMENT TO CENTRAL EXCISE RULES

Shri B. R. Bhagat: Sir, I beg to lay on the Table, under section 38 of the Central Excises and Salt Act, 1944, a copy of each of the following Notifications making certain further amendments to the Central Excise Rules, 1944:—

(i) G.S.R. No. 545 dated the 9th May, 1959.
 (ii) G.S.R. No 597 dated the 23rd May, 1959.
 (iii) G.S.R. No 619 dated the 30th May, 1959.
 (iv) G.S.R. No. 703 dated the 20th June, 1959.
 (v) G.S.R. Nos. 788 and 789 dated the 11th July, 1959.
 (vi) G.S.R. No. 885 dated the 1st August, 1959. (Placed in Library, See No. LT-1505/50).

NOTIFICATIONS ISSUED UNDER SEA CUSTOMS ACT

Shri B. R. Bhagat: Sir, I beg to lay on the Table, under sub-section (4) of Section 43B of the Sea Customs Act, 1878, a copy of each of the following Notifications:—

(i) G.S.R. No. 700 dated the 20th June, 1959 making certain further amendment to the Customs Duties Drawback (Fixed Rates) Rules, 1958.
 (ii) G.S.R. No. 701 dated the 20th June, 1959.
 (iii) G.S.R. No. 724 dated the 27th June, 1959.

(iv) G.S.R. No. 721 dated the 27th June, 1959 making certain further amendment to the Customs Duties Drawback (Fixed Rates) Rules, 1958.

(v) G.S.R. No. 722 dated the 27th June, 1959.

(vi) G.S.R. No. 755 dated the 4th July, 1959 making certain further amendment to the Customs Duties Drawback (Fixed Rates) Rules, 1958.

(vii) G.S.R. No. 756 dated the 4th July, 1959.

(viii) G.S.R. No. 790 dated the 11th July, 1959 making certain further amendment to the Customs Duties Drawback (Fixed Rates) Rules, 1958.

(ix) G.S.R. No 791 dated the 11th July, 1959

(x) G.S.R. No 792 dated the 11th July, 1959 making certain further amendment to the Customs Duties Drawback (Fixed Rates) Rules, 1958.

(xi) G.S.R. No 793 dated the 11th July, 1959

(xii) G.S.R. No 794 dated the 11th July, 1959 making certain further amendment to the Customs Duties Drawback (Brand Rates) Rules, 1958.

(xiii) G.S.R. No. 795 dated the 11th July, 1959, (Placed in Library, See No. LT-1506/50).

NOTIFICATIONS ISSUED UNDER SEA CUSTOMS ACT AND CENTRAL EXCISES AND SALT ACT

Shri B. R. Bhagat: Sir, I beg to lay on the Table, under sub-section (4) of Section 43B of the Sea Customs Act, 1878 and Section 38 of the Central Excises and Salt Act, 1944, a copy of each of the following Notifications:—

(i) G.S.R. No. 698 dated the 26th June, 1959 making certain

[Shri B. R. Bhagat]

12.04 hrs.

further amendment to the Customs and Central Excise Duties Refund (Brand Rates) Rules, 1958

(ii) G.S.R No 724 dated the 27th June, 1959 making certain further amendment to the Customs and Central Excise Duties Refund (Brand Rates) Rules, 1958

(iii) G.S.R No 757 dated the 4th July, 1959 making certain further amendment to the Customs and Central Excise Duties Refund (Brand Rates) Rules, 1958

(iv) G.S.R No 796 dated the 11th July, 1959 making certain further amendment to the Customs and Central Excise Duties Refund (Fixed Rates) Rules, 1958

(v) G.S.R No 797 dated the 11th July, 1959 making certain further amendment to the Customs and Central Excise Duties Refund (Brand Rates) Rules, 1958

(vi) G.S.R No 823 dated the 18th July, 1959 making certain further amendment to the Customs and Central Excise Duties Refund (Fixed Rates) Rules, 1958

(vii) G.S.R No 824 dated the 18th July, 1959 making certain further amendment to the Customs and Central Excise Duties Refund (Brand Rates) Rules, 1958. (Placed in Library, See No LT-1507/59)

AMENDMENTS TO EXPENDITURE-TAX RULES

Shri B. R. Bhagat: Sir, on behalf of Shrimati Tarakeshwar Sinha, I beg to lay on the Table, under sub-section (3) of Section 41 of the Expenditure-tax Act, 1957, a copy of Notification No. G.S.R. 759 dated the 4th July, 1959, making certain further amendments to the Expenditure-tax Rules, 1958. (Placed in Library, See No. LT-1508/59)

ARMS BILL

REPORT OF JOINT COMMITTEE

Shri Barman (Cooch-Bihar-Reserve-Sch. Castes): Sir, I beg to present the Report of the Joint Committee on the Bill to consolidate and amend the law relating to arms and ammunition

EVIDENCE TENDERED BEFORE JOINT COMMITTEE

Shri Barman: Sir, I beg to lay on the Table a copy of the evidence tendered before the Joint Committee on the Bill to consolidate and amend the law relating to arms and ammunition

12.04½ hrs

STATEMENT re DURGAPUR STEEL PLANT

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): Sir, during the last Session, I had referred—on the 30th March and on the 7th May—to certain defects in piled foundations which had been noticed in Durgapur. Under the agreement with ISCON, they are fully responsible for executing the work in Durgapur completely and satisfactorily. I had also referred to the statement of ISCON, in which they fully reaffirmed this responsibility, and stated that they would take all the corrective measures necessary without involving any delay or any additional cost to Government. Since then the necessary investigations have been going on simultaneously, corrective measures of various kinds, including re-piling, have been carried out. A few days ago, ISCON gave me the following statement

"Following the discovery in February 1959, of defects in some bored piles in an area of the Steel Melting Shop, ISCON made a public announcement that the work would be made good without cost to the Government of

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Durgapur Steel
Plant
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India and without delay to the Project.

A very large scale investigation, carried out to satisfy all parties concerned, has been made all over the site. It has included inspection of piles and ground conditions and, also, numerous load tests. The investigation has been made without cost to the Government of India and without delay to the Project.

ISCON now states, with complete confidence, that all the foundations of the Project containing bored piles will be adequate for the purpose and will comply with every requirement of the contract.

As an expression of their confidence, ISCON undertakes to rectify, at their own expense, any damage to the Works caused by settlement of foundations containing bored piles for a period of ten years."

Apart from the investigations carried out by ISCON themselves, investigations have been carried out by the Consulting Engineers as well as by a team of Indian Engineers experienced in piling foundation work. This team consists of Shri K. N. Subbaraman, former Chief Engineer, Bhilai Steel Project, Shri S. D. Kunjar and Dr. K. L. Rao of the Central Water and Power Commission, Shri T. M. Malkani of the Calcutta Port Commissioners and Shri O. S. Murthy, Director, Railway Board. The team has studied the methods of investigation, observed the investigation, scrutinised the results, studied the remedial measures already taken and proposed to be taken and has also suggested certain additional investigations. The final report of the team is expected as soon as the additional investigations are completed.

From the statement they have made to me, ISCON are satisfied that with the necessary remedial measures, the foundations will be adequate and will comply with all requirements. Their guarantee for a period of ten years is the result of their confidence that this will be so. I have no doubt that any further remedial measure that may be found to be necessary will be taken in terms of this guarantee.

I have also reviewed the progress of work in Durgapur. The first battery of the coke ovens is expected to be heated up before the end of this month. In spite of the additional strain caused by the execution of remedial measures, ISCON is very hopeful that the blast furnace will be ready for operation by November, as per schedule.

12.00 hrs.

STATEMENT RE: SITUATION IN PONDICHERRY

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): Mr Speaker, Sir, the other day some hon. Members of the Opposition made allegations that in Pondicherry elections are being interfered with and candidates are arrested and are not given bail and that all sorts of disturbances of law and order have occurred which would make fair elections difficult, if not impossible. At that time the hon Prime Minister promised to make an enquiry from our Chief Commissioner in Pondicherry and report to the House the state of affairs there.

Firstly, on his behalf, I would deny that any candidate was arrested or kept in prison so that elections may not be fair. The fact of the matter is that one of the Communist members, Shri Ramalingam, was arrested three months ago for causing grievous hurt and was convicted in the lower court. He appealed to the High Court and his appeal was rejected. Therefore, he is in jail custody. At the request

[Shrimati Lakshmi Menon]

of Shri Subbaiah, he was allowed to interview him in jail and so he was able to file his election papers as a candidate. Shri Subbaiah interviewed him twice. We have even requested him to make an appeal for bail and most likely the court might grant him the bail so that he may be free at the time of election. It is not possible for us to ask the judiciary as to what the judiciary should do because that would be interfering with the work of the judiciary.

Regarding the other things alleged, they are very vague allegations in which all sorts of interference have been attributed to the Police, such as, partisan attitude of the Police etc. All these things have been found not correct.

I want to assure this House on behalf of the Prime Minister that every effort is being made to have fair and free elections in Pondicherry, and our Chief Commissioner is keeping us constantly in touch with what is happening there and is himself taking care to see that fair and free elections are assured.

12.10¹ hrs.

ELECTION TO COMMITTEE

CENTRAL ADVISORY COMMITTEE FOR THE NATIONAL CADET CORPS

The Deputy Minister of Defence (Sardar Majithia): Sir, on behalf of Shri V. K. Krishna Menon I beg to move:

"That in pursuance of clause (i) of sub-section (1) of Section 12 of the National Cadet Corps Act, 1948, as amended by the National Cadet Corps (Amendment) Act, 1952, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two members from amongst themselves to serve as members of the Central Advisory Committee for the National Cadet Corps for a term of one year from the date of

their election subject to the other provisions of the said Act and of the National Cadet Corps Rules, 1948."

Mr. Speaker: The question is:

"That in pursuance of clause (i) of sub-section (1) of Section 12 of the National Cadet Corps Act, 1948, as amended by the National Cadet Corps (Amendment) Act, 1952, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two members from amongst themselves to serve as members of the Central Advisory Committee for the National Cadet Corps for a term of one year from the date of their election subject to the other provisions of the said Act and of the National Cadet Corps Rules, 1948".

The motion was adopted.

12.11 hrs.

BUSINESS OF THE HOUSE

Mr. Speaker: Shri S. K. Patil.

Shri Surendranath Dwivedy (Kendrapara): Sir, before the hon. Minister moves his motion, I would like to draw your attention to one matter. You told us that the question relating to the prices of sugar will be taken up this week. But in the agenda for this week announced by the Government there is no mention of that.

Mr. Speaker: On a motion by the Government itself?

Shri Surendranath Dwivedy: Yes, Sir, that is what you gave us to understand.

Mr. Speaker: I will find out. The hon. Minister will take note of what he has said.

18.15 hrs.

MOTION RE REPORT OF ROAD TRANSPORT REORGANISATION COMMITTEE

The Minister of Transport and Communications (Shri S. K. Patil): Sir, I beg to move:

"That this House takes note of the Report of the Road Transport Reorganisation Committee laid on the Table of the House on the 18th April, 1959."

Mr Speaker, at this stage I would make a few observations, if only to indicate the lines on which the mind of Government has been working on this very important subject. Then, at the end of the debate, after knowing what the hon. Members think about it, I will have occasion to reply.

In order to secure the fuller development of motor transport and its expansion to meet the growing needs of the country, it is essential that there should be suitable machinery at the Centre as well as in the States to look after the various problems facing the industry and to plan and foster its development. It was felt that the existing transport administrative set up in the States was concerned more with the regulation of motor transport than its planned development. As this House is aware, the Road Transport Organisation Committee—otherwise known as the Masani Committee—was appointed in May last year to conduct a comprehensive enquiry and to make recommendations for the re-organisation of the transport administrative set-up in the States. The Committee submitted its report in March this year—in about ten months' time—and it was placed before the House soon after its presentation. Members interested in road transport development would undoubtedly have familiarised themselves with the findings in that report.

As Members would have studied for themselves, the Committee have made exhaustive recommendations re-

garding reorganisation of the transport administrative set-up in the States. They have recommended that there should be a Transport Ministry in each State to deal exclusively with Roads and Road Transport and such a Ministry should be under a Transport Minister exclusively devoted to these subjects. In the Ministry there should be a Roads Wing under a Chief Engineer and a Transport Wing under a Transport Commissioner, and a Secretary for co-ordinating the work of both the Wings. In a sense, the recommendation is that the State Transport Departments should be re-organised on the lines of the system obtaining in the Union Ministry of Transport and Communications.

The Committee have further recommended that under the Transport Commissioner in a State there should be three Deputy Transport Commissioners dealing with (1) enforcement (2) licensing and registration of vehicles, and (3) planning and development.

They have further recommended that the State transport authorities should be constituted with an official Chairman with judicial experience, two official Members and two non-official Members. The Transport Commissioner should normally be the Chairman of the State Transport Authority. The Committee have also made a recommendation regarding the hearing of appeals and revision petitions by a State Transport Appellate Tribunal constituted with a full-time judicial officer of the status of a District or Sessions Judge.

The Committee have made certain recommendations to overcome the inhibitory factors in the development of road transport. Increased provision for road construction, grant of permits more freely wherever transport facilities are inadequate, use of trailer-truck combinations, and doing away with multiple taxation are some of the far-reaching recommendations made by the Committee. These recommendations conform generally to

(Shri S. K. Patil)

the views held by the Ministry of Transport. It is only a matter of a little time when these recommendations will be implemented.

They have also recommended the formation of State Transport Advisory Committees composed of heads of departments concerned with the various aspects of transport, Members of Legislative Assemblies, representatives of road transport operators, nominees of Chambers of Commerce and other commercial interests.

As the hon Members will realise, most of these recommendations have to be studied and implemented by the State Governments. These recommendations were generally placed before the last meeting of the Transport Development Council held in June in New Delhi. The Council felt that the State Governments should in the first instance be consulted. The State Governments have accordingly been asked to give thought to these recommendations and communicate their views to the Government of India as soon as possible.

It is expected that by about the middle of September their recommendations would be received and the Council's meeting would take place some time in the last week of November or early in December when the final decisions are expected to be taken.

I might touch upon briefly another aspect of the problem of road transport. This relates to the so-called controversy between rail and road transport. I merely said 'so-called' because, in fact, such a controversy does not exist.

Shri Anoka Mehta (Muzaffarpur) Conflict may not exist, but controversy does exist.

Shri S. K. Patil: I am talking in the Ministries themselves, there may be opinions outside.

I am sure there are no two opinions in the country that both rail as well as road transport should be utilised to the fullest advantage of the country. The House will remember that once or twice I gave an assurance to this hon House that at the earliest possible opportunity I would appoint a committee in order to report on what should be the national transport policy of this country. Government have recently set up a committee under the chairmanship of Shri K. C. Neogy to recommend what broadly should be the long-term transport policy of the country, so that the development of the transport machinery may be effected in consonance with our growing needs, with economy and efficiency, avoiding duplication to the maximum extent practicable.

I had also read to this House the terms of reference which were jointly arrived at between the Railway Ministry and our Ministry. I have summarised it in what I have said.

Generally, the recommendations of the Masani Committee are in line with the thinking in the Ministry of Transport on this subject. As soon as the views of the State Governments on the various recommendations are received, the views of the Government of India thereon would be finalised and steps taken to implement them. There may be some aspects of these recommendations which could be implemented straightaway without waiting for the recommendations of the States. They will be implemented. I am merely referring to those important suggestions where the State Governments come in and their decisions or their recommendations have got to be taken into consideration.

I must take this opportunity of thanking the Chairman, my hon friend Shri M. R. Masani and the members of the Committee for the very good job that they have done and the intelligent interest they have stimulated in this very vital national activity, our road transport. Beyond that I do not

want to say anything at this stage. At the end of it, I shall have occasion to reply to the debate.

Mr Speaker: Motion moved.

"That this House takes note of the Report of the Road Transport Re-organisation Committee laid on the Table of the House on the 16th April, 1959."

Shri Asoka Mehta: Mr Speaker, I would like to join the Minister in congratulating my hon friend Shri M R Masani and his colleagues on the Committee for having produced a valuable document. I believe the value of the report would have been greatly enhanced if, as is the habit sometimes of this Government, the cart had not been put before the horse.

It is rather surprising to find the Government coming forward with the appointment of a Committee to draw up a national transport policy for the country after we have received the report of the Road Transport Re-organisation Committee. In the last 12 or 13 years, on more than one occasion, this question was raised and particularly when we are nearing the fag end of the Second Plan period, surely, this attempt at evolving a national transport policy should have been done earlier. It was not done before and even today when this Committee is appointed, it is so loaded with official elements and the non-official element in it is so small that I do not know what kind of a report will come out of it.

The Minister just now enlightened us that there is no controversy, leave aside conflict, as far as the ministerial levels are concerned on this question. If there is no controversy, why has the Co-ordination committee been appointed? Why the constant pre-occupation with Co-ordination? Co-ordination becomes necessary because not only there is a controversy, but there is an inherent conflict which has got to be understood and which has got to be

reconciled, and that is not an easy problem.

If the approach of the Government is that there is not even a controversy inside the secretariat at the Ministerial level, I am afraid, then, today, the Ministers seem to be approaching the problem in an unrealistic manner. The result has been that this Committee had first to correct the focus because, at least as far as any important committee is concerned or any important pronouncement on the part of the Government is concerned, the dice was loaded too much on the one side. One of the first jobs which this Committee had to do was, as I said, to correct the focus, and I think, the Committee has done the job magnificently. But, the question that arises is, has the committee stopped there or has it gone too much in the other direction, has the pendulum been allowed to swing too much to the other side? If that is so, again, it becomes the task of some one to set the focus right.

I find that at a later stage, a representative of the Railway Ministry or the Railway Board was appointed to the Committee. But from the report, it appears that there was not much of creative dialogue between the representative of the Railway Board and the other Members of the Committee. The minute of dissent that the representative of the Railway Board has given has to some extent, been answered in the main report. I do not know whether the main report was written after the minute of dissent was drafted or the main report was revised after the minute of dissent was written or the minute of dissent was seen.

Shri M R. Masani (Ranchi-East): Co-ordination

Shri Asoka Mehta: If there was this kind of co-ordination, I agree with the Minister that nothing further needs to be done because there is telepathic co-ordination. It seems certain documents are prepared in certain offices

[Shri Asoka Mehta]

or bureau and the Committee is not a place where there is a meeting of minds. This shows that what the Minister tried to say that there is no controversy is *prima facie* wrong, if he will permit me to say so without being misunderstood.

This report, to my mind, is very unsatisfactory in many ways because the creative dialogue that should have taken place either has not taken place or at least the readers of the report are not being made wise about it.

There are many things in the report which are valuable and which I would accept straightaway. For instance, as the Minister pointed out, the Committee has made a significant contribution in streamlining the administration. The administration had just grown up and there was no kind of order, no kind of any system or pattern about it. The streamlining that has been suggested is a major service that the Committee has done. But, I feel that the Committee has allowed itself to be influenced by a certain philosophy that the Chairman has, and that is where my quarrel starts. Probably the Committee consisted of persons with a lot of practical experience where probably any kind of theoretical considerations were deemed to be suspect. I suggest that in this matter as in many other matters, theoretical clarity is very necessary. There has not been that theoretical clarity.

Consumers' preference: how is consumers' preference to decide things? If consumers' preference is to decide things, then, it is necessary that the rates that are charged or the price that is charged for transport services must be related to and must be in conformity with the cost. Here is a very able study of the British Transport Policy recently brought out. In the basic principles that are enunciated there, these points are very well brought out. On page 14 it is said:

"This suggests that freedom of choice, although something to which users attach great importance, is not a *sine qua non* of

successful co-ordination. If the charges for different services are not fixed at what it costs to provide them, free choice may lead away from, rather than towards, the most economic allocation of available resources."

Further on, on page 15, it is said:

"But as with the principles of freedom of choice, so with the principles of pricing at cost, we must be clear that it is not any kind of moral absolute."

These principles have got to be gone into in detail. They are not absolute principles. I am not suggesting that the Committee has recommended that they be treated as absolutes or any kind of categorical imperatives. But, the fact remains that a certain approach, a certain philosophy, a certain governing philosophy of the Chairman has percolated as it perhaps happens in other committees. Others with other philosophies have been chairmen of committees and other philosophies have percolated. I am not suggesting this as a kind of charge against the Chairman. That happens when a strong personality is put at the head of a committee. What I say is, that is where we have to be careful to see whether the focus has not been corrected too much on the other side.

The Committee agrees that there has got to be what is known as cross-subsidisation inside a transport service. As far as road transport is concerned, they have argued that it is not enough that a particular motor transport organisation be given certain lines which are paying; while it has certain lines which are paying; it must also undertake certain lines which may be losing, which is the meaning of what is known as the principle of cross-subsidisation, that you gain somewhere and out of that you provide a kind of subsidy elsewhere inside the same service.

The railways argue that they have been following this policy of cross-subsidisation. The first question is: to what extent is that policy justified; and the second question that we have

to ask is whether cross-subsidisation is justified only inside a service or can be accepted between two services also. This is a matter which has not been looked into by the Committee at all

The third question that arises is this. To be sure that I understood the Committee correctly, I tried to check up my understanding with the Chairman, or rather ex-Chairman—I do not know whether he can be called the Chairman today—because I did not want to waste the time of the House by saying something which probably I might not be justified in concluding. I tried to enquire from him, and he said my understanding was correct that if somewhere the railway system has to operate or has to carry a particular category of goods at rates which are lower than the cost,—whether cost means only the direct cost or also includes indirect cost I do not know, but I presume it would include the indirect cost also—then the Committee has suggested that there should be a subsidy given by the Government

This, again, is a matter of great importance. It is a principle whether subsidy should be paid from the State Exchequer for this kind of thing. This is a matter which has been discussed in other countries considerably. This book on British transport policy which is the result, I believe, of a discussion group which was set up by the Fabian Research Society, has come to the conclusion that subsidy is a wise policy. But that, as I said, has got to be discussed, its pros and cons considered. Maybe practical men might reach certain conclusions which are justified, I do not know, but unless you go into the pros and cons of the question, very often you would find yourself in considerable difficulties later on. They have made certain assumptions, assumptions which are not enquired into, assumptions which have been made because there is a feeling, and perhaps a legitimate feeling, that road transport has been treated as a step-child, but a matter of such importance cannot be decided on the basis of this

kind of *a priori* assumptions. That is one of the points that I would like to make here.

Then again, there are other recommendations of the Committee. For instance, it has been said that octroi and other duties which are being levied, which are abnoxious, which create all kinds of difficulties for road transport, should be removed. I was in Bombay recently, and I was told that the Bombay Municipal Corporation is anxious to revise its schedule of octroi duties. Already, if I am not mistaken, the Bombay Municipal Corporation has made its recommendations to the Bombay Government for getting the Bombay Corporation Act revised. As a result of this revision of the schedule, the Bombay Municipal Corporation hopes to increase its revenues by Rs 80 lakhs to Rs 1 crore a year. Supposing we think this is wrong I can understand that for the purpose of free transport and in order to remove the hardships from which today motor transport is suffering, this kind of octroi duties should be removed. They have given a number of instances where delay takes places, national wealth to the extent of a crore of rupees is wastefully diverted. I grant all that, but what is the result? You have then to make provision, the Government has to have some alternative means and methods of providing the resources needed for our local bodies. The whole defect and difficulty in this piecemeal approach is that you look at the problem and say that in order to help road transport, this obstacle should be removed, without realising that by removing that obstacle, you might be creating obstacles for somebody else. They come running to you. Another Ministry gets up, appoints a committee to remove these obstacles. In a society that claims to be attached to planning—and from the report I find that even my hon. friend Shri Masani has no objection to planning; social planning, at least as far as this report is concerned—when we say we are

[Shri Aseka Mehta]

attached not only to the philosophy but the practice of planning, this co-ordination has to be weighed. Has it been weighed? What will happen to the finances of the local bodies if we do this?

In the same way, there is another aspect where I do not blame the Committee. I do not expect the Committee to go into that problem, but we will have to go into that problem. It has been suggested that it is necessary to develop truck transport in the rural areas—trucks with or without trailers, whatever it is, but as far as the rural roads are concerned, I believe the suggestion is that there should be only truck transport and not trailers. Supposing we do that, what will be the consequence? The consequence will be a certain impact on the rural economy. I am not referring just now to what will happen to the traditional transport there, the ten million bullock carts. I leave that to my hon. friend, Pandit Thakur Das Bhargava because he is more competent to talk about that. But the impact of truck transport on the economy of the rural areas is bound to be far-reaching. If you are thinking of it in a dynamic perspective over a period of 10, 15 or 20 years, of course, all these things, I believe, will get settled, but if you are looking at it with a limited perspective, what will be the impact in the next two, three or five years? I think the whole problem will have to be looked into very thoroughly. This is not a matter which can be decided by the Transport Minister alone. The Transport Minister can pass orders. I know there are difficulties even in passing simple orders, but comparatively it is easy to pass this order, but then some other Ministry will come up with its difficulties, because the injection or the introduction of a modern system of transport into the traditional economy has its inevitable consequences. As I said, I do not expect the Committee to work it out, but the Government, when they sit down and pass orders on a report like this, have to weigh all these things. I am happy to find there are no controversies as far as the Ministries are concerned.

So, this matter also, with the lack of controversy, will perhaps be easy to settle.

There are different forms of transport. There is one form of transport which we have not developed at all, which we will be developing in the near future, and that is the pipelines. With the development of the petroleum industry, the pipelines are going to play an important part. In other countries controversies have started on this question also, but this whole problem of co-ordination has nothing whatsoever to do with ideological considerations. At least that is the conclusion to which serious students of this subject have come to. Whether a particular system is nationalised or not, whether it is under private control or under public control, the questions of co-ordination remain either as difficult or as easy under either set of circumstances.

Here is a very valuable study of the Soviet transportation policy. The railways very often raise this question, I believe the Railway Ministry has over and over again invited the attention of all concerned to the lessons to be learnt from the Soviet Union as far as transportation policies are concerned. I am sure their experts have gone there and studied things for themselves, but a layman like me can only depend upon the reports of recognised experts in the world on this subject, and this particular study is probably the most comprehensive and the most authoritative that we have in the English language, and the conclusion that has been reached there on pages 159 and 160—I shall not waste your time by reading them—is that ideological considerations do not in any way alter the character of the problem. They say:

"There is no evidence that the Soviet transportation system is any more 'unified' than the American transportation system. In a purely technical sense, the reverse appears more accurate. In each economy, difficult technical pro-

blems are confronted, and political slogans do not aid appreciably in solving them."

Then it is argued further and said

"The outlook for river and sea transportation, on present evidence, in spite of Soviet publicity, does not appear promising. On the other hand, while it is true that enormous investment will be required, the USSR appears well launched on a largescale, gradual program for developing automobile transportation."

So, it is not as if any one particular country can give us a kind of a clear-cut answer to these questions. Transport problems are so intimately connected with economic developments, and economic developments are so much shaped by the distribution of resources, by geographical factors, by economic factors, by social factors, and by political factors that I do not think that the lessons of any one particular country can be wholly relevant to any other country. This is a task where we have got to work the solutions ourselves.

The committee has talked about social control. I do not remember the exact expression used there but some kind of social control is envisaged. Now, the complaint of the member of the committee who has appended the minute of dissent is that the committee has not recognised fully the need for regulation.

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There is this inter-State transport commission which has been suggested. As far as intra-State transport is concerned, the suggestion is that permits be given freely. It is argued that because there is a kind of an overall ceiling which cannot be easily pierced—it is provided by our limited ability to produce, our limited capacity to produce, trucks and vehicles, so, there is a kind of an automatic ceiling—therefore, the free issuing of permits and licences would perhaps be the best way of meeting the transport

requirements, and cutting through not only the red tape but also the possibilities of corruption and nepotism.

In connection with this red tape, it is very interesting to note that all of us complain very bitterly and very strongly about the Government Departments being overstaffed, when we look at the question generally. But every time you appoint a committee to look into a particular problem or a specific problem, it reaches the conclusion that as far as the activity with which that particular committee is concerned, the Government Department concerned is under-staffed. This is a phenomenon worth studying, because in the abstract, one can always reach the conclusion that there are far too many doing far too little of job; but concretely, when a problem is analysed, why do these committees come to these conclusions? I leave that matter for future consideration.

But here, at least, there is a contradiction which deserves our serious attention.

As I was saying, as far as intra-State transport is concerned probably there will not be much need for regulation as far as the committee is concerned. They have suggested the appointment of certain tribunals of appeal and all that, I think some of these suggestions are very valuable. But when it comes to regulating business inter-State they have fallen back upon, and they have tried to seek inspiration from the functioning of the Inter State Commerce Commission in the USA and similar bodies.

There again a considerable amount of objective study of their functioning has been made. I have before me a very valuable study produced by the Princeton University on *Regulating Business by Independent Commission*. I would invite the attention of my hon friend Shri M R Masani to what this study has to say.

"Above all, regulation is a process which is neither isolated in-

[Shri Asoka Mehta].

its relation to the general and economic environment nor self-contained in its evolution. The public interest is served best when regulation is conceived as a vital element in the comprehensive relationship between Government and the economy. It is served worst when regulation is treated as a phenomenon which is separable from the context of society and, therefore, unrelated to general notions about the proper relations between government and economic life."

I raise the question of the governing philosophy of the chairman for this very reason that where the question of regulation comes, there, philosophy is of major importance. In judging the necessity for the recommendations in this report, certain pre-conceptions that have been introduced into the report have to be borne in mind.

As I said earlier, while it was necessary to correct the focus because of the absence of a creative dialogue between the representatives of the Railway Board and the other members of the committee, we still do not know whether there is a need for subsidisation, mutual subsidisation, between the railways and roads or not. If we do not do that, it is argued, consumer's preference will operate, in the case of certain goods where speed is of great importance, for railway transport, it has been pointed out, is cheap, but road transport is fast; road transport is three times or four times as fast as railway transport. Therefore, the advantage of these things is there. What do we do then? Do we permit consumers' preference to operate and leave this whole problem of mutual subsidisation or cross-subsidisation to be thrown on the railways completely and unilaterally and thereby throw this whole problem into the lap of this Government, because the committee has said that if a subsidy is to be paid, let Government pay the subsidy? I suggest that this is refusal to face the problem. This is an effort on the part of the committee

to be a champion of a particular point of view, because the way the Railway Board has behaved made it necessary for somebody to come forward and become a champion of the other side. But I am sorry that the committee thought that their task ended there. I would have liked the committee, after having championed the cause of road transport, to go further and look into the question more fully, because, as I said, I find that they have scratched the surface; they have opened our eyes to some of the key-problems, but the solutions they have offered have not been thought out adequately, fully and in a co-ordinated manner.

Shri Harish Chandra Mathur (Pali): I am really grateful to the hon Minister and the hon Member who has preceded me for the appreciative references which they have made. I also appreciate the difficulties with which the hon Member finds himself faced, in understanding and appreciating the recommendations of this committee. If we were to look at the terms of reference, and if we were to examine all that has been said in the background which is very necessary, I think the tone and tempo of the speech of my hon friend would have been a little bit different.

If we look at the terms of reference, we find that the committee was primarily asked to suggest a model administrative set-up for the control and regulation of road transport, and also at the same time to focus the attention of the nation on what the inhibitory factors were and what the essential features which were necessary for the growth and development of road transport were.

So far as the administrative set-up is concerned, the committee has made very far-reaching recommendations. It has not only recommended streamlining of the present administration, but it has suggested complete reorganisation of the present set-up; it has made suggestions which will scrap the present administrative set-up; it wants to recast it and have a certain dynamic set-up. It has also suggested how

the new set-up will be able to do away with the procedural delays as well as corruption which overshadows the present set-up

My hon friend has not said a single word, so far as the administrative set-up is concerned

Shri Asoka Mehta: I have praised you

Shri Harish Chandra Mathur. So, it is quite obvious that he accepts *in toto* all the recommendations which the committee has made so far as the administrative set-up and the changes are concerned, which was the main task of this committee

So far as the administrative set-up is concerned, I do not know why it has not been possible for Government to come to grips with the problem I may submit that these problems are not settled only by conferences and committees, the Central Government must provide the necessary leadership for this purpose, it is only through personal talks and persuasions that my hon friend the Minister of Transport and Communications will be able to bring about a healthy change in the administrative set-up in the States

The committee has recommended among other things the complete re-organisation of the RTA as also the appellate body. If only one of the recommendations, the setting up of the STAT, that is a tribunal which will be a single-man tribunal, which would consist of one of the working District and Sessions Judges, is accepted and implemented, I think half the trouble and half the corruption would be removed. Because at the present moment, most of appeals go on the administrative side and they go on lingering, and the administrative officers and the Ministers and all sorts of people have got to do quite a lot and there are, naturally, various pulls and all sorts of things. If that machinery is replaced and if we have just one serving District and Sessions

Judge in the tribunal, most of the trouble would be over. We have also cut most of the revisions and appeals I wish the Minister will take this into his head and will get into touch with the State Governments and I hope thereby he will be able to bring about quite a healthy change in the administrative set-up, which by itself will go a very long way in regulating in a healthy manner the road transport industry

It appears to me from the speech of my hon friend who preceded me that there has been a little swing on the part of the Committee in just championing the cause of road transport. I wish he examined the whole aspect in the light of certain very important facts. What is the present condition of road transport in this country? Let us have certain facts and figures. I do not deny that we have made progress. We are bound to make progress, during the course of the First and Second Five Year Plans in the matter of road transport, we have certainly made progress. But if we examine certain figures, we will find that India has to make a lot of headway in the development of road transport. You will find that even in comparison to our very neighbours even so far as road mileage per square mile is concerned, we stand very low. If you take the number of vehicles, you will find that we stand very low. In regard to mileage, the present rate is very poor. But if you take the utilisation of the present roads, you will find that it is extremely poor. Three to four times the present performance could be given by even the present roadways, but because our policies have been extremely restrictive—road transport development has, as a matter of fact, been obstructed in more than one way—that development has not taken place

I will quote the figures of miles per square mile of territory. Great Britain 3.24, France 3.03, USA 1.00, Ceylon 0.38, Spain 0.38, India 0.25. In terms

[Shri Harish Chandra Mathur]

of population, it is still poorer: India 82, Philippines 87, Malaya 110, Ceylon 115, Iraq 242, Spain 251, Great Britain 264, and France 152.

It is no use my repeating figures. I only wanted to make a brief reference to them just to indicate that this country has got to make a great headway in the matter of road transport, in the construction of roads and in the development of the transport. Now, this fact has got to be taken into consideration alongside the situation obtaining in this country. Road transport comes in juxtaposition to railways about which my hon. friend talked so much. Is there any likelihood of our railways developing in such a manner as to reach the life of the people in the rural areas? It is only through the development of road transport that we could in the foreseeable future visualise our touching the rural areas and the villages. At the same time, I wish we also take note of how road transport has been developed all over the world. It is very good to talk of certain theories here. Those arguments could be given both ways. But these theories about which we talk so much here have been argued in practical life all over the country. Let us see what the conclusions are. If you take note of the conclusions which we have reached in practical life all over the country, you will find that road transport has developed in all the countries where free economy is the guiding factor; those who espouse the cause of regulation have no other country to quote except the USSR in their favour, saying 'Here is something that is being done in the USSR and we might profitably adopt it'. They could not quote one single free country—by 'free' country, I mean a country where we have a free economy in play—in favour of railways as against roads.

I would quote certain figures. From 1952 to 1955, what has been the sort of development all over the world? Between 1953 and 1955, the gross fixed

investments on roads and road transport as against the railways are as follows: United Kingdom 2.5 per cent on roads and road transport as against 0.4 per cent on the railways, France 2.8 per cent as against 1.1 per cent on the railways, Italy 2.8 per cent as against 0.4 per cent, Belgium 2.9 per cent as against 0.9 and Sweden 4.3 per cent as against 0.7 per cent on the railways. That is, what has been spent on the development of railways is not even 1/5th or 1/10th in certain cases, in many countries, of what has been spent on the development of roads and road transport, during these very important years.

The position is just the other way round in this country. In our Second Five Year Plan, we had originally provided about Rs. 900 crores for development of railways; this has gone up to Rs. 1121 crores. The position is just the other way round so far as road transport is concerned. There we had provided in all—States as well as the Centre put together—Rs. 286 crores. So far as the Central allocation is concerned, even that has been cut down. Theories are well and good but let us see whether these theories and practical suggestions had been taken into consideration in those countries where road transport has developed. If the trends are there, let us see whether this Committee, which was primarily to focus its attention on certain basic issues, has given proper attention to those issues and has taken into consideration the facts which have been proved by practice all over, facts which we discussed threadbare; let us see whether the recommendations it has made are based on those assumptions and conclusions which have been arrived at between ourselves and which have proved themselves on the surface all over the world.

It is really a matter of regret that there has been a sort of controversy between railways and roads. As a matter of fact, a sort of cold war between the two has been started. I think this cold war must be stopped.

I know this Committee has, as a matter of fact, provoked certain thoughts. But the thoughts should be in the right direction. The Railway Minister is as much interested in the national development of Transport in this country as the Minister of Transport is.

We very well realise that the Railways are the biggest public enterprise where we have got great stake and where we want that our assets should be fully utilised and the best use is made of those assets and their further progress and development is taken care of properly. But an overall picture has to be taken. I do not see any reason for all these pulls in different directions.

18 hrs.

It was very good of the hon. Minister of Transport to say that there was no controversy. But the controversy is in the air. Everyone reads about it; we know that is quite obviously there. As a matter of fact, this committee for the national transport policy would not have been in the shape in which it is today had it not been for certain issues which have emerged out of the discussions and the recommendations of this committee which are before this House for consideration. I definitely feel that this has provoked thought. It is quite correct. It is very necessary that we take an overall picture and a correct picture of the whole situation and come to a conclusion as to what is best in national interests.

What is this controversy about the Railways? Only in yesterday's paper I read that we are thinking of Asian Highways, that is, we are thinking of constructing roads which will provide transport from one country to another and cross through countries. Such highways exist in Europe which take transport from country to another without a pass or a permit. Here, in

this country, there is difficulty in moving from one State to another. If you go from U.P. to Rajasthan, you are handicapped at 101 places with 101 regulations and all sorts of things. As against this, the present trend in the world is just to have free and long national highways, inter-country highways to take the traffic. As against this, we have here the attitude and mentality of the Railways, 'Please do not issue permits to any person for more than 300 miles.' What does it come to?

Shri Tyagi (Dehra Dun) There is no such government scheme for any international highway.

Shri Harish Chandra Mathar: Yes; there is none. It is in the UNICEF. They are thinking of that. There is such a thing in Europe. I hope this country will be a party to it. Such a scheme cannot exactly be the scheme of any particular country. That is the trend of developments that are taking place.

As against it, you want to restrict it to 100 miles or 150 miles. What do these restrictions mean and what do they lead us to? What is the purpose of this 300 miles restriction? This rail-road coordination has been putting all these restrictions. What is the meaning of this restriction? If we want a service to operate from Jodhpur to Delhi, which is about 400 miles, they say, 'No, you can go up to 200 miles only from Jodhpur to Jaipur.' So, there have to be two, one from Jodhpur to Jaipur and another from Jaipur to Delhi. You want that there should be a drop somewhere, some harassment to the transport owners as well as the consumers. Beyond this it means nothing. Otherwise, the service that is running from Jodhpur to Jaipur will take on from Jaipur to Delhi.

A very objective view has to be taken on these matters. I really do not appreciate the appointment of this

[Shri Harish Chandra Mathur]

committee for determining the policy of national transport, a committee, which, as my hon friend said, is heavily loaded with officials. Are the officials going to determine the national policy? I am asking this not only now. Only the day before yesterday, when we were discussing the Electricity Act, I said we have not got any policy on electricity. One of the Electricity Acts provides that certain officials in the Central and the State Boards will determine the national policy for the supply and development of electricity. I do not understand how such things are going to happen. It is my apprehension that it is only because of the recommendations of this committee, because the non-official element in this committee was strongly in favour of a free and fair development that this sort of committee loaded with officials has been appointed. I am glad that they have a chairman who will be able to do some free thinking in the matter. But I strongly recommend that the composition of this committee be reorganised so that at least 2 Members from this House and one from the other House could be appointed on this committee. There is absolutely no reason why when we want to have some conclusions about important matters there has been some controversy and why they leave things that way.

I wish to draw pointed attention of this House to the fact that this industry is of very great significance to us. If you examine the figures given in the Second Five Year Plan, you will find that one of the most important headaches of this nation that is, the employment potential offered by this industry, is one of the most important factors which should have been taken into consideration. It provides such potential for the employment of people that we must give very special consideration to this matter.

This industry is exploited at all levels. The Central Government has

not been able to give a fair deal. My charges are two against the Central Government. One is that they are very ineffective. The Inter-State Commission which we have got has not functioned at all. It was appointed by about 1956 and it has done no job whatsoever. I wish it is strengthened and made more effective. Then the Central Minister asks us, 'What can we do, it is a State subject?' If the Central Ministry has got the requisite leadership they can persuade the States by their talks. The Minister of Community Development has not got any regulatory power over the State Governments, but it is only through leadership and only through talks that a great change has been brought about. I think the same thing should be done here.

This industry is also very much exploited at the State level. If you look at the recommendations made by the Planning Commission and various other committees from time to time you will see that the taxation on road transport is the highest in this country as compared to other countries. There is a very good case for reducing it. It is double of what it is in most of the countries, it is even 3 or 4 times than some. I understand that the Planning Commission issued certain instructions even to the State Governments that there should be no further taxation and that it should not be increased. But what we find is that it is only this industry that comes in for increase in taxation from year to year.

This is also an industry which is exploited at the lower official levels also. There is the police. We have made specific recommendations that the administrative set up should be such as not to make inroads on the industry and make room for corruption. I hope at least these administrative checks and administrative reforms will take effect soon.

One thing more and I have finished; and that is about credit. I think this is unfortunately the only industry

which is not being treated fairly in the matter of credit. We find all sorts of facilities are being given to the small-scale industries. I do not see why this poor man should not get credit from the bank directly. We have made certain recommendations that certain banking agencies should be set up. What are these agencies? These agencies just support you with a little money from banks. We have got some Rs. 50,000; and we collect more money, say another Rs. 50,000 from the State Bank. With a little money from myself and a little money from the State Bank, I am going to exploit this poor operator. I do not see why the Ministry should not be able to persuade the State Bank to give loans direct to these bus and lorry operators. They have got a vehicle which can be insured and pledged. They should get direct credit facilities if this industry is not to be exploited as it has been. It would be a surprise for anyone to hear that this industry pays 12-24 per cent interest to the money lenders or intermediaries springing up because of the policy of the Government. It needs immediate revision and these people must get direct loan.

Now, there is a certain misunderstanding about viable units. We have made it absolutely clear that we do not stand for any monopoly. As a matter of fact there was a lot of discussion and it was made absolutely clear that the smallest man will have the chance. We have recommended strongly that even individual operators should not be debarred. If he is efficient and if he fulfils all the qualifications, he can go into the industry without any let or hindrance. The viable unit which we have visualised is one which can be constituted only by a loose association of these people coming together for the sake of management and operation. Every effort has been made to see that efficiency is not marred and that the necessary number of vehicles and the service facilities are there and that

the common man, the poor man and the individual is not eliminated so that he remains in the picture but he is so regulated that he forms himself into an association so that he is able to give efficient service to the nation.

As you have been ringing the Bell twice, I am concluding though there are many points which require clarification.

Dr. Krishnaswami (Chingleput): Sir, I am thankful to the hon. Minister for not having enunciated a policy at the outset. After all it would be an advantage to listen to us in the House and then come forward with a definite policy when he replies to the debate. I agree with those who have preceded me in paying a tribute to the Committee for having undertaken a painstaking study of all the problems involved in road transport and having provided us with a mine of information. It may be that we cannot agree with some of the suggestions but even where we do not agree with them, they have provoked us to think and I would be doing less than justice to myself, if I do not pay a tribute to the constructive endeavour which has been made by them.

I want it to be understood very clearly that it is most important to encourage the development of road transport. It is time some of us introduced a sense of perspective into these matters. It is time that some of us, apart from speaking theoretically, understood the environment in which we are operating and pleaded for a more rapid development. We have to realise that one of the great dangers of the Second Plan has been its emphasis on heavy investment without taking into account the problem of greater employment. Considering the great advantages that ensue from road transport, considering the imperative necessity of opening up hinterlands of our economy, I venture to think that anybody who is inclined to tackle the problem of employment seriously in the coming few years

[Dr Krishnaswami].

would have to concentrate on road transport since it is essentially labour-intensive. It is this aspect which has not been borne in mind by the expert of the railways and I am very sorry that in all his pleadings, I hear only the voice of a monopolist pleading for a sectional interest and not taking into account the major aspects of issues that face our country. We have also to realise that road investment is not necessarily capital hungry, we would also be saving a great deal in the way of foreign exchange—an important consideration which has to be borne in mind, particularly as we are not suffering from an abundance of foreign exchange resources.

My hon friend, Shri Asoka Mehta who preceded me spoke of the various recommendations made by the Committee in respect of taxation rebates. He pointed out that it did not consider these problems fully. The Committee cannot be a committee of encyclopaedias. They have necessarily to concentrate on certain issues. But may I point out to him and to those who have given some thought to this question that if we are thinking of an expanding industry as this Committee is thinking, it necessarily follows as an inevitable corollary that we are increasing the receipts for the various State Governments and local authorities. One can not work out all these things fully because when the Committee is dealing with the general recommendations, it cannot possibly envisage what amount of development would be there, how many lorries would be there, how much increase would be there and so on because all these things have necessarily and rightly been left rather vague.

But I would like to consider some other aspects which have occupied a great deal of the time of the House. In viewing transport one has to take into account the different agencies of transport and find out what means we propose for co-ordination. Co-ordination is a very much abused word, it is as much abused today as it was

during the Second World War when co-ordination was used by a Field Marshal or General of a particular section in order to suppress the scheme of the other. In looking into this report and the minute of dissent, I venture to think that the representative of the railways has undoubtedly thought of co-ordination as nothing less but suppression of road transport. It is a point which has to be stated clearly and forcibly so that at least we might have a sense of perspective. I do not blame the railways for the attitude that they have adopted in the 30s, when we were suffering from a slump, the railways were the first to advocate intense prohibition on road transport. Probably that was the only solution which occurred to them in the 1930s. In the 1950s when we are suffering from the benefits of planned economy it would be wrong to follow or suggest such restrictive policies as they have suggested in the 1930s.

I would like to place before this House certain elementary facts which have escaped the attention of some of those who participated in the debate. It is clearly recognised even by the representative of the railways that the cost of carriage on long distance transport by rail is cheaper than the cost of carriage by road transport. It is admitted that over 200 miles it is definitely cheaper to have goods transported by the railways. It is admitted by the railways' representative that the petrol and diesel tax, registration tax and excise duties on tyres, income-tax paid by bus and lorry operators and others indulging in road transport contribute not only to the direct cause but also to the indirect cause of the general Exchequer. Such is the state of affairs. But, if inspite of the bias in favour of the railway transport, if the consumers choose road transport for long distances, there must be something wrong according to those in charge of our railways. It is a fact on which the railways ought to do some thinking. Let us put aside for sometime the theory and let us concentrate on the practical aspects. A consumer is faced with either availing

himself of the road transport or of railway transport. According to the railways it is clearly admitted that the cost of carriage is cheaper. Yet in spite of the fact that it is cheaper, he prefers to use the road transport. Now, what is the social interest that should prevent you from utilising the road transport? What is the mal-distribution of resources that is involved? One should not employ words without knowing what they mean. Theory can easily degenerate into jargon as it has done in the case of the dissenting minute appended by the railway expert. I have never read, and I say it with the greatest hesitancy, so much fantastic nonsense as is included in the dissenting minute of the expert of Railways, and I shall only show one or two instances of the utter lack of logic that is displayed in that dissenting minute. I do it with great reluctance, but I have to do it in order that the same mistake may not be repeated again and again and we may not have the iteration of the same points advanced by others.

13.21 hrs.

[MR. DEPUTY-SPEAKER in the Chair.]

Now, Sir, this is what he states in his dissenting minute, and I should like my hon. friends to consider what the implications are. He suggests on page 84 that railways being nationally owned and managed are already under public control and it follows that the regulation necessary must be predominantly towards control of motor transport. What are the implications of this statement? Just because they are nationally owned—railways—and managed, it does not follow that they are under public control. The logic underlying this argument is that any nationalised industry is *per se* superior in terms of social purpose. Clearly, this is not the case. The question to examine is whether the railways' policies are imbued with social purpose and what are the mechanisms through which this is executed. Similarly, the mere fact that parts of road

transport are privately owned and managed does not detract from its social usefulness. Here again, we can, if necessary, strengthen the machinery by which they can play their part fruitfully in the scheme of things.

Now, I ask this question, why is it that even over long distances, notwithstanding the greater costs of carriage, consumers prefer road transport to Railways? Speaking as one who knows something about the Railway Administration, having served on the Railway Corruption Enquiry Committee, I can point out, Mr. Deputy-Speaker, that one of the reasons which has led people to switch over to road transport is the inadequacy of railway transport. Transport is essentially a perishable commodity. If one does not have the transport facility at a particular time, then it cannot be stored up. It is an elementary fact which has been understood and which is recognised on any elementary book on railway economics, which, I suppose, those in charge of the Railway Administration must have read and digested to great profit. But it has to be understood that if there are goods lying in different warehouses for months together, if business is handicapped in many areas, what else can a man do except to avail himself of another sort of transport? The very fact that there has been this inadequacy blows to bits the great theory about mal-distribution of resources, about duplication of investment and all that jargon which is hurled in the face of Parliament in the hope that it will swallow these words without clearly making an analysis of what their implications are.

I tell you, Sir, that having read that dissenting minute I have come more and more to the conclusion that this Parliament should put its foot down on such specialised pleading and should make them adopt a more enlightened approach on this question.

[Dr. Krishnaswami]

I do not say that one should respect the consumer's free choice on all occasions. Of course, the paragraph to which my friend, the author of the dissenting minute, makes a reference is rather ambiguous, but I should like to point out that consumer's freedom of choice is not anything which is a moral absolute. Freedom of choice must be related, as my hon. friend Shri Asoka Mehta pointed out, to the fact that the choice is there as between two articles where the prices charged bear relation to costs. If, for instance, there are two commodities one of which is offered free absolutely, then, undoubtedly, there is no freedom of choice. In fact, that was a celebrated example given by a French economist nearly 200 years ago when he pointed out that if you have a person who ferries you across the river free and if you have another person who ferries you for a few francs that you pay, then, undoubtedly, there is no freedom of choice because, obviously, you are not comparing two things which are comparable but you are having two different commodities altogether. I venture to think that when we people talk of the consumer's free choice we have in view the charges that are levied in relation to costs. Can anyone who has thought over this question of road transport and the many taxes that we have levied say that the costs of road transport and prices that road transporters charge are anything less in relation to costs? Indeed, the argument is that the prices charged by road transporters for anything over 300 miles are much higher than rail transport and yet they are being preferred for other reasons.

The same argument came up before the British Transport Commission. My hon. friend, Shri Asoka Mehta referred to cross subsidisation and many other complicated matters. It is very valuable to have cross subsidisation, but do let us remember that in this matter of costing we are still in an uncharted world. Even the British Transport Commission has recognised

it, and while it may be valuable as a principle we have still to investigate further before we can come to any definite conclusion. The Committee has suggested certain things which ought to be subsidised. One may or may not agree with its recommendations in this respect, but one cannot blame it for investigating further, because even now the great theorists who are handling this subject have not been able to investigate this problem further. All the same, it is a valuable idea which ought to be taken into account and investigated by specialists in government departments to find out how far they can compare.

Now, Sir, I shall deal with some of the other recommendations of this Committee. My hon. friend, Shri Mathur, referred to the solicitude of the Committee for the small man and the small operator. On this I have certain observations to make and I should like to tell him why I feel I have certain doubts. It is perfectly true that the recommendations relating to credit facilities being given to the small man are excellent, and I entirely endorse the recommendation that he made that the Minister should use his influence to see that credit facilities are made available to the small operator directly. In fact, the great bane of our economy has been, if I might point out, Mr. Deputy-Speaker, the absence of the small man coming up. It looks as though in spite of our taxation policies it is only those who have already made their way in life that are able to survive and make their way further and those who have not yet made their way are hardly able to get a footing. But I would like to suggest that while the Committee has rejected this idea of a ceiling on the number of buses or lorries that are to be owned by a particular person, one must understand, in practice, that we have to, if we think of encouraging the small operator, place some sort of a limit on the number of buses or lorries that persons could have. You may not have an actual ceiling, to introduce an arbitrary figure like that may not be possible.

but at the back of one's mind one must realise, from the point of view of social purpose, that it is essential that the small man should be encouraged.

In paragraph 53 on page 30 there is rather an ambiguous recommendation, which, I, with your permission, Sir, should like to read out. It says:

"While it is possible that a one-vehicle unit might satisfy most or even all these criteria, it is likely that a fleet owner would be in a better position to meet the test. The Committee is, therefore, of the view that the formation of efficient and viable enterprises should be encouraged in all reasonable and legitimate ways. On the other hand, the Committee is opposed to any ban being placed on the owner of a single truck in the case of goods transport."

Now, Sir, I would rather have much wished the Committee to have suggested ways of encouraging the small man, and I should also like to point out to the members of the Committee that so far as the system of licensing is concerned one of the main reasons for having a system of licensing is to see to it that the small man survives. If we did not have a system of licensing, then all the people would operate and there would be cut-throat competition and eventually there would be what is known as the merger of many units into one single unit. It would be growth of monopoly. And, therefore, even from the point of view of licensing, I venture to suggest that we should more and more encourage the small man and not have too many of these big fleet owners really operating.

There are certain advantages of a large-scale economy in these big fleet operators but they are outweighed by other disadvantages and certainly in the case of road transport the main reason for encouraging it is because it gives an opportunity to the small

man to come up. In fact, in road transport the small man is very nearly on equal terms with the big man. The capital invested is limited and all the operating expenses are common and even the expenses on management would not be very high. I venture to think that the Committee in its bias should have been more biased in favour of the small man rather than in favour of the fleet owner or the bigger owner.

It is not as though one suggests that there should be something like an arbitrary ceiling, but I do think that when the Committee has made many wise recommendations to promoting the social interests it should have certainly devoted some attention to the small man. I am all in favour of regulation of the different agencies of transport. But I am very much opposed—and I reiterate it—to any prohibition of any particular method of transport, say, beyond a certain mileage. The railways, in the name of regulation, in the name of co-ordination, are attempting to prohibit and emasculate road transport, a thing which is opposed totally to social interests, a thing which is opposed to our employment policy. I hope and trust that on this matter the Government, after due deliberation, will come out strongly and set its face against monopolies. It should be a great gain not only to the Government and the various State Governments but even to society and the consumers of whom there are large numbers in our country, waiting anxiously for a correct solution of these problems.

सरदार इकबाल तिह (फीरोजपुर) : उपाध्यक्ष भग्नेवद, मैं सब से पहले इस कमेटी के बेन्वरान का शुक्रिया छाड़ा करता हूँ कि उन्होंने कम से कम तमाम देश की ट्रांस-पोर्ट प्रोब्लम्स को एक बगह और एक ढंग से इस रिपोर्ट में देश के सामने रखता है और मीका बिया है कि उन की तरफ पूरे

[सरकार-सम्बाल लिए]

सौर पर हैला जा सके। उस कमेटी ने यह रिपोर्ट पेश कर के केन्द्रीय सरकार, राज्य सरकारों, पालियामेंट और दूसरी संस्थाओं को भी इस का बौका दिया है कि वे ट्रान्स-पोर्ट गवर्नमेंट को देख सके और उन को उन रेकमेंडेशन्स की रोशनी में हस कर सकें। इस में कोई शक नहीं कि इस कमेटी ने बहुत अच्छी सिफारिशें की हैं लेकिन इसी सिलसिले में उनके पुरानी कमेटियों और रिपोर्टों की बाद आ जाती है जोकि सन् १९५० के बाद बनी। पहले मोटर बैहीकल इन्स्पेक्टरी कमेटी बैठी और उस ने अपनी रिपोर्ट पेश की। स्टडी प्रूप ने अपनी सिफारिशें पेश की। उस के बाद एस्टमेंट्स कमेटी ने अपनी बहुत सी सिफारिशें दी। उस के बाद ट्रान्सपोर्ट कमिशनर कान्फेस हुई और उसने बहुत अच्छी अच्छी सिफारिशें की। पिछले साल भूर्ता में एक कान्फेस हुई और उसने अच्छी सिफारिशें की और उस के बाद यह आखिरी कमेटी है जिस ने कि अपनी सिफारिशें की है। यह सब बतलाने से भेरा भतलब यह है कि रेकमेंडेशन्स तो हमेशा अच्छी होती हैं और डाक्टर हमेशा अच्छा इलाज तज्जीज करता है लेकिन पता नहीं मरीज को डाक्टर पर एतबार नहीं या सरकार को उस डाक्टर के इलाज पर एतबार नहीं जो वह उस पर अमल नहीं करते और हमेशा एक के बाद एक नये डाक्टर बदलते जाते हैं लेकिन इलाज किसी का लग कर नहीं करते। इन तमाम कमेटियों की जिन का कि मैं ने अभी जिक किया करीब करीब एक ही सी सिफारिशें दी लेकिन गवर्नमेंट ने उन को कभी इस्पत्तीमेंट नहीं किया। ऐसा मानूम देता है कि गवर्नमेंट को डाक्टर की सिफारिशों पर विश्वास नहीं है और इसीलिये वह एक नया डाक्टर और लाई है और इस कमेटी के बाद उन्होंने नियोगी कमेटी कायम कर दी। अब नियोगी कमेटी सेकेटरियट लेविल की कमेटी है और मानूम ऐसा देता है कि उस के बाद मिनिस्टर्स की

कमेटी इस के लिये बैठेगी और उस के बाद फिर यह तमाम मामला प्राइम मिनिस्टर के पास जायगा और तब ही कोई फैसला हो सकेगा। मेरा निवेदन इतना ही है कि अगर गवर्नमेंट बाकई कुछ करना चाहती है तो उस के पास इतनी सारी कमेटियों और अच्छी अच्छी सिफारिशें हैं उन को अमल में लाना चाहिये।

आज भी हम देखते हैं कि इस रिपोर्ट पर बहस हो रही है। गवर्नमेंट ने कुछ अपने खायालात और कौनक्लूर्जस दिये हैं लेकिन मेरी समझ में यह बेहतर होता अगर गवर्नमेंट इस भौके पर एक डेफिनिट पालिसी को ले कर हाउस के सामने आती और वह यह कहती कि इस की १०० सिफारिशों में से ५० हम भजूर करते हैं, बाकी ५० पर हम गैर करेंगे और देखेंगे कि वे भजूर करने के काबिल हैं या नहीं। लेकिन मैंने पहले कहा हम आज ६ बर्ष गुजर गये, उसी स्टेज पर खड़े हुए हैं जिस पर आज से ६ बर्ष पहले थे। मैं जानता हूँ कि हमारे ट्रान्सपोर्ट मिनिस्टर साहब की रोड ट्रान्स-पोर्ट को बेहतर करने और उस में काम करने वाले कर्मचारियों का सौट बैटर करने के लिये बहुत हमदर्दी है और मैं समझता हूँ कि जितनी हमदर्दी उन के दिल में है उतनी आज तक किसी मिनिस्टर के दिल में नहीं होगी। लेकिन वह बेचारे भजूर है और भजूर है उस व्यूरोकेटी से जिस अूरोकेटी में कि वह चलते हैं और जिस के कि कारब वह अपने खायालात को अमली जामा नहीं पहना पाते, एस्पलीमेंट नहीं कर सकते। मैं जानता हूँ कि वे बहुत कुछ करना चाहते हैं लेकिन पता नहीं उन की भजूरिया कहाँ तक जाती है जो वे भजूर हो कर नहीं कर पाते, बहुत दूर नहीं जा सकते और इसी का यह नतीजा है कि हर बार वह भजूर हो कर एक नई कमेटी बिठा देते हैं लेकिन

वह पिछले डाक्टरो द्वारा करीब करीब एक ता बताया गया इताव नहीं कर पाते और हालत यह बन रही है कि मर्ज बढ़ता गया और ज्यों ज्यों दबा की ।

मेरा तो उन को कहना यही है कि इस कमेटी ने जो सिफारिशों की हैं गवर्नर्मेंट को उत्त सिफारिशो पर गौर करना चाहिये, स्टेट गवर्नर्मेंट्स को गौर करना चाहिये और कम से कम अगले पाल, औ महीनों में उन पर कुछ न कुछ अमल होना चाहिये । अगर ऐसा नहीं किया जाता है तो फिर इस कमेटी, पिछली तमाम कमेटियों और दूसरी कमेटियों के बीचों का कोई मतलब नहीं रह जाता है । असल में देश की जो हम प्लानिंग करते हैं और प्रोडक्शन बढ़ाते हैं तो यह प्लानिंग से पहले द्रान्सपोर्ट की पालिसी तय हो जाती चाहिये और वह मामला निबटा दिया जाना चाहिये । अगर आप द्रान्सपोर्ट की प्लानिंग नहीं करें तो वह रेलवे का हो जाए रोड का हो और जाहे बाटर का तब तक आप की कोई भी प्लानिंग सक्तीसकुल नहीं हो सकती यथोकि आप फूड ज्यादा प्रोड्यूस भले ही कर लें लेकिन अगर उस के डिस्ट्रीब्यूशन का आप ने पहले से प्रौपर एरेंजमेंट नहीं किया हुआ है तो वह बक्त पर कज्यूमर्स को नहीं पहुँच सकेगा । उस हालत में आप के ज्यादा प्रोडक्शन करने का कोई मतलब नहीं रह जाता है लेकिन आज बिलकुल उलटा काम हो रहा है । पहले कारखाना बन जाता है प्रोडक्शन शुरू हो जाता है लेकिन उस के डिस्ट्रीब्यूशन का कोई माकूल इत्याम नहीं किया जाता । असल में द्रान्सपोर्ट पालिसी प्रोडक्शन को प्रिसीड करनी चाहिये । रोड द्रान्सपोर्ट के बारे में मैं कह सकता हूँ कि पिछले १०-१५ साल में रोड द्रान्सपोर्ट ने अपने दौर पर तरवकी की है लेकिन सरकार की ओर से उसे एक अच्छे डग पर लाने के लिये आज तक कोई यत्न नहीं किया गया है । एक रे आफ ही प इस एक्ट में थी । वै जब उत्त एक्ट की सेलेक्ट कमेटी का बेम्बर

था, एक इटरलेट द्रान्सपोर्ट कमिशन जनवरी गया और वह उम्मीद होने लगी थी कि यह रोड द्रान्सपोर्ट का मसला हल करेगा । आज उस कमिशन को बने समझे तीन साल ही गये लेकिन कोई काम नहीं हुआ । वै पूछता हूँ कि अगर उत्त की सिफारिशो पर अमल नहीं करना था तो फिर उस कमिशन को बनाने का मकसद ही क्या था ? इस के बीच बेहतर यह है कि आप कम से कम इस्टी-दिशूशन न बनायें जिस से लोगों को आम-चाह उम्मीदे तो न हो । ऐसा इस्टी-दिशूशन बनाने से क्या फायदा जोकि कुछ काम न करे । उस कमिशन के बेअरमैन और दीम्बर्स ने टूर किये हैं लेकिन क्या लगाती टूर करने से ही कोई मसला हल हो सकता है ?

सन् १६५० में रोड टैक्सेशन इनकावायदी कमेटी बनाई गई और उत्त ने सिफारिश भी कि रोड टैक्स बढ़ाना नहीं चाहिये और रोड टैक्सेज के सिलसिले में कुछ रिलीफ मिलनी चाहिये लेकिन उधर कुछ नहीं किया गया ।

कम से कम एक बात पर हर एक कमेटी ने एप्री किया कि बुध्नीकेशन आफ टैक्सेशन नहीं होना चाहिये लेकिन हम देखते हैं कि हेर एक जगह पर उन पर टैक्स लगता है । जिस डग से इस देश में द्रान्सपोर्ट का काम चलता है अगर मिनिस्टर साहब उन के साथ बैठ कर दौरा करे तो मालूम हो जायगा कि उन को कितनी शिकायत है । अब इस में मैं समझता हूँ कि हर एक मुताफिक है कि टैक्स के बल एक जगह पर लगता चाहिये जाहे जितना भी लगे लेकिन साथ ही वह इतना रीजनेबल तो होना ही चाहिये कि वह रोड द्रान्सपोर्ट सर्विसेज को अनएकोनामिक न बना दे । आज रेलवेज की बात होती है । रेलवेज पर माइल कौस्ट ६ लंबा ऐसा है जबकि पैट्रोल पर ७ ४४ नये ऐसे टैक्स हैं और डिजेल आयल पर ४ २८ नये ऐसे टैक्स हैं । अब गवर्नर्मेंट कुछ अन्दाजा लगा

[संसदीय इकाइयां सिंह]

सकती है कि उस पर टैक्स की कमा वर होनी चाहिये। अगर स्टेट गवर्नर्मेंट्स इस के लिये कुछ नहीं करती है तो कम से कम सेंट्रल गवर्नर्मेंट अपने तीर पर एक बिल लाये और प्रिलिपल्स आफ टैक्सेशन से डाउन करे। भोटर और हिंकल्स के सिलसिले में पता नहीं स्टेट गवर्नर्मेंट्स ने कोई इस तरह के उत्तर टैक्सेशन के ले डाउन किये हैं कि नहीं लेकिन कम से कम कास्टीट्यूशन में सेंट्रल गवर्नर्मेंट को यह अधिकार हासिल है कि वह स्टेट गवर्नर्मेंट्स को कह सकती है कि वह इतना टैक्स लाये और अगर नहीं भी ऐसा कह सकती है तो कम से कम वह प्रिलिपल्स से डाउन करने के बास्ते पालियामेंट में एक बिल तो ला ही सकती है और वह बिल यह पास हो सकता है। सविधान इस चीज की इजाजत देता है। अगर आप नेशनल ट्रान्सपोर्ट पालिसी बनाना चाहते हैं तो प्रिलिपल्स आफ नेशनल टैक्सेशन भी बनाये और उस के लिये बिल लायें।

जहां तक क्रेडिट की सुविधा देने की बात है मैं अपने भाई डा० कूण्डस्वामी की आवाज में अपनी आवाज मिलाना चाहता हूँ। आज हालत यह है कि स्पॉल आपरेटर्स को काफी सूद देना पड़ता है, २५, ३० और ४० फीसदी तक सूद देना पड़ता है। वह आदमियों को तो काम करने के लिये पैसा मिल जाता है लेकिन छोटे आदमियों को काम शुरू करने के लिये यह क्रेडिट फैसिलिटी ठीक डग से नहीं मिलती है। छोटे ट्रान्सपोर्ट के काम करने वालों को बजाय सहूलियत के डिस्कोंजर्मेंट मिलता है।

गवर्नर्मेंट ने स्टेट बैंक आप इडिया को अमेंट किया ताकि रोड ट्रान्सपोर्ट में लगे लोगों को क्रेडिट की सहूलियते बहम पहुँचाई जा सके लेकिन आज तक स्टेट बैंक ने दो, तीन बड़ी बड़ी कम्पनियों को छोड़ कर किसी और को कोई कम्पनी की सहायता नहीं दी। यह बड़े अफसोस का मुकाम है कि रोड

ट्रान्सपोर्ट जोकि देश में मोर्ट शोनेस्ट सर्विस है और दूँ हे धर पर जा कर सर्विस करती है और मोर्ट शोनेस्ट सर्विस करती है उस को कोई सस्ती दर पर क्रेडिट बैंकर की सहूलियत बक्त पर नहीं मिलती है। छोटे काम करने वालों को मदद देने का कोई तरीका नहीं है। इसलिये मैं चाहता हूँ कि जो भी फैसला हो उस में सब से पहले उन छोटे छोटे बस आपरेटर्स बैंकर को यह लोन और क्रेडिट बैंकर की सहूलियते पहुँचाई जानी चाहिये। मैं टैक्सेशन के सिलसिले में कुछ कहना चाहता हूँ। मेहता जी कहते हैं कि आप एक तरह का फायदा करें तो दूसरी तरह का नुकसान करें। वह कहते हैं कि म्युनिसिपल कमेटियों को बचाना चाहिये, शहरों को बचाना चाहिये व्योकि शहर हमेशा बचे रहते हैं। वह कम दे। उन को आक्राय भी मिलना चाहिये।

आप हीरान होंगे राजस्थान की मिलाल सुनकर। अगर एक ट्रक किसी म्यूनिसिपलिटी से गुजरता है तो वह कहते हैं कि वहले २००० रुपया जमा करो, क्योंकि हो सकता है कि तुम माल रास्ते में ही कही उतार दो, और आक्रिये चुनी पर यह रुपया ले लेना। अगर वह ट्रक दस चुनियों से से गुजरता है तो उसे हर जगह एक एक या दो दो हजार रुपया जमा कराना होता है और फिर दो घटे बाद बापस लेना होता है।

जी हरिश्चन्द्र भाष्य (पाली)
राजस्थान ही क्यों उत्तर प्रदेश में भी तो वह होता है।

संसदीय इकाइयां सिंह में उत्तर प्रदेश की तरफ भी आता है।

उपाध्यक्ष भर्होदय, अगर आप सारे हिन्दुस्तान के रोड ट्रान्सपोर्ट को लेंगे तो आपको बहुत बक्त संगेगा। आपका बक्त १५ मिनट ही है।

सरदार इकबाल सिंह : मूले थोड़ा तो और बहुत हैं। मैं बहुत सी प्रेक्षिकल बातें कहना चाहता हूँ।

राजस्थान के भासावा में आपको भासावा की मिसाल देना चाहता हूँ। वहां पर एक रोड का परमिट देने के लिए ३५०० रुपया लिया जाता है। यह तमाम टैक्स आखिर में जाकर कंज्यूमर पर ही पड़ता है। जो निविल भैंस है वह कुछ नहीं देगा। वह उतना किराया लायदा से लेगा। तो मेरा कहना यह है कि सारे देश में यह टैक्स यूनीफार्म होना चाहिये।

इसके भासावा में पुलों के बारे में कहना चाहता हूँ। ११० पुल बनने में, जिनमें से ५० या ६० तो सैकिंड फाइब्र इम्पर प्लान वे बनेंगे और कुछ तीसरी फाइब्र इम्पर प्लान में बनेंगे। मूले अफसोस है इस बात का यह मिनिस्ट्री अपने लिये कुछ कोशिश नहीं करती। रेलवे को ३८० करोड़ का फारिन एक्सचेज मिला, पोर्ट आवारटिंज को ३० करोड़ का फारिन एक्सचेज मिला। रोड ट्रास्पोर्ट मिनिस्ट्री पुल बनाने के शिड्यूल में बीचे है यथा इसको जो ५ करोड़ का फारिन एक्सचेज मिला है उसको भी पूरा काम में नहीं लाया जा रहा है। आप एक नेशनल हाईवे बनाते हैं और तो उस पर पुल नहीं बनते और बनते हैं तो बहुत बहुत देर में, दो दो, तीन तीन, चार चार साल में बनते हैं। मिसाल के तौर पर उत्तर प्रदेश में गढ़मुस्तेश्वर के पुल का मसला तीन साल से शुरू है और आपद उसमें भी दो साल और लगें। आपको चाहिए कि आप नेशनल हाईवेज पर तो पुल बनाये जो कि इसलिये नहीं बन पाने कि उनको जरूरी चीजों के लिये फारिन एक्सचेज नहीं मिल पाता। मिनिस्ट्री को इसके लिये कोशिश करनी चाहिये। आगर आप नेशनल हिस्ट्रीम आव रोड ट्रास्पोर्ट बनाना चाहते हैं तो उसके लिये आपको नेशनल हाईवेज बनानी होंगी और उन पर जब तक पुल बनेरह नहीं रहते उनसे फायदा नहीं हो सकता।

एक बात में रोड ट्रास्पोर्ट के बारे में कहना चाहता हूँ। यह देहात का मसला है। वहसे आप पंचाब की में। रेलवे ने कह दिया कि हम सैकिंड फाइब्र इम्पर प्लान में एक भी रोड नहीं दे सकते। तब देहात में जो लोग बसते हैं उनके लिए भी तो कोई तरीका होना चाहिए। वह रोड ट्रास्पोर्ट का ही तरीका हो सकता है। ट्रकों के जरिये ही किसानों की धैदावार को मंडियों तक ले जाया जा सकता है। इसके लिये जरूरी है कि सड़कें बननी चाहिए ताकि मुसाफिरों और माल को लाने ले जाने के लिये उन पर ट्रक और बस चल सके। इसलिए मैं कहना चाहता हूँ कि जहा सड़के नहीं हैं वहा सड़के बननी चाहिए और उन पर चलने के लिये ट्रकों और बसों को लाइसेंस और परमिट मिलने चाहिए ताकि जिन मकसद के लिये सड़कें बनायी गयी हैं वह मकसद पूरा हो सके।

ब्रद में ट्रक ट्रेलर के बारे में कुछ कहना चाहता हूँ। हर एक आदमी यह भानता है कि सस्ते ट्रास्पोर्ट के लिये ट्रक ट्रेलर का होना जरूरी है। और दूसरे मुल्कों में इसकी इजाजत है। गवर्नरमेट को सोचना चाहिये कि अपने देश में भी इसकी इजाजत दी जाये।

आजकल जिस तरीके से ट्रक के बेट का अन्दाजा लगाया जाता है वह सही नहीं है। पजाब में यह २५००० पाउंड है। दिल्ली में २७००० है, राजस्थान में यह १६००० रु जाता है और मध्य प्रदेश में १७००० और उड़ीसा में ६ हजार ही रुह जाता है। इसकी क्या बजह है। आखिर जब एक सी सड़के हैं तो यह फर्क क्यों किया जाता है। एक ही किस्म की गाड़िया है भगवर एक सूचे में उनके लिये एक कायदा है दूसरे में दूसरा। कोई बजह नहीं मालूम देती कि ऐसा क्यों किया जाता है जब कि सब जगह नेशनल हाईवेज बन रही हैं। आप यह कह सकते हैं कि दूसरी किस्म की सड़कों पर यह गाड़ियां न चले। तो मैं कहना चाहता हूँ कि यह एक्सिल स्लोट की पालिसी गलत है। उनकी

[सरकार इकायाम चाहिए]
वाहने लारीके ते लोड वित्तना चाहिए और
उत्तरा लोड वित्तना चाहिए ।

प्रालिंगर में मैं इस मिनिस्ट्री और स्टेट ट्रांस्पोर्ट मिनिस्ट्री के सिलसिले में कुछ कहना चाहता हूँ । मूले लगता है कि इस मिनिस्ट्री को आपने आप पर कानूनिकोंसे नहीं है । जो भी बात होती है तो वह पहले दूसरों की एडवाइस के लिए जाती है । पहले रेलवे बोर्ड को पूछेंगे । मैं इसके लिलाक नहीं हूँ कि कोआडिनेशन के लिए पूछा न जाये लेकिन कोआडिनेशन होना चाहिए सवाइलेशन नहीं होना चाहिए । हम देखते हैं कि जो बात दूसरों की होती है वह इस मिनिस्ट्री में चलती है । इस मिनिस्ट्री को भी आपनी तरफ से कोशिश करनी चाहिए और जिस मकासद के लिये यह मिनिस्ट्री है वह मकासद इसे पूरा करने की कोशिश करनी चाहिए । जो कमेटी बनती है तो पहले उसमें रेलवे बोर्ड का भेष्वर आता है । वह हर तरह की पाबन्दिया लगाता है, यह परमिट नहीं मिलना चाहिए, यह सड़क नहीं बननी चाहिए अगर बननी है तो ३०० मील या १५० मील से ज्यादा नहीं बननी चाहिए । जिस तरह से कि इस मिनिस्ट्री की कमेटियों में रेलवे बोर्ड का आदमी आता है उसी तरह से रेलवे बोर्ड की कमेटियों में इस मिनिस्ट्री का आदमी नहीं जाता । मैं नहीं समझता कि यह कोआडिनेशन है । मैं पूछना चाहता हूँ कि क्या किसी रेलवे बोर्ड की कमेटी में इस मिनिस्ट्री के किसी आदमी को एडवाइस के लिये बुलाया गया । यही हाल स्टेट लेविल पर है । वह बेचारे तो समझते हैं कि हमारा काम तो सिर्फ परमिट देने का है । लेकिन उनका इससे बड़ा काम है स्टेट के ट्रांस्पोर्ट को रिपारेनाइज करना और प्लान बनाना ताकि उस स्टेट की इकायामी में तरकी हो और बाटिलरीस है वे दूर हों और जो मुश्किलात हैं उन को कम किया जाये । इस मिनिस्ट्री

में कुछ घरों में कानूनिकोंसे होना चाहिए । यह मिनिस्ट्री कमबॉर है और इसी लिये स्टेट मिनिस्ट्रीज जो कि इसी के हिस्ते हैं वह भी कमबॉर हैं । उनके पास प्रगत रेलवे की चिट्ठी आ जाती है तो वे समझ लेते हैं कि इससे घागे हवें नहीं चलना है ।

मैं प्रालिंगर में आप से फिर कहना चाहता हूँ कि देहात के लोग भी सफर करना चाहते हैं और जब रेलवे की सरविल वहां नहीं आ सकती तो आपके यह कहने का कोई हक नहीं है कि जो लोग देहात की सेवा कर रहे हैं और जो मोटर बस चला कर और ट्रक्स चला कर मुसाफिरों को लाते ले जाते हैं और किसानों की पैदावार को भेंटियाँ तक लाते हैं उनको यह करने का कोई हक नहीं है ।

मैं इसना ही कहना चाहता हूँ ।

Mr. Deputy-Speaker: Shri Khadilkar

Shri Harish Chandra Mathur: I have a submission to make You have, Sir, observed that in the speeches that have been made the railways find an important place. So, I would submit that it would be better if the Railway Minister is also here to listen to the speeches

Mr. Deputy-Speaker: Then there would be the fear of subordination.

Shri Harish Chandra Mathur: No. The Members of Parliament have strength enough to withstand anybody. It will be a pity if he is not present here.

Shri Khadilkar (Ahmednagar): My hon. friend, Shri Asoka Mehta, who opened the debate looked at the problem from an aerial academic point of view and, unfortunately, certain economic theories that he had presented, and which counteract the suggestions contained in the Report, are such as in my opinion are absolutely inapplicable to our country. I am looking at it from the pedestrian's point of view,

the point of view of a villager belonging to a village where there is neither motor truck, nor a railway line, nor even a bullock-cart approach road. But for the one word that my friend, Shri Masani has introduced in his contention the "consumers' choice", the report on the whole is a good document. He has borrowed the phrase from old economic theory which is as dead as mutton in the modern context. I do not want to revive this ghost theory in this House and so would restrict myself to the problem that is before us.

While dealing with economics, before coming to the main problem, my hon. friend Shri Asoke Mehta advanced a very strange theory that if you open the rural hinterland, the people there will be affected because they will come in contact with the so-called commercial world. My point of view is different. At the present juncture in every village which is cut off from the main commercial centre the small producer is entirely at the mercy of the market economy. But he has no market nearby and so he has got to deal with some agent or sub-agent of a big merchant in Bombay or Calcutta. That is the pity of it. So, my hon. friend Shri Asoka Mehta ought to realise while advancing a theory that when he goes to a village, a very interior part of the country where he is cut off from the ordinary normal channels of trade or communication he has been put at a disadvantage though his prices are more or less regulated by the market mechanism. He has no market where he could dispose off his goods or buy them. This is the position. Therefore, all the reports that he has quoted—I have some of them here—whether they be about the British transport system or American system or, for that matter, the Soviet Union, are absolutely inapplicable in the context of our country. Therefore, I would certainly thank the Masani Committee except

for the introduction of "consumers' choice", because I am a poor consumer, because my choice is not determined by the market; it is entirely determined by my pocket and the availability of things near about me, for other recommendations. In the modern context "consumers' choice" has no meaning. It is an absurd concept altogether in the face of a growing economy as in this country.

Now that the little economic cobwebs that were raised have been cleared up, I would come to the main report that is before us. Unfortunately there is a sense of unreality about the whole discussion. We know there were four committees before this Committee went into this business. There was the Motor Vehicles Enquiry Committee. The Study Group appointed by the Planning Commission was the second. Then there is the report of the Estimates Committee, which is a very valuable document. Then there are the recommendations of the Transport Commissioner and Controllers. What Shri Masani Committee has done now is really to put the material in a comprehensive manner what was formerly done in a piecemeal way. Now he has brought out a report and presented the picture of road transport in this country in a proper way. Even now, after the report is published and some months have elapsed, the Transport Ministry, let me state very plainly, they have cold-storaged the Report. I am afraid, we have no report alive. It has been cold-storaged, because a sixth committee under the chairmanship of Shri Neogy has already been appointed. And if you go through the terms of reference of the new committees, they are almost similar, if not identical, to that of the Masani Committee.

Is this the way to deal with the Report. Road Transport is the anaemic rickety part of our transport system. If I may draw a comparison, you call one doctor. He prescribes a

[Shri Khadilkar]

certain medicine. He says the child will be all right, provided you give the medicine. Then you call another doctor. Then you call a third, fourth and fifth doctor. In the meanwhile the child is getting more and more rickety and anaemic. In such a position if you do not administer a proper medicine in time and say "No we are going to have a sixth expert" I do not know what I should call the Ministry concerned which has appointed this Committee and wasted the tax-payers' precious money over it. I cannot understand it. This is the most important factor which has been brought before this House and before the country by the Masani Committee. Who is to determine the transport policy of our land? This is the main issue. Is it the Railway Ministry to dictate the policy or is it to be laid down by the Government taking into consideration priorities and needs of the people and our economic development?

From times past since the 1931 measure regarding controlling and regulating road transport was enacted, we have seen that in this land the Railway Ministry or the Railway Empire, on which His Majesty the hon. Shri Jagjivan Ram presides, is absolutely in control of our transport policy. And excuse me for saying this with all the eminence of the senior colleague of Shri Raj Bahadur—he is called by his admirers a tiger who used to howl on issues of which he had no deeper understanding but so far as the Transport Ministry is concerned, Shri Patil has proved himself to be just a paper tiger or just a lamb. Beyond that he has done nothing. I say this because there is a point in this. So far as the determination of the transport policy of this land is concerned, in the context of the developmental economy, you have got to consider certain major issues.

You know there was a team by the International Bank. It has made a definite suggestion for a direction of policy. It has emphasized that we

must resist the temptation to develop railways at enormous cost which requires much foreign exchange. This is a very significant factor in our economy. We know that at the present juncture the Railway Ministry has come practically to an end of its expansion programme except, where big factories are coming up, to connect big factories or big industrial concerns with the main trade route which they are undertaking. In the south, if you see the railway map, where road mileage as per head of the population as well as the general region is very, very low, we have got to depend entirely on either a bullock cart or on a motor vehicle if available and if there is a road where it could go. This is the position.

14 hrs

Therefore I look at the problem from this angle, that is, where economy is breaking ground for want of channels of communication that economy remains stagnant and at a disadvantage to reap the benefit of growth. This is the problem which we have got to face.

My hon. friend, Dr Krishnaswami, spoke about the small man. I am connected with so many motor operators in the sense that I have known their problems and have tried to study them. On our side it is really a problem. We know that the ordinary cleaner becomes the motor driver and then ultimately he tries to become a motor operator. 99 per cent motor operators or so have hardly more than one vehicle. Except for borrowing money or some credit extended now-a-days by the Tatas, which they do under the new system, he has no means beyond that to ply his trade. Now, are we going to help this man who is helping the economy at the lowest level and who is to decide the policy of this help? This is the problem.

Hon. Shri Asoka Mehta mentioned about octroi and other taxes that are levied by the municipalities and corporations and even by the small local bodies like the Gram Panchayats. He

said: What would happen to their income? He ought to have realised, if he had studied the finances of the local bodies during the last ten years, that because of this greater turnover their incomes have gone up and if for the sake of convenience of a transport system they are really made to suffer a little it would not be a big burden. Therefore I would like to place before this House the main recommendation of the Committee which it should consider and which the hon. Minister should consider. It is no use giving us vague promises.

There are three parts I am coming to that. But what we can implement without reference to the Railway Board is this one recommendation of giving some subsidy in taxation or otherwise where the transport operator is trying to operate his bus in localities where there is no other alternative mode of transport. Unless some such subsidy is forthcoming by way of concession in taxation, by way of some advance, by way of loans or otherwise I am afraid all the risks that he has got to run will never be run. It would be difficult for him and in the process that small operator is likely to be wiped out.

Why I have said this? It is because since the report was published if I were to make a resume of what the hon. Minister has said it would throw some light. The hon. Minister was there at the All India Motor Union Congress. In that gathering of operators he gave a very optimistic picture and held high hopes. He said, 'The Masani Committee's report is coming and then everything will be all right. All your grievances will be removed.' Then later on when the actual report came, the language changed. There were more words than any concrete acceptance anywhere. Talking about the report in conclusion he said, 'It is something that will stand with us for many years to come. It is a light—a beacon light—so far as the development of transport is concerned.' What a good language! Shri Patil knows without substance what

to say in a sort of a flowery language. He said it but without committing himself. This is his position.

Then, in between the Neogi Committee has been announced. I think that this is a matter which this House must take seriously. Why should another Committee be appointed when one Committee's report is available which has not yet been debated and when Government has not said whether it can or cannot implement certain recommendations? Why a third Committee should be appointed? What is this farce of appointing committees? Today what is happening in this country? Let the Treasury Benches take the warning. They held out promises. They published reports every morning. If you look only at the headlines you see this picture. Big promises are held before the people such as every hut will have an electric light and radio soon. All sorts of things appear and the ordinary man feels so, some things are being done as promised. The same thing happened regarding this report and when the question of implementation came the Ministry is sitting tight, almost in a subservient manner accepting the dictation of the Railway Ministry so far as the transport policy of this land is concerned.

I want to fight this issue. Let this House take it up as to who is to lay down the overall transport policy of this country, whether it is bullock cart transport, motor transport, railway transport or shipping transport. All the policies must be related and in the context of our situation and the growing economy of this country. That factor cannot be ignored.

Now, so far as the recommendations are concerned, there are three parts. I will just in brief mention them. The first part is providing funds for more roads for strengthening existing bridges, culverts so as to allow fuller utilisation of vehicles, providing bridges on national highways which are missing. What the

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Ministry has got to say about it? Have they said anything? Nothing. The other day, while he was talking about tourists and tourism and in a very intimate language about the hostesses and their dress, I thought a bit uplifted, moving about the country on a sort of a mysterious rug and enjoying this land. But so far as this pedestrian problem of roads is concerned, what the Ministry has done or is going to do?

Some hon Member just now mentioned bridges. I will just cite one instance. On the River Sone there is a bridge at Dehri-on-Sone, which was formerly a railway bridge. There for one maund of load for a vehicle to pass, the Railway is charging one rupee at a time. This is the attitude. Is this co-ordination? I want to ask the hon Minister. If it were co-ordination and co-operation, why should the Railways charge so heavily for goods that are just being transported from one end of the river to the other on this bridge which happens to be in possession of or the property of the Railways? I cannot understand that.

As regards the second part, that is, finding more foreign exchange for vehicle spare parts, tyres, diesel oil, it is a pity that all foreign secured loans have gone to the Railways. But I do not want to refer to that. The main thing is here concerning the States. Where you are coming in, those which have effect on other modes of transport will have to consult the Railway Ministry and those on which action is to be initiated by the Government of India. There are three categories. They have suggested single point tax. Now, in Bombay State recently there was a report of a Committee which has now come before the House regarding sales tax and they have accepted in principle—single point sales tax. It is a very valuable document. So far as this business is concerned, in order to remove the irregularity and the heavy burden of transport, why not

accept this recommendation? Come forward with a legislation which will serve as a model. I do not want to disturb the State economy, but still, if you want to regulate and expand the transport system you will have to persuade, cajole or sometimes, even control the States so far as road transport development is concerned. If you are prepared to do it, then alone can you do something in the matter. Otherwise you have no future. You can say that you are glorified Ministers of Transport, without any authority. You cannot do anything on your own. You have got to refer everything to the Railway Board. The best thing would be, let it be a part of the Railway Board, this Transport business, and then we shall fight with the Railway Board. This is the position.

If you accept some responsibility to the people, some responsibility which ought to be shared and here and now translated into practice in order to help the common man, as I said, the pedestrian like me, then you have to act without delay.

So far as this report is concerned I would like to refer to many other matters. But in conclusion I would say only one thing. As my hon friend pointed out, so far as employment is concerned, this is an employment-incentive proposition. There is no comparison with the Railways. As I said, so far as opening the economic hinterland to the main market centres is concerned, this is the main thing that you have got to do. Otherwise you will find that our whole economy goes into difficulties. The third thing, and a very important factor in this country, is, as I have mentioned, that so far as the small operators are concerned you have laid down a policy of service co-operatives. Here the Committee has suggested viable units. I have tried to organise some co-operation among the operators. My experience is that they are not prepared to pool the ownership. You will have to find out a way of a type of service co-operative where the opera-

tora will join into a co-operative business so far as the running is concerned and the ownership will be retained by the operators themselves. You must be prepared to do it on a small-scale. Take the service co-operatives. This is a field where you can make a beginning and give them direct licences for tyres, for spares, eliminate the middleman, and you can show the way how the service co-operative reaches not only the motor operators but wherever the truck goes, to the farthest end of our land. This is the way to do it.

With these words I will repeat, let the Ministry act and not say things in a vague manner. As I said earlier, all this discussion has a sense of unreality about it, because I feel the report has been kept in cold storage and the key is with Mr. Neogy and Mr. Jagjivan Ram.

Shri T. B. Vittal Rao (Khammam): Mr. Deputy-Speaker, the report of the Road Transport Reorganisation Committee has given us a very comprehensive picture of road transport in our country. There have been several reports regarding road transport, beginning from the report of the Motor Vehicles Taxation Enquiry Committee, then the report of the Study Group on Transport appointed by the Planning Commission, and when we had the reports of the Estimates Committee. But this report gives us an integrated and comprehensive picture about road transport. And the recommendations that this Committee have made are very valuable in so far as they relate to items which form part of the terms of reference to the Committee; those recommendations are very good and, if accepted, will go to a great extent towards the development of the road transport industry.

But when this Committee has overstepped the limits of its terms of reference, I am afraid its recommendations are not quite correct.

Firstly, they went beyond their terms of reference and made those recommendations. Secondly, they did not keep the objective, namely the objective of a socialist society, in view when framing those recommendations.

So far as their recommendations about the administrative set-up in the various States are concerned, if the recommendations are accepted they will be very good. Because, today the transport authorities that have been appointed in the various States with a view to regulate road transport in their respective States are really acting in a manner of restricting the development of road transport. In my State, the erstwhile Hyderabad State, the whole of the passenger transport was nationalised, but in the reorganised State only in one section i.e. Telengana area has this passenger transport been nationalised to a very great extent.

Whenever we ask the Road Transport Corporation to extend their services to certain lines, one or two miles, or even to divert the running of those services by even three hundred to four hundred yards, the disposal of the application for permit by the regional transport authorities takes not less than eight to ten months. And it is only eight to ten months when we go and find out from the Road Transport Corporation authorities as to who is responsible for this delay! Then finally, after a delay of two to three months we go and say "we have applied for a permit, and the permit has not been given". When we go and approach the regional transport authority, and tell them that "this service is essential for such and such purpose", even then they say they will consider it, and in spite of our approaching several authorities the time taken for disposal is very long. In the report of the Committee it has been recommended that a time-limit should be fixed for the disposal of these

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permits. That is, a limit of three months is placed. I think this is a very valuable recommendation which the Government should accept.

Then, Sir, in this Committee's report we find various recommendations with regard to the administration at the Centre, how the Transport Ministry should have various Wings, a Road Wing, an Inspectorate and a Development Wing, and in the States also they have suggested various other things. If these recommendations are accepted they will go a long way in improving the position of road transport.

It has been said what is the position of the roads in our country, what is the position of our bridges. So many other things are there. Nobody takes care of these things. In some States there is a Transport Commissioner who does not know how the road is. When the application for permit goes to him he does not know the condition of the road in that particular place. I can quote various examples in my State. There can be a through service provided by the nationalised road transport service—a distance of 150 miles. The railways are fully overcrowded and it takes a longer time to cover these 150 miles. People who want to go very quickly would like to take advantage of the road. Through the whole of this 150 miles length of road there is a strip only three miles in length where the road is absolutely bad. Any right-thinking person in charge of roads would take up the question of repairing these three miles so that through connection could be provided. When we go to the Road transport authorities and ask them to run direct service, this comes in the way. We requested them also to suspend the service during the monsoon. But, they did not agree to this proposition. They say, you come to us; why don't you go to the Chief Engineer or the Minister for Public Works and ask him to get it done? There is no proper co-ordination between the various wings which go

to make the transport system efficient.

They have made a recommendation with regard to increasing the laden weight of the trucks, trailer-truck combinations and so on. This point came up before us when we were discussing the Motor Vehicles Amendment Bill in 1956. It came up for discussion in the Joint Committee also. The Chief Engineer and others informed us that most of the bridges as they exist today cannot stand this weight. Unless and until these bridges are strengthened to stand a greater load, we cannot allow it. Here, again, the Committee has made this recommendation. We will have to consider that taking into consideration the strength of the bridges.

Regarding the State Transport Authority, they have made a recommendation as to what should be the composition. I fail to understand this. All the interests are represented there. I respectfully suggest to the hon. Minister that there should also be representation for the workers who man the transport system. It is not a new suggestion that I am making. Take, for example, the Coal Advisory Committee. The Coal Advisory Committee deals with the problems of the industry. It does not deal with problems of labour or the miners working in coal mines. Representation is there in the Coal Advisory Committee for the workers. They who are connected with the industry will be able to give some information for the development of that particular industry. Therefore, I submit for the consideration of the Minister that this should be borne in mind while studying or accepting the recommendation with regard to the composition of the State Transport Authority.

Then comes the question of co-ordination. There is a dissenting note. The Committee by a majority has recommended a sort of unrestricted grant of licences and permits. They have taken into consideration only the choice of the con-

sumner. I am afraid this recommendation is very harmful for the development of the transport system as a whole in our country whatever be the transport system in our country. I posed this question about railroad co-ordination when we were discussing in the Joint Committee the Motor Vehicles Amendment Bill in 1956. A person who had retired after serving the Railway Board as one of its members and Chairman, who had for a long time been the General Manager of a Railway, and who then was in the Hindustan Motors, came to tender his evidence on behalf of the Road transport industry. I asked him the question, how are we to co-ordinate the railway and road transport systems. I specifically put this question because he was formerly connected with the railways and he was now connected with the road transport—automobile—industry, and I thought he would be able to enlighten the Joint Committee with his valuable experience. Unfortunately, what he replied was, the less we talk about this rail-road coordination, the better. We have been talking about this for decades; there is no way out; we have not been able to solve it. This was his reply. Ours is a planned economy. We have got a plan. We have to regulate the transport system. Otherwise it will lead us into anarchy. Today, what is happening? For instance, coal is low-rated traffic. The railways are deliberately charging less for coal because coal is required for industries and factories. Whatever it is, the freight charge on coal is less than the actual cost of haulage by the railways. In the Asansol area, 10 million tons of coal are produced in the West Bengal region in the Raniganj coalfields. All the high-rated traffic is taken away by road transport. The low-rated traffic is not carried at all by the road transport. The whole of the 10 million tons of coal is transported to Calcutta and beyond by the railways. If a planned system is not there, if there is no regulation, the railways will be left

either to carry all the low-rated traffic and incur loss or increase the freight on coal with the result that industries will also be affected. That is why I really appreciate the dissenting note submitted by one of the Members who is connected with the Railway Board. This is not a problem which can be so lightly talked of. We have been discussing how to do this. There is cut-throat competition going on. We have got so many areas which are not served by any system of transport. The only system of transport which can serve is road transport. They do not go to those areas. Nobody goes to those areas. What is the compensation that has been provided? When we were amending the Motor Vehicles Act, we said, if an operator who is displaced is given an alternative route, he shall not be paid any compensation. Even for that, there was a lot of opposition. In our country there is vast scope for development of road transport. We have not reached the saturation point with regard to the development of road transport. But, somehow or other, the transport system radiates only in particular areas because they are paying.

Then, I come to the recommendation with regard to nationalisation. They have said that passenger transport should be nationalised where they could run their State transport efficiently. We have already placed an embargo, when we amended the Motor Vehicles Act, which discourages any State Government to nationalise, because, we have said that if a permit-holder's routes are taken over before the expiry of the permit, we have to pay a compensation at the rate of Rs. 200 per month per vehicle. It was Rs. 100 when the Bill was introduced in this House. We asked on what basis this rate of compensation had been worked out. We could not get any answer. At the same time, due to pressure of various people, due to representations it was suddenly increased to Rs. 200 per vehicle per month. When I had

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talk with a very large operator with a huge fleet, he said, "The compensation is more than what we deserve" This is what he told me. On account of that, nationalisation has received a set-back. And here we find this Committee stating that nationalisation should be undertaken when in the alternative we can provide a very efficient service

Then again I find the Committee recommends that nationalisation of the freight services should not be undertaken till ten years after the end of the Third Plan period, that is only in 1977 we can think of the nationalisation of the freight services. I was surprised when the hon. Minister of Transport and Communications in his inaugural address to the All-India Motor Congress at Bangalore said that Government had decided not to nationalise freight services till the end of the Third Five Year Plan. The House has not accepted it. The House has only accepted that freight services will not be nationalised till the end of the Second Plan period. We have not decided about the Third Plan, but the hon. Minister made such a policy statement. Probably, encouraged by that, this Committee has gone a step further and recommended this

Not only that. How can this Committee go into the question of nationalisation? Is it in the terms of reference? It is not there. And if they say that nationalisation has impeded the development of road transport, they should adduce reasons, because facts before us do not show any such thing, because at the beginning of the First Plan period only ten per cent of the road transport system had been nationalised and at the beginning of the Second Plan period, that is, after five years, this has increased to only 20 per cent, and during this period, while nationalisation was also going on, the transport industry has

developed. There has not been any reduction in the rate of progress of road transport. It has developed in many areas, but still there are areas which are not served by any transport system

For instance, while I was in Himachal Pradesh in connection with the Road Transport Workers' Conference, I was surprised to learn that the Government was thinking of denationalising the freight services. In Himachal Pradesh road transport is run on very efficient lines, though they may not be making good profits. And the roads are very difficult there. From an altitude of 3,000 ft above the sea level, we have to go up to an altitude of 10,000 ft, but they drive nicely and it is running very efficiently. If it is left to private transport you will know how much it will affect the Road Transport

Finally, I may say that really this is a very good report wherein several good recommendations have been made. If some of those recommendations are accepted with regard to the administrative set-up, it will go a long way in the quick disposal of the applications for permits and thereby develop our road transport system, but where they have overstepped their terms of reference I am not in agreement

ज्ञानी श्री मुसाराकर (भ्रूतसर)
डिटी स्पीकर साहब, रोड ट्रास्पोर्ट रिकार्ड-
नाइजेशन कमेटी की जो सिफारिशात हैं
उन को पढ़ कर बाकई बड़ी तसल्ली हुई है।
ज्यादातर सिफारिशात ऐसी है जिन पर बहुत
जल्दी अमल होना चाहिये और वह है भी
बड़ी भुनासिब। मुझे बड़ी खुशी है कि शुरू
में ही मेम्बरान कमेटी के नाम से मुझे बड़ी
तसल्ली थी कि वह रोड ट्रास्पोर्ट की जो
प्राक्लेम्स हैं उन को ठीक में समझते हैं, और

उन्होंने उन पर बड़ी अच्छी तरफ गौर किया है। यह इताफ़ाक की बात है कि इस बक्त जो हमारे ट्रान्स्पोर्ट मिनिस्टर है वह भी रोड ट्रास्पोर्ट के सामाजिक में बड़ी विलचस्ती लेते रहे हैं। मिनिस्टर बनने से पहले ही वह आल इविया भोटर आपरेटर्स यूनियन के प्रेजिडेंट थे। इसलिये और भी तसल्ली की बात है कि वह इस पर बहुत जल्दी अमल करायेंगे। मगर शुरू में ही एक डर पैदा हो गया है, जैसा कि बाज मेम्बरान ने जिक भी किया है कि रोड ट्रास्पोर्ट और रेलवे ट्रास्पोर्ट में मुकाबले की बात बड़ी चल रही है, हालांकि इस की जल्दत नहीं है। बजट के बक्त में ने कहा था कि कारबी का एक असला है

ऐ रौपनिए तबा तू बर मन बला शुदी।

मेरा जो अच्छा काम है वह मेरे लिये एक बला हो गया। ट्रास्पोर्ट वाले जो लोग हैं, स्वाह वह पञ्चिक सेक्टर में हो या प्राइवेट सेक्टर में, उन की पिछले दिन की एफिशिएंसी की काफी चर्चा हुई है। लेकिन उन का रेलवे के साथ क्यों मुकाबला किया जाय? रेलवे तो एक बड़ी भारी कम्पनी है, बड़ा भारी काम कर रही है। एक बड़े पहलवान को क्या किक है छोटे से पहलवान से कि वह मुझे गिरा देगा। इसी तरह से इस कमेटी के शुरू में ही यह सायल किया गया कि शायद यह कमेटी रेलवे ट्रास्पोर्ट और रोड ट्रास्पोर्ट के मुकाबले की जो बात है उसे अच्छी तरह से ढील न कर सके। यह जो शक या उस को अब बढ़ने नहीं देना चाहिये और इस बात का कोई असर नहीं होना चाहिए। मैं ने रेलवे बजट पर चौलते हुए कहा था कि अबर हम आज साल पैदा करेंगे तो विजिनेस के नुस्खे खायाल से, पञ्चिक के अफाद और पञ्चिक के काम के लिहाज से यह बात ठीक बैठेगी।

ओ बवरान सिर (फिरोजावाद)
सास तो बड़ी है।

आलो गु० रि० नूसरान्हिर साक कायद होना निषायत ज़रूरी है। हम बेलवे हैं कि आज रोड ट्रास्पोर्ट वालों ने इतनी साल पैदा कर सी है कि बहुत से लोग बसों में सफर करना ज्यादा पसन्द करने हैं और उस में सहुलियत समझते हैं। सामान को भी सेफ समझते हैं। मेरा यह मतलब नहीं है कि रेलवे ने इस सिलसिले में कोई तरक्की नहीं की। रेलवे में भी बड़े इम्प्रूवमेंट हो रहे हैं। रेलवे के कर्मचारी आफिशल्स और मिनिस्टर सभी रेलवे को अच्छा बनाने के लिये यत्न कर रहे हैं। मगर हम को यह सोच लेना चाहिये कि रोड ट्रास्पोर्ट और रेलवे ट्रास्पोर्ट के मुकाबले में रोड ट्रास्पोर्ट को कोई नुस्खान नहीं पहुचना चाहिये। थोड़े दिन हुए जब मैं अपनी कास्टिटुएन्सी में गया तो एक भाई ने मुझ से कहा कि मेरी एक सीमेंट की गाड़ी सबाई माधोपुर से मई में चली, मगर वह अभी तक यहा नहीं पहुची है जब कि उस से पीछे जो गाड़िया चली है वह अपने मजिले मकान पर पहुच गई है। मैं ने चिट्ठिया भी लिखी, पता भी लगाया। मेरे रेलवे से ताल्लुकात हैं, मुम्भाफिर भी हूँ। मैंने उसे बड़ी तसल्ली दी कि कोई बात नहीं है। यह मैं कोई रेलवे की मजाहमत के लिये नहीं कह रहा हूँ। सिफ़ यह बयान कर रहा हूँ कि जहा रेलवे में भी बातों में इम्प्रूवमेंट हो रहा है, वहा रेलवे को अपनी साल भी अच्छी बनाने की जरूरत होती। तब किर खुद ब खुद ट्रास्पोर्ट का काम जितना अच्छा होगा डबलपमेंट होगा, मढ़के बैरेंगी, रेलवे को ट्रक्स बरीरह से माल फीड होगा, उतनी ही रेलवे की तरक्की होगी। रोड ट्रान्स्पोर्ट के इम्प्रूवमेंट से रेलवे का कोई नुस्खान होने वाला नहीं है। इस सिलसिले में तो मैं यही बात कहना चाहता था।

इस के साथ ही मैं अपील करना चाहता था कि किसी भी बेरुनी असर से मुतासिर हो कर ट्रास्पोर्ट के काम को ढीला नहीं किया जाना चाहिये और जो कमेटी की सिफारिशात है,

[जानी गु. ० दि० वृत्तांकिर]

उन के अन्दर भी अच्छी बदात है, उन की अवलीजाना बहाने की कोशिश की जानी चाहिये।

जहा तक नैशनलाइजेशन का सबाल है, वह सिंक ट्रास्पोर्ट के सिलसिले में ही नहीं, हर एक बात में एक बनिंग व्हेशन है और गवर्नमेंट के लिये बहुत सोचने की चीज है। हमारा व्यवय यही है कि हमें इस तरफ आगे बढ़ना है। हमें सारी चीजों को एक तरह से ऐसा रग देना है जिससे कि कौम की सेवा हो सके। यह ठीक है कि मैं नैशनलाइजेशन के खिलाफ नहीं हूँ। बल्कि मैं तो सिंक इस बात के हक में ज्यादा हूँ कि नैशनलाइजेशन के लिये, खास कर ट्रास्पोर्ट के अन्दर, मैदान अच्छी तरह से और टैक्सफुली तैयार किया जाना चाहिये। इस कमेटी की जो सिफारिशात है उन में एक बड़ा अच्छा रास्ता हम को यिल सकता है। कमेटी ने यह राय जाहिर की है कि दूसरे मुक्तों के मुकाबले में हिन्दुस्तान के अन्दर रक्कें के लिहाज में, आबादी के लिहाज में, रोड माइलेज बहुत कम है। किंगसं से ऐसा मालूम होता है कि बड़ा फर्क बताया है। ऐसी सूरत में मुझे कोई शक नहीं है कि हम जितने भी नये रास्ते डेवेलप करे, नये रास्ते बनाये, सड़कें बनाये, उन सब को सरकार नैशनलाइज कर ले। लेकिन इस ढंग से सब जगह चले यह जरूरी नहीं है। जहा जहा अच्छा काम चल रहा है वही पर आपरेट कर के नैशनलाइजेशन किया जाय, यह जरूरी नहीं है। अगर कोई नई चीज उठानी है तो सरकार के पास उस के लिये बहुतसी चीजें हैं। कमेटी ने एक तरह से यह रास्ता बता दिया है कि दूसरे कामों को उठाया जाना चाहिये। कमेटी ने यह राय भी जाहिर की है कि हमारे देश में जहा जहा नई सड़कें बनाई गई हैं, वहा मोटर ट्रक्स बर्गरह चल लके। लेकिन उन की तरफ भी कोई तबज्जह नहीं दी गई। वहा जाने के लिये भी लोगों को परमिट्स नहीं दी गई। गवर्नमेंट ने कूद इस पर जल्दी अमल करने की कोशिश

नहीं की। इसलिये अबर आज सारी तबज्जह इसी तरफ दे दी जाय कि जितनी भी नई चीजें, सड़कें बर्गरह बन रही हैं, सरकार उन पर अपनी बर्में चला ले तो इस के दोनों तरफ का कायाचा ही सकता है। वैसे एक बात काबिल जिक है कि इस रिपोर्ट में जो चीजें हैं उन के सिलसिले में गवर्नमेंट की पालिसी होमोजीनियस होनी चाहिये। यह एक बड़ी जरूरी बात है। नैशनलाइजेशन के सिलसिले में पजाब में भी बड़ी चर्चा रही है। हम लोगों के लिये बड़ी मुश्किल है कि हम कैसे कहे खुले तौर पर जब कि हमारी सरकार का यह मकानद नहीं है। अगर हमारा मकानद नैशनलाइजेशन की तरफ बढ़ना है तो हमें ऐसे हालात पैदा करने हैं कि जल्दी से जल्दी हम उस में कामयाबी हासिल कर से। इसलिये हम लोगों को इस सिलसिले में कुछ जिक्र करने में मनोन्म होता है। अबर मैं खुले तौर पर कहता हूँ कि अब पजाब गवर्नमेंट ने जो फिफटी-फिफटी बेसिस पर एक कारपोरेशन बनाने का फैसला किया है उसमें सब खुश हैं। आपरेटर्स भी खुश हैं और काम भी ठीक से चलता है। इस किफटी-फिफटी की बेसिस पर काम करने की पालिसी अगर दूसरी स्टेट्स में भी लागू कर दी जाय और पजाब का यह सिस्टम चालू कर दिया जाय तो यह समझा जायेगा कि आधा रोड ट्रास्पोर्ट का नैशनलाइजेशन तो रखामरी से ही ही गया और इस में कोई दिक्कत नहीं रही और इसके रास्ते में कोई झगड़े की बात नहीं रही। सारी स्टेट्स को व्यान में रख कर यह बात अगर मुक्तिमिल कर ली जाय तो यह एक बड़ी अच्छी बात है।

अब इस बत्त एक खदशा और जाहिर किया गया है कि इस कमेटी की जी रिपोर्ट है और जो उसकी सिफारिशात है उन पर आयद बहुत जल्दी अभा नहीं हो सकेगा क्योंकि यहा एक कमेटी ब गई है, एडवाइजरी कमेटी, नियोगी कमेटी, जिसके छि नियोगी साहब चेदरमैन हैं और इसलिये आयद उस कमेटी की भी सिफारिशात और

राय जानने के बास्ते इंतजार किया जाव । वह कमेटी इस लिहाज से एक परमानेंट कमेटी यानी सेंट्रल कमेटी है जो कि ऐडवाइस किया करेगी लेकिन मैं समझता हूँ कि उस कमेटी की राय जानने के बास्ते इंतजार करने की इस रिपोर्ट के सिलसिले में जरूरत नहीं है । उस कमेटी में एक कमी भी है जिसको कि मैं डिफेंट समझता हूँ । उस कमेटी के परसोनल में नान-आफिशिएल्स का कोई बल्लंग नहीं रखा गया है । जिनका कि ताल्लुक रोड ट्रान्सपोर्ट भवित्वा रेल ट्रान्सपोर्ट से है । इस कमेटी में उन अशालास को भी रखा जाना चाहिए था । अगर इस बेसिस पर स्टेट्स में भी इस तरह की ऐडवाइजरी कमेटियां बना दी जायं तो वह बड़ी मुकीद साबित हो सकती है । मैं चाहूँगा कि सेटर स्टेट्स को ऐडवाइस करे कि वह भी अपने यहा इस किस्म की ऐडवाइजरी कमेटियां कायम कर लें । इस बक्त स्टेट्स में जो परमिट बैरह देने के लिये कमेटिया बनी हुई है तो मेरा कहना यह है कि यह परमिट बैरह देना तो एक बिल्कुल साधारण सी बात है । बुनियादी बात तो पालिसी ले डाउन करने की है और रोड ट्रान्सपोर्ट सम्बन्धी पालिसी तय करने के लिये इस बक्त स्टेट्स लेविल पर प्राविश्यल लेविल पर कोई ट्रान्सपोर्ट कमेटियां बनी हुई नहीं हैं और इस तरह की कमेटियां बहा पर बननी चाहिये । यह ठीक है कि यहा जो कमेटी ने कारपोरेशन के लिये कहा है कि इस बक्त सिर्फ हमारी तीन स्टेट्स है जिनमें कि कारपोरेशन है, बाकी की तरफ इसमें ध्यान दिया गया है । मैंने जैसे कि पजाब की मिसाल दी अगर इस तरह से वह ऐसी कारपोरेशंस बनाई जायं तो वह ज्यादा कामयाद हो सकती है ।

एक बात जो सास तौर पर कविते जिक है और जिसका कि जिक कमेटी की सिफारिशात में भी है और वह बाकई सोचने वाली बात है । यकीनन सरकार ने योङ्गी हुत तबज्जूह दी है कि नई कारों पर उन्होंने

कुछ पाबन्धी लगाई है कि कोई आदमी जो एक कार खरीदता है वह दो साल के अंदर उसे बेच नहीं सकता भगव यह पाबन्धी बरतें और ट्रक्स पर नहीं है । इसकी बजह से अंतक मार्केट बढ़ रहा है ।

अब भेरा कहना यह है कि जिसके कि पास परमिट होंगे या जो बसेस और ट्रक्स बैरह का काम करता हो उसको तो जरूर सहलियत मिलनी चाहिये, इजाजत मिलनी चाहिये कि वह अपनी जरूरत के मुताबिक बसें और ट्रक्स बैरह खरीदे । अलबरता वह आदमी जिसके कि पास परमिट नहीं है, जो कि ट्रान्सपोर्ट का काम नहीं करता, उसकी खरीद फरोक्त पर जरूर कुछ पाबन्धी होनी चाहिये ।

डिप्टी स्पीकर साहब, मैं समझता हूँ कि आपको भी इस बात का इल्ल होगा कि यहां दिल्ली में ही ट्रान्सपोर्ट भविसेज में काम करने वालों में कितना हाहाकार मचा हुआ है । जो ट्रान्सपोर्ट के काम करने वाले हैं, जिनके कि पास अपनी बसेज और ट्रक्स बैरह हैं, उनको भी टायर्स बैरह खरीदने के लिये बड़ी मुसीबत का सामना करना पड़ता है । अगर कही टायर फट जाय तो कई कई रोज तक उसका काम बन्द पड़ा रहता है क्योंकि उसे टायर नहीं मिलते हैं । उनको टायर्स मिलने की सहलियत हर हालत में बहम पहुँचानी चाहिये ।

जैसा कि मैंने रेलवे बजट पर बोलते हुए कहा था कि दिल्ली से जब पंजाब की तरफ बाई रोड जाते हैं तो जो रेलवे कौसिस्त पड़ते हैं उन पर पुल न होने की बजह से आब आब घंटे तक बेसेज और मोटरकारों को रुका रहना पड़ता है, दोनों तरफ ट्रैफिक रुकी पड़ी रहती है और हमारे मिनिस्टर साहबान और जीफ मिनिस्टर्स बैरह को इसका जाती तजुब्बा है कि वहीं पर उनको किस तरह आब आब घंटा रुका रहना पड़ा है और इस तरह कितना उनका बेशकीयती बक्त जाय

[आमी शू. सि० नुसाकिर]

हुआ है। हमारे ट्रान्सपोर्ट मिनिस्टर साहब जो कि एक फैक्टरी का उद्घाटन करने वाले थे उनको भी क्रौसिंग के पास फाटक बन्द होने की वजह से काफी देर तक इंतजार करना पड़ा था। मैं चाहता हूँ कि इस प्रोट सरकार तबज्जह दे और इन रेलवे क्रौमिंग्स पर पुल जल्द और जल्द तामीर करवाये।

फाइनेंस डिपार्टमेंट इस तरफ तबज्जह दे और इस काम को करने के लिये रुपये से सहायता करे, माली इमदाद दे ताकि बाहर से जो सामान भगाना जरूरी हो वह भगवा कर इन पुलों को बना लिया जाय और जिन पुलों में मरम्मत बगैरह जरूरी हो उनकी मरम्मत करवा कर उनकी हालत दुरुस्त कर ली जाय।

डिप्टी स्पीकर साहब, मैं हाउस का अब ज्यादा बक्त नहीं लेना चाहता। मैं भल्टी-पल टैक्सेज का विरोध करता हूँ और जो कमेटी ने सिफारिशात की है उनके साथ इतिफाक करता हूँ और मैं कमेटी की इस राय से सहमत हूँ कि इसकी वजह से हमारा ट्रान्सपोर्ट बजाय तरबकी करने के उसको नुकसान पहुँचता है और उसको पीछे की तरफ ले जाता है।

आजकल डिजेल आयल की माग और जहर बहुत बढ़ गयी है। ट्रान्सपोर्ट सर्विस को फरोग देने के लिये और उमको काम-यात्री के साथ चलाने के लिये और चूंकि डिजेल आयल मस्ता होता है इसलिये इस पर ध्यूटी कम होनी चाहिये और इसको बहुत महगा नहीं होने देना चाहिये। इन अल्फाज के साथ मैं इस कमेटी की रिपोर्ट को सपोर्ट करता हूँ और आनंदेबुल मिनिस्टर की सेवा में अंजन करता हूँ कि जितनी जल्दी हो सके इसे आपल में लाये और मेम्बरान का यह खदान दूर करना चाहिए कि वह कोल्ड स्टोरेज में चली जायगी या और किसी जगह महफूज बन्द करके रख दी जायगी।

श्री अ० शू० तारिक (जम्मू तथा काश्मीर) : जनाब डिप्टी स्पीकर साहब, मैं इस हाउस का ज्यादा बक्त नहीं लूँगा। मैं जहा तक टूरिज्म का ताल्लुक है, कैसे हम इसे डेवलप कर सकते हैं, कैसे उसकी मदद कर सकते हैं, उनके बारे में अपने स्थालात का इजहार करूँगा।

जनाबवाला, जब यह कमेटी जहर में आई तो मैं समझा था कि हक्कमत फौरन इस कमेटी की सिफारिशात को मजूर कर लेगी और जिस हूँ तक भी यह सिफारिशात होगी, कम से कम अब वर मबही तो कुछ छोड़ी भी तो जरूर मंजूर कर ली जायेगी। लेकिन अब देखने में यह आना है कि —

मैंने कहा कि बजम जाज चाहिए गैर से तहीं, मुझके सिनमजरीफ ने मुझको उठा दिया कि यू।

जब हमने यह सिफारिशात पेश की तो उन निफारिशात के रह करने के लिये एक और कमेटी को जहर में लाया गया और जिसका कि नाम नियोगी कमेटी है। नियोगी कमेटी का परमोन्ट भी ऐसे अफराद का रखता गया जिनके कि बारे में हमें बहुत पहले से इन्हें है कि वह इन सिफारिशात को रह करने में बहुत कोशिशों मर्फ करेंगे।

जनाबवाला, मैं आपकी विदमत में हिदुस्तान के एक भाष्टर अखबार ट्राइम्स अफ इंडिया की वह चन्द सतरे जिसमें उसने अपनी राय कमेटी के बारे में जाहिर की है, हाउस के साने रखना चाहता हूँ।

"The Masani Committee's Report on road transport will add considerable fuel to the now familiar rail versus roads controversy. Its energetic advocacy of road transport will be another cry in the wilderness unless the Central Cabinet and the Planning Commission resist the tendency by the railways to dominate the country's transport system. The represen-

tative on the Committee of the Railway Board points out in his Minute of Dissent that the 'interests of the railways deserve to be given greater weight'."

हजूरवाला, जहा तक रेलवे का ताल्लुक है यह भी हनारी ही एक शोभा है और हम यह जानते हैं कि हिन्दुस्तान के डेवेनप करने में रेलवे ने विहायत अहम रोल अदा करना है, लेकिन इस रोल के माथ साथ हमे यह भी देखना है कि हम किस हद तक रोड ट्रामपोर्ट को इस मुल्क को डेवेलप करने में इस्तेमाल कर सकते हैं। और उसको इसके लिए किस हद तक डेवेनप कर सकने हैं। मेरे सामने इसके मिवा और कोई मिमाल नहीं है कि रेलवे और रोड ट्रामपोर्ट दो भाई हैं, द्वुकूमत के दो डिपार्टमेंट हैं। लेकिन रेलवे बहुत नाजो का पाला दुप्या है। इन पर हमने बहुत कसीर रकम लच्च की है। और जिसको हम नाजो से पालते हैं वह कभी कभी आवारा भी हो जाता है। तो हमे यह देखना है कि रेलवे की यह आवारगी, रोड ट्रामपोर्ट को, जिसकी कि अभी कम उद्धम है, खा ही न जाए।

मेरे सामने काश्मीर का नक्शा है। अगर आप दिल्ली से काश्मीर जाना चाहे तो दिल्ली से पठानकोट तक रेलवे से जाना पड़ता है और उसके बाद एक ही रास्ता है और वह है रोड ट्रामपोर्ट का। वहा से आप बसों के जरिये या ज्यादा से ज्यादा हवाई जहाज के जरिये काश्मीर पहुच सकते हैं। लेकिन आपको इस बात का पूरा इत्य है कि हम हिन्दुस्तानियों की जेब इस बात की इजाजत नहीं देती कि हम हवाई सफर पर ही इकतफा करे और इसलिये हम अपने हालात के मुनाबिक अक्सर रोड ट्रामपोर्ट का ही ज्यादा से ज्यादा इस्तेमाल करते हैं। रोड ट्रामपोर्ट के मानी यह है कि जिन जगहों पर हम बसे चलाना चाहते हैं वहां पर अच्छी सड़कें भी होनी चाहिये। लेकिन हमारी पालिसी यह है

कि जहा अच्छी बत्तें हैं वहा अच्छे रास्ते नहीं हैं और जहा अच्छे रास्ते हैं वहा बत्तें नहीं हैं और इसी तरह से हम रोड ट्रामपोर्ट को डेवेलप करना चाहते हैं। इनलिये मैं पालिस साहब से और गज बहादुर साहब से भी गुजारिश कहा कि वे अपनी पूरी कुव्वत और दानिशमन्दी इस्तेमाल करे ताकि जल्द से जल्द ममानी कमेटी की सिफारिशों को अमल मेलाया जाए।

इपके अनावा मैं ये दरख्तास्त करूँगा कि जो इटर-प्टेट टैक्सेज है उनको पूरे तौर पर बत्तम किया जाए। तमाम स्टेट्स मिल कर वह नै कर ले कि कितना टैक्स लेना है वह एक दफा ले ले। आगर आपको दिल्ली से बगलौर जाना है तो आपको १६०० या १३०० रुपया मुस्तानिक स्टेट्स को देना होगा। और यह टैक्स ट्रामपोर्ट वाले तो भदा नहीं करते। वह तो हमारे पास ही से गवर्नरमेट को आता है। मैं समझता हूँ कि इसमें ट्रारिस्ट ट्रैफिक को बहुन-बहुत अक्का पहुचता है क्योंकि कोई शरूम इनना टैक्स भदा नहीं कर सकता। लोग हर जगह रेलवे के जरिये ही नहीं जाना चाहते। बहुत जगह नहीं रोड ट्रामपोर्ट के जरिए जाना चाहते हो ताकि रास्तों में और भी चोजों का देख सके। आगर दिल्ली में डिलक्ष्म बस चले और उसके रेट मुनासिब हो तो काश्मीर जाने वाले बहुत में लाग उसका इन्सेमाल करे। इसका मननब बहुत नहीं है कि लोग रेलवे में नहीं जाएंगे।

मैं सबक्षता हूँ कि ममानी कमेटी का और कोई फायदा हो या न हो सेकिन इनना तो जरूर हुधार है कि रेलवे के कान खल गए हैं। उनकी ओद सी खुल गई है और डोर डिलोबरी और दूसरी चोजों की तरफ उनका ध्यान गया है। इस कमेटी का और कुछ कायदा होगा या नहीं यह तो अभी नहीं कहा जा सकता मगर इतना तो जरूर हुधा है।

एक आगामी दसवां अभी लुमारी है।

श्री अ० श० लालिक : लुमारी है लेकिन नीद तो टूट गई है। प्राप्ते कुछ होगा या नहीं यह मैं नहीं कह सकता।

इसके अलावा मैं यह कहना चाहता हूँ कि हमें रास्तों की तरफ भी कुछ तबज्जह देनी चाहिये। प्रगर आप ओखला या बिनय नगर या डिकेस कालोनी की तरफ से दिल्ली के इस तरफ आना चाहे तो तो एक ही रास्ता है और यह रास्ता दिन में तकरीबन दम बार बन्द हो जाता है। कभी कोई हवाई जहाज उड़ता है तो उसकी बजह से बन्द होता है तो कभी कोई हवाई जहाज उतरना होता है तो उसकी बजह से बन्द होता है। एक छोटी सी रेल बिनय नगर से आनी है, दिन मैं आठ बार उसकी बजह से बन्द होता है। एक ही सड़क है। वह इम तरह बार बार बन्द हो जाती है। इस बन्द से बहा बार बार एकमीडें भी होते हैं। बहा से हजारों लोग आते जाते हैं। आपके हजारों कर्कं उम तरफ रहते हैं उनको आना होता है, लेकिन इस तरफ कोई तबज्जह नहीं दी जाती। एक छोटी सी रेलवे लाइन है जिसकी बजह मैं यह तमाम हाहाकार मचा हुआ है। इम मटक पर यहा कोई पुल भी नहीं बनाया गया है।

इसके अलावा, मैं यह गूजारिश करना चाहता हूँ कि तमाम स्टेट्स में होमेजीनियस पालिमी होनी चाहिये। जहा रेलवे से बहुत फायदा पहुँचता है बहा रोड ट्रासपोर्ट में भी लोगों को बहुत फायदा पहुँच सकता है। लेकिन हमारे यहा रोड ट्रासपोर्ट गरीब आदमियों के हाथ में रहा है। करीब ८० फीसदी लोग ऐसे हैं जिन्होंने बीस बीम तीस तीस साल ट्रक चलाकर अपनी जान पर खेल कर ट्रक खरीदे हैं और रात दिन काम करके चार पाँच छ लाल म किश्त अदा करने की कोशिश करते हैं। वह सुबह चलते हैं। रात को चलते हैं। दिन को

चलते हैं। उनके पास आराम का बक्स नहीं रहता। न जाने हमारे कितने नीजवानों ने इस काम में अपनी जाने गवाई हैं। प्रगर स्टेट वैक उनको मबद दे तो उनकी किश्तों की मुनासिब लिमिट हो सकती है और उनको फायदा हो सकता है। हम रेलवे को भी तो करोड़ों रुपए देते हैं। और उसका फायदा भी होता है। उसमें से कुछ बेस्ट भी होता है। जो रेलवे में बेस्ट होता है प्रगर वही रोड ट्रासपोर्ट पर लगा दिया जाए तो उसकी जिन्दगी ही सम्भल जाए। यही मेरी दर-स्वास्त है। मैं फिर राज बहादुर साहब और पाटिल साहब से दरखास्त करूँगा कि जतनी जल्द हो सके वह इन सिफारिशों को अमल में लाने की कोशिश करे।

श्री अ० - अ० - अ० -
क्षेत्र : जलाप त्रिपुरा अमेंकर साहब -
मैंने इस विषय का ज्यादा वक्त नहीं
लेना - मैंने जेहान नक त्रिपुरा का
तुलना की है क्योंकि इसे क्योंकि को
सकते हैं क्योंकि इस की मद्द को
सकते हैं - अन के बारे मैंने अपने
खेलत का लेहार करवाया -

जलापाली जैप ये कमेंट लेवा
मैंने अनी तो मैंने सम्भवता नहीं के
राज्य सरकार फूरा अस कमेंट की स्नारशास
को मन्त्रियों के लिये और जस एक तक
ही पे स्नारशास होल्की - कम और कम
एक सब नहीं तो क्योंकि त्रिपुरा से
बो शरू मन्त्रियों के लिये जाहील्की - लेकिन
अब दिक्केमें मैंने आता है के -

मैंने ने कहा के बूम नाज
जाहील्की फिर से तेह -
से के स्तम दरिव ने
सम्भव के अन्हा दिया के बूम -

जैप हम ने ये स्नारशास बेहुल
कें तो अन स्नारशास कर दे कर्ले के
लेहार लेहार को लेवा अन लाहा

کما لور جس کے نام نویکی کہاں
ہے - نویکی کہیں کا پرسوں ہیں
ایسے افراد کا دکھا کیا جن کے پارے
میں میں بہت بہلے سے علم ہے کہ
وہ ان سعادتیں کو د کرنے میں بہت
کوششیں صرف کریں گے -

جناب عالیٰ میں آپ کی خدمت
میں ہندوستان کے ایک مشہور اختار
تائس اُف انھیا کی وہ چند سطحیں
جس میں کہ اس نے لپی دلہ کہیں
کے پارے میں ظاہر کی ہے ہاؤس کے
سامنے دکھا چاہتا ہیں -

"The Masani Committee's Report on road transport will add considerable fuel to the now familiar rail versus roads Controversy. Its energetic advocacy of road transport will be another cry in the wilderness unless the Central Cabinet and the Planning Commission resist the tendency by the Railways to Dominate the country's transport system. The representative on the Committee of the Railway Board points out in his Minute of Dissent that the 'interests of the Railways deserve to be given greater weight'."

(حضور واو - چہل تک دیلوے کا
تعلق ہے - یہ بھی ہمارا ہی ایک
شہر ہے - اور ہم یہہ چانچھیں ہیں کہ
ہندوستان کے قیولیں صد کوئی میں
ویلے تو نہیاں اہم دل ادا کرنا ہے -
لیکن اس دل کے ساتھ ساتھ میں
یہ بھی دیکھنا ہے کہ ہم کس حد
تک رہہ ترانسپورٹ کو اس ملک کو
قیولیں کوئی میں استعمال کو سکتے
ہیں - اور اس کو اس کے لئے کسی
حد تک قیولیں کو سکتے ہیں - میرے
سامنے اس کے سوا اور کوئی مثال نہیں

ہے کہ دیلوے اور رہہ ترانسپورٹ دو یہاں
ہیں - حکومت کے دو قہارمند ہیں
لیکن دیلوے بہت نازون کا پالا ہوا ہے -
اس پر ہم نے بہت کثیر رقم خرچ کی
ہے - اور جس کو ہم نازون سے پالتا
ہیں وہ کہوں کہوں آواز بھی ہو جانا
ہے - تو میں یہہ دیکھنا ہے کہ دیلوے
کی بھی اولیٰ - رہہ ترانسپورٹ کو -
جس کی کہ ابھی کم صرف ہے - کہا ہی
نہ جائے -

میرے صاریح کھیڑ کا لئھے ہے -
اکر آپ دلی سے کھیڑ جاتا چاہیں تو
دلی سے پتلہان گوت تک دیلوے سے جانا
پوتا ہے - اور اس کے بعد ایک ہی
واستہ ہے اور وہ ہے رہہ ترانسپورٹ کا -
وہاں سے آپ بسون کے فریبہ یا زیادہ
سے زیادہ ہوائی جہاز کے ذریعہ کھیڑ
یہلچ سکتے ہیں - لیکن آپ کو اس
باص کا پورا علم ہے کہ ہم ہندوستانیوں
کی چوبی اس بات کی ایجاد نہیں
ہیتی کہ ہم ہوائی سفر پر بھی اللہ
کریں - اور اس لئے ہم اپنے حالت کے
مطابق اکثر رہہ ترانسپورٹ کا ہی زیادہ
سے زیادہ استعمال کرتے ہیں - رہہ
ترانسپورٹ کے معلی یہہ ہیں کہ جن
جگہوں پر ہم بسیں جانا چاہتے ہیں
وہاں پر اچھی سوکھی بھی ہونی
چاہیجے - لیکن ہماری پالیسی یہ
ہے کہ چہل اچھی بسیں ہیں
وہاں اچھے دستے نہیں ہیں اور
چہل اچھے دستے ہیں وہاں
بسیں نہیں ہیں - اور اس طرح سے
ہم رہہ ترانسپورٹ کو قیولیں کرنا چاہتے
ہیں - اس لئے میں پاتل صاحب
سے اور دلی بھادر صاحب سے بھی

[پھن اے - ایم - ٹاریپک]
کھلڑیوں کوون کا کہ وہ اپنی ہلوں توں
لور دالہلندی استعمال کوین ناکہ
جلد سے جلد مسائی کھیتی کی
سماں گھن کو عمل میں لیا جائے -

اس کے علاوہ میں یہ درجہ امت
کوون کا کہ جو انکو استیلت تھیکسیز
میں - ان کو ہووے طور پر ختم کیا
جائے - تمام استیلت مل کو یہ ملے
کو نہیں کہ کتنا تھیکس لیتا ہے - وہ
لیک دفعہ لے لیں - اگر آپ کو دلی
سے پلکلیو جانا ہے تو آپ کو ۱۶۰۰ یا
۱۷۰۰ سو روپیہ مختلف استیلت کو
دیتا ہوا - اور یہہ تھیکس توانہورت
والی تو ادا نہیں کرتے - وہ ہمارے
پلیس میں سے گورنمنٹ کو جاتا ہے -
میں سمجھتا ہوں کہ اس سے تورست
ترینک کو بھی دھکہ پہنچتا ہے -
کوونکہ کوئی شخص اتنا تھیکس ادا
نہیں کو سکتا - لوگ ہو جنکہہ دیلوے
کو ذریعہ ہی نہیں جاتا چاہئے -
بہت جنکہہ وہ توانہورت کے ذریعہ
جانا چاہئے ہیں ناکہ داستون میں
لور بھی چڑوں کو دیکھ سکیں - اگر
دلی سے قی ڈکس پس چینے اور اس کے
دیکھ ملاسب ہیں تو کشہر جانے والے
بھی سے لوگ اس کا استعمال کوین -
اس کا مطلب یہہ نہیں ہے کہ لوگ
(دلی) سے نہیں جاتیں گے -
میں سمجھتا ہوں کہ مسائی
کھیتی کا لور کوئی نالدہ ہو یا نہ ہو -
لہکی اتنا تو فرور ہوا ہے کہ دلیوے

کے لان کھل گئے ہیں - لیں کی نہلند
سی کھل گئی ہے - اور قبو قلبوں
لور دیلوں چڑوں کی طرف لیں کا
دھیان کیا ہے - اس کھیتی کا اور
کچھہ نالدہ ہوا یا نہیں بھی تو ایہی
نہیں کہا جا سکتا - مگر اتنا تو
فرور ہوا ہے -

ایک مانیٹھے سدھے - ایہی
خساری ہے

ہوں اے - ایم - ٹاریپک - خساری ہے
لہکن نہلند تو توٹ گئی ہے - اگر کچھہ
ہوا یا نہیں بھی میں نہیں کہہ سکتا
اس کے علاوہ میں بھی کھل چاہتا ہوں
کہ میں داستون کی طرف بھی کچھہ
ترجمہ دیلی چاہئے - اگر آپ اور کہا - یا
ولے تکر - یا ڈیلیس ॥ کالونی کی طرف
سے دلی کے اس طرف آنا چاہیں تو
ایک ہی داستہ ہے - لور بھی داستہ دن
میں تقویہا دس بار بند ہوتا ہے -
کہیں کوئی ہوائی جہاز اڑتا ہے تو اس
کی وجہ سے بند ہوتا ہے - تو کہیں
کوئی ہوالی جہاز اڑتا ہوتا ہے تو اس
کی وجہ سے بند ہوتا ہے - ایک چھوٹی
سی دیل وہ تکر سے آتی ہے - دن میں
آٹو بار اسکی وجہ سے بند ہوتا ہے -
ایک ہی سوک ہے - وہ اس طرح بار
بار بند ہو جاتی ہے - اس وجہ سے
وہل بار بار ایکسپریس نہیں ہوتے ہیں
وہاں سے ہزاروں لوگ آتے جاتے ہیں -
آپ کے ہزاروں کلرک اس طرف دھتے

ہیں - ان کو آتا ہوتا ہے - لہکن اس طرف کوئی توجہ نہیں دی جاتی - لیکن چھوٹی سی دلبوٹی لئی ہے - جس کی وجہ سے بہہ تمام ہماکار سمجھا ہوا ہے - اس سوک پر بہاں کوئی ہل ہیں نہیں بلایا گیا ہے -

اس کے مطابق میں یہ گذاری کرنا چاہتا ہیں کہ تمام اسٹیلیس میں ہوموچیلیس یا ہوس چاہیے - جہاں دلبوٹ سے بہت زیادہ فائدہ ہے وہاں دوڑ ترانسپورٹ سے بھی لوگوں کو بہت فائدہ پہنچ سکتا ہے - لہکن ہمارے بہاں دوڑ ترانسپورٹ فریب آدمیوں کے ہاتھ میں رہا ہے - فریب ۸۰ فیصدی لرگ ایسے ہیں جنہوں نے بھس بھس تھس تھس سال ترک چلا کر اپنی جان پر کھیل کر ترک خریدے ہیں - اور دوسرے دن کام کر کر چار، پانچ، جبکہ سال میں قشت ادا کرے کی کوشش کرتے ہیں - وہ صیغہ چلتے ہیں - وہ کو چلتے ہیں - دن کو چلتے ہیں - نہ کے پاس آرائ کا وکٹار" لہیں رہتا - نہ جائی ہڈی سے کٹلے بوجوانوں نے اپنی چانوں کلاؤنی ہیں - اگر استھیک بلکہ ان کو مدد کرے تو ان کی قشتیں کی ملابس قشت ہو سکتی ہے - اور ان کو فائدہ ہو سکتا ہے - ہم دلبوٹ کو بھی تو کروڑوں روپیہ دیتے ہیں - اور اس کا مالدہ بھی ہوتا ہے - اس میں ہے کچھ ویسٹ بھی ہوتا ہے - جو

دلبوٹ میں ویسٹ ہوتا ہے لہر وہی دوڑ ترانسپورٹ پر لگا دیا جائی تو اس کی زندگی ہی سنبھل جائے ۹۰ سو ہوئی درخواست ہے - میں ۹۰ دلچسپ بھادر صاحب اور پاٹل صاحب سے درخواست کروں گا کہ جتنی جلد ہو سکے ان سفارشات کو عمل میں لے کی کوشش کروں -]

15 hrs.

Shri Supakar (Sambalpur). Mr. Deputy-Speaker, Sir, there is a saying in English that a Royal Commission is an umbrella to protect the Government against public opinion. I believe that this excellent report that has been submitted in the month of March and which we are discussing today has created an apprehension in the minds of some hon. Members that it is on its way to cold storage. I hope that fear will be repelled by the hon. Minister when he replies. That apprehension is justified by the setting up of the Neogy Committee which, I am sure, will submit an equally good report. I do not know what Government will do if there is a conflict between the present report and that report. Then, it will perhaps be necessary to set up another committee to resolve the conflict.

The anxiety of the House about the early implementation of most of the recommendations of the committee is evident from the discussion in the House and I hope that without waiting for the report of the Neogy Committee Government will do their best to implement the recommendations of this report and will give a definite assurance to the House as to which of the recommendations of the Committee are going to be implemented forthwith.

I will only discuss a few points regarding the recommendations of the committee and finish. The committee

[**Shri Supakar**]

has discussed in detail about the disparity in control, administration and taxation in different States so far as road transport is concerned. You will see in the past so far as the development of the road system in different States of India is concerned, history moulded geography. Those parts of the country which were the political centres had their roads developed, and the comparatively remoter corners of the country were neglected. There were no roads worth mentioning in those parts—not even village roads were to be found. You will see that though in some of these States, in recent times, in other spheres, after the attainment of independence, some new industries are coming up, still, so far as road development is concerned they remain in the same backward position as they were before.

To add to this, these poorer States do not have funds enough to develop roads. Because they have no roads, they have no vehicles from which they can derive any income and consequently the vicious circle continues. So the poorer States have to have higher taxation not only on vehicles but also on petrol. Consequently, the development is further hampered. I am speaking for example, of States like Orissa and Assam. There are big rivers without bridges and roads are not consequently very helpful in taking buses, cars and goods from one end of the State to the other. The difficulty is greater and the problem of road transport becomes greater still. The road mileage is less and taxation is heavier. If the committee suggests that there should be more and more rationalisation regarding taxation and co-ordination of the roads I believe these backward States which have been neglected throughout the last 100 years and more deserve greater help from the Centre.

Mention has been made of the handicaps like octroi and toll gates and other things which hamper the rapid transport of goods and vehicles. There also you will see that it is due to their financial difficulties. In most cases, the

local bodies, the municipalities and panchayats are obliged to take to such taxation. It further hampers the development of the transport system.

Regarding the controversy between rail and road much has been said and I will not say anything more. As some of my hon. friends have said before, the hon. Minister of Transport should not merely say that there is no conflict between the railways and road transport. It is evident that the Transport Ministry is perhaps not able to assert the importance and the vital necessity of the development of road transport in the face of the railways' apprehension that it is a very keen competitor. Coming to the question of diesel vehicles it is an instance in point which goes to show the fear of the Government of India that if they did not tax diesel cars and trucks very heavily, probably there will be greater competition. I think that if we have to look to the convenience of the people as a whole, we must have a more liberal policy so far as road transport is concerned. The Government of India must have an overall plan and it must be pursued more vigorously so far as the development of roads or the manufacture of vehicles is concerned. There should be rationalisation of the taxation system and I believe that even before the Neogy Committee submits its report, the Government will do its best to see that the transport system is developed and that as many recommendations of the present Committee as possible are implemented. An assurance to that effect should be given by the hon. Minister.

Mr. Deputy-Speaker: Now, I believe the hon. Members should be able to condense their remarks within ten minutes.

Shri Narasimhan (Krishnagiri): Sir, we find a peculiar spectacle of Railway feeling that the Road Transport is somewhat like a poor relation. There is another in the picture. The Road Transport is feeling that it has a poor relation in the bullock cart. I would like to mention a point about

the bullock cart. In one of the community project reports, they have come to the conclusion that the bullock cart should be taxed. I want to utilise this occasion to say that the bullock carts should not be taxed. Even if the tax is a small amount, it is bad. The main brunt of the country's transport is even now borne by the bullock cart. We may want to do away with bullock cart mentality but the bullock cart will remain.

Shri Surendranath Dwivedy (Kendrapara): They are being taxed at the gram panchayat level.

Shri Narasimhan: The sooner it is stopped, the better, I think I come from an area where three States meet; it is a meeting point of three States: Mysore, Andhra and Madras. The inter-State traffic is abominably bad in the area. It is far easier to travel hundred miles inside a State. I may give an example so that the hon Minister may understand it better. It is easier to go to Madras from Krishnagiri—a distance of 160 miles but it is very difficult to go from Bangalore State to another place called Hosur which is in another State though the distance is only 25 miles. You cannot get tickets; the buses are crowded. There is a lot of cheating. People are given tickets on white paper and they get into the bus and then suddenly they simply say that only yellow tickets are valid and the white ticket-wallahs have to get down. That is the sort of thing that takes place just for a travel of a short distance of 25 miles or so. I have been agitating; I have written three or four years ago to the Chief Minister of Mysore himself and also the Madras authorities. They could not do anything in this respect. Recently, they have started a long distance service, namely Madras-Bangalore Express service but that does not solve the problem because they care only for long distance travellers. The Madras office would prefer people who go to Bangalore; similarly people who go to Hosur from Bangalore—only 25 miles—would not be

preferred. The starting point office would give preference to long distance passengers. So, people who want to go short distances are in great difficulties. So, people coming from the Mysore side, after coming 15 miles in the bus, get down at the border and then walk a little distance and get into another bus or come by private irregular lorries and cars which are not giving proper taxes; you can call them illegal transport. Even the officials go by them. Once I had to attend a community project meeting and the Collector advised me to come by them. "If you do not get a seat, tell the conductor that you have to attend a Collector's meeting" they told me. I wanted a ticket but the conductor did not even look at me but said "No accommodation." I asked him to look at me and he looked at me and said: "I am sorry; no accommodation." But then I told him that I had to attend a Collector's meeting but he said: "Next bus" Bus services are run for such long distances as Mysore-Pondicherry, crossing three States. But for short distances, there is a great difficulty. I welcome these innovations. The Committee have said that the inter-state travel is worse here than travel between one country and another in Europe. The Minister may please see that this is made easier. It seems that they have to pay double taxes. An operator, if he goes over to the other State, has to pay tax both at Madras and Mysore. Therefore, they just take the longer route and come up to a point and leave the passengers in the lurch.

The Road Transport is an excellent example of the State sector and the private sector doing joint work. The State on its part lays down and constructs the roads. The operation of buses is done mostly by the private sector which does not seem to bother much about the roads; the road authorities also do not bother about the buses. In one way, it is not quite healthy; in another way, it gives freedom of action and everything goes on very well. This example should be

[Shri Narasimhan]

remembered when we start other undertakings. Here we have got perfect co-ordination of both the private and the public sectors. Here, they are doing good work for the common objective of lifting passengers. The heavy responsibility of laying roads is taken up by the road authorities and the buses are run by the operators. We find good results.

There are some other difficulties. When the roads were constructed, they did not visualise the huge lorries and vehicles that are now contemplated. Many of the highways are practically one ways with the result if two lorries come from opposite directions, there are serious accidents. There is a great traffic congestion and the road capacity is very limited.

Mr. Deputy-Speaker: They are highways and not wide ways.

Shri Narasimhan. They are narrow ways. The buses ply in them with great difficulty. The bridges are also narrow and much attention has to be paid to our highways, where there are bends or turnings. The Banaras Cape Comorin national highway runs through the area which I represent. There are a number of bends where many accidents are happening. It is not good to allow such things to continue.

There is another thing. There are highways through which railway lines run but no proper level crossings are provided. In my part of the district, there are three express trains which go to the west and three express trains which go in the opposite direction. These six trains have to pass at an interval of about one hour, and practically the whole night trains are running with the result that certain level-crossings are kept always closed because there are no bridges. That affects the road capacity there, the capacity of the roadways from Madras to Bangalore, Salem and so on. The roadway from Madras to Bangalore, Salem and other places is also lifting a lot of goods, but the level-crossings

are closed practically for the whole night. Nobody bothers about it. The road capacity that side has been reduced considerably because of this. The road transport authorities should not imagine that it is somebody else's burden, that it is the burden of the municipality of the village concerned, to construct the necessary level-crossings or overbridges. It should really be the burden of the Central authority itself to provide all facilities for the highways because of the traffic that is done through these roadways. Musafirji was referring to a Minister being held up. Here, it is not a question of a Minister being held up, but it is a question of lorries after lorries being held up which certainly reduces the capacity of big highways.

Then my area is a purely road transport area. There are no trains. After getting down from the train, every passenger has to go by bus to reach my part of the State. The trains do not run to time whereas the buses start at the scheduled time. When we reach our destination by the rail and the starting point of the road traffic, we are very very late with the result that the buses go away and we get stranded. That is the position we are facing at present. When road-rail co-ordination is taken up I hope this aspect of the matter will also be taken up. At least in such places, the railways may be allowed to run what are called "out agencies".

श्री बलराम सिंह उपाध्यक्ष महोदय, सदक यातायात पुनर्गठन कमेटी की रिपोर्ट के सम्बन्ध में बहुत सी बातें कही जा चुकी हैं। मैं उन को दोहराने की कोशिश नहीं करूँगा। लेकिन कुछ ऐसी बातें हैं, जिन पर इस सदन का और राष्ट्र का ध्यान जाना बहुत आवश्यक है। यद्यपि इस कमेटी की टर्म्स आफ रेफरेस बहुत सीमित थीं, लेकिन सीमित टर्म्स आफ रेफरेस के होते हुए भी कमेटी ने कुछ और बातों की जांच-पहलाल

की, जो कि मेरे समर्थन है कि इनकाल-वैदेय ही था। लेकिन मूँहे आश्वर्य है कि कमेटी ने वहाँ रेल-रोड को-आर्डिनेशन की बात कही और सही कही वहाँ उस ने वह मुनासिव नहीं समझा कि वह कुछ गांवों की तरफ बढ़ने की कोशिश करती। वहाँ उसने रेल-रोड को-आर्डिनेशन पर विचार किया, वहाँ यह भी आश्वर्यक था कि वह इक और बैलगाड़ी के को-आर्डिनेशन और भूलक भें बैलगाड़ी के स्थान की भी बात सोचते। जहाँ हम ने सोचना है कि इस देश में रेलवे की तरफ से सड़क पर डालें जाने वाले ऐसे किसी दबाव का समर्थन न किया जाये, जिस की बजह से कि सड़क के यातायात का विकास न ही सके, वहाँ किमी ऐसी नीति का भी समर्थन नहीं किया जा सकता है, जिस के द्वारा सड़क-यातायात बैलगाड़ी के बल पर विकसित हो—बैलगाड़ी को सैकिकाईज कर के, उस को खत्म कर के—विकसित हो। जो दलील रेल-रोड को-आर्डिनेशन के सम्बन्ध में रेलवे के खिलाफ दी जाती है सड़क के विकास के लिये वही दलील बैलगाड़ी के लिये भी सड़क के खिलाफ—ट्रक, मोटर और बस के खिलाफ—साधू होती है। हम अनिश्चित काल तक यह नहीं कह सकते कि हम रेलवे को अपने मुताबिक सड़क की नीति निर्वाचन करने का एकाधिपत्य देंगे। जब यह कहा जाता है कि जब चाहे तब रेलवे यिनिस्ट्री सड़क के साथों पर टैक्स लगायेंगे—चाहे वह टायर हो या डीजल आयल—और इस प्रकार सड़क के साथों के विकास को रोकेगी, तब हम को यह भी सोचना पड़ेगा कि हम ऐसी नीति न बनायें, जिस की बजह से इक और बस के नाम हम बैलगाड़ी को खत्म कर दे और इस नीति का सब से बड़ा पहलू यह है कि जहाँ रेलवे में लोगों को काम मिलता है, उस से कहीं यादा काम सड़क में हम दिला सकते हैं और जितना सड़क में मिल सकता है, उस से कहीं यादा बैलगाड़ी में मिल सकता है। यह अन्दाज़ किया गया है और कमेटी ने भी कहा है कि भूलक में एक करोड़ बैलगाड़िया है।

अब यह है कि उन को किस तरह बदला जावे। वह अच्छी बात है कि कमेटी ने कहा है कि ट्रकों और बसों के यातिकों के लिये सस्ते कर्ज की व्यवस्था होनी चाहिये। मैं इसका स्वागत करता हूँ। मूँहे मालूम है कि मोटर-ट्रकों के यातिकों को कमी-कमी—सात कर एक एक ठेले के यातिकों को—तीस कीसदी तक व्याज देना पड़ता है। उन की सारी भेहत ब्याज में जली जाती है। मूँहे इस बात का आश्वर्य है कि बेकों की तरफ से जो ठेलों के यातिकों को कर्ज दिया जाता है, उस का रेगुलेशन क्यों नहीं किया जाता है कि वे कितना व्याज बमूल करें। इसलिये सरकार अधिक से अधिक यह व्यवस्था करे कि मोटर-ट्रकों के यातिकों के लिये कम व्याज पर कर्ज का प्रबन्ध हो। लेकिन इस नीति को एक और कदम बढ़ाना चाहिये और कोशिश करनी चाहिये कि भूलक में जो बहुत ही पिछड़े हुए तरीके की बैलगाड़ियाँ हैं, उन को आगे बढ़ाया जाये। जब बैलगाड़ियों की बात कही जाती है, तो बहुत से लोग कह सकते हैं कि यह काम काँड़ डग एज-काँड़ डग सम्यता—की बात है। लेकिन न मेरे यह कहना चाहता हूँ कि भूलक की आबादी बढ़ रही है और अगर उस बढ़ती हुई आबादी में हम ने काम चलाना है, तो हम को सोचना है कि यातायात के इस तरीके को हम खत्म नहीं कर सकते—हम को उसका विकास करना पड़ेगा।

इन बैलगाड़ियों में सिर्फ यही नहीं है कि बारह महीने काम करने वाले काम करते हैं, उन मेरे ऐसे किसान भी काम करते हैं, जो कि आठ महीने तो प्रपनी सेती का काम करते हैं और वाकी बार महीने बैलगाड़ियों का काम करते हैं और इस प्रकार अपनी आमदानी को सप्लीमेंट करते हैं—अपनी आमदानी में इजाफा करते हैं। मूँहे दुख है कि कमेटी ने इस पर अपने कोई विचार प्रकट नहीं किये हैं, कोई उस की जांच-पढ़ताम नहीं की है, जिस तरह से कि उस ने और भूलकों की जांच-पढ़ताम की है, उसी तरह

[बी बबराच तिल्ह]

इस की भी आंख-नहाल करनी चाहिये भी और अपनी राय जाहिर करनी चाहिये भी । जूले आशा है कि सरकार इस पर जल्दी व्याप के देखी और यह देखेगी कि जहाँ सड़क यातायात का विकास जल्दी है और उस में रेलवे को बाधा नहीं बनवे देना चाहिये । चूंकि रेलवे एक राष्ट्रीयकृत उद्योग है, सरकार उद्योग है इसलिये इस को हम सुविधा देते रहेंगे तो आखिर राष्ट्रीयकरण के क्या मायने हुए? कुछ घोड़े से अफसर ठड़े या गर्म मकानों में बैठ कर एक नीति बना दे और हम उस नीति को ले कर कहे कि हम दूसरे यातायात के साधनों को बल्टम कर देंगे, इसको हम राष्ट्रीयकरण नहीं मान सकते हैं। जब हम देखे कि एक गाष्ट्रीयकृत उद्योग ऐसे छोटे छोटे उद्योगों का मुकाबला कर सकता है, जो कि उस से प्रतिस्पर्द्धा करना चाहते हैं, काम्पीटीशन करना चाहते हैं, तब उस उद्योग की क्षमता, योग्यता और दक्षता को माना जा सकता है, वर्णा नहीं । आज हमारी आनापली है—एकाधिपत्य है, इसलिये हम उस के नाम पर चाहे जो कुछ कर सकते हैं । इसलिये सरकार की तरफ में एक स्पष्ट नीति बने कि हम रेल के नाम पर सड़क यातायात के विकास को रोकेंगे नहीं, यह नहीं कहेंगे कि रेलवे यह चाहती है, इसलिये हम वहाँ परमिट नहीं देवे । आज जो डेढ़ मी, तीन मीन के परमिट दिये जाते हैं उन को क्या परिणाम होता है? एक ठेना माल को डेढ़ मीन भी मील तक ले जाता है, जिस के बाद दूसरा डेला उस माल को आगे ले जाता है, तब माल अपने स्थान पर पहुंचता है । इस तरह श्रम को बेकार बरबाद किया जा रहा है । जिस श्रम की मुक्ति के उत्थान के लिये जरूरत है, उस को बनावटी रुकावटे डाल कर बेकार बरबाद किया जा रहा है ।

इसी तरह से हमारे नियम इस तरह के बने हुए हैं कि एक राज्य से दूसरे राज्य में

जाने पर टैक्स लगेगा, या रोक लगेगी या बैंकिंग होगी । रुपये पैसे के मामले और दूसरी दिवकरतों को छोड़ते हुए ऐसा लगता है कि हमारे मुक्ति में कई मुक्ति हैं । एक राज्य से दूसरे राज्य में जाने में लगता है कि हम किसी दूसरे मुक्ति में जा रहे हैं । इस चीज को खत्म होना चाहिये । लेकिन मैं बात कह रहा या बैल गाड़ियों की । जहाँ पर हमें जरूरत इस बात की है कि हम ठेलों के विकास के लिये या सड़क यातायात के विकास के लिये कोई रूपया लगाये, वहा हमारे लिये यह भी जल्दी है कि हम बैलगाड़ियों के विकास के लिये भी कुछ रूपया लगाये । गाड़ों की जो मुक्ति है वह कुछ अच्छी बनाई जा सकती है, वह कम पैसे में बन सकती है, उन में ज्यादा लोगों को उद्योग मिल सकता है । अभी निकट भविष्य में, दम बीम सालों में हम न कोई इस तरह का मुक्त यातायात का विकास कर सकते हैं । न ठेलों का विकास कर सकते हैं और न रेल का ही कर सकते हैं । ठेलों में तो हम देखते हैं कि वहा १६, १७ लाख रुपये में एक भील लाईन बनती है, वहा उम १६, १७ लाख रुपये को आगर हम बैलगाड़ियों के विकास में लगा दे तो उससे हम कितनी भील लम्बी सड़कों का जान बिछा देंगे यह सोचने की चीज है । हमें इस नीति को निश्चित तरीके से तय करना चाहिये, लेकिन अफसोस होता है कि यहा इस तरह की कमेटीया बनती रहती है । एक यह कमेटी बनी, उस की रिपोर्ट आई, लेकिन उस पर सदन में बहस नहीं हुई उसपर हमारा कोई फैसला नहीं हो पाया है, तब तक दूसरी कमेटी कायम कर दी जाती है । मैं बहुत जोरदार शब्दों में सरकार की इस नीति के लिलाफ अपना विरोध प्रकट करना चाहता हूँ । एक इस तरह की कमेटी जो उमी के ढारा बनाई गई हो, उस कमेटी ने रिपोर्ट दे दी हो, लेकिन उस रिपोर्ट पर सरकार का निश्चय न हुआ हो, उस निश्चय के बिना ही दूसरी कमेटी बिठा दी जाती है । इस का साफ

यत्सद है कि आप का मस्तिष्क साफ नहीं है, आप की नीति निश्चित नहीं है। हम सिफं जनता को धोखा देने के लिये कमेटी पर कमेटी बनाते जाते हैं। एक कमेटी की जो राय है उस पर काम न करना, उस के बाद दूसरी कमेटी बना देना, उस के बाद एक रिव्यूइंग कमेटी बना देना, उस के बाद भी कोई नीति साफ न करना, यह ठीक नहीं है। मैं ममक्षता हूँ कि आप की जो यातायात नीति है, चाहे वह सड़क यातायात हो, चाहे रेलवे यातायात हो या नाव यातायात हो, इस नीति का निश्चय करने में, उसके पक्षका करने में बहुत दिक्कत पड़ती है। इस में लोगों में शका बनी रहती है। आप ने एक कमेटी का निर्माण किया है, और कहते हैं कि वह कमेटी निश्चित करेगी सारे देश की यातायात नीति के सम्बन्ध में। लेकिन अन्त में निश्चय कौन करेगा? सेक्रेटरी करेगे, ऐसे लोग करेंगे जो कि मरकारी नौकर हैं, वे लोग नीति को निर्धारित नहीं करेंगे जो जनता के लोग हों सकते हैं। प्राविर्पार्लियामेट के भेष्वर हो और आम जनता के लोग हों, जिन का सरकार की नौकरी से मम्बन्ध न हो तो उन के कुछ स्वतन्त्र विचार हो सकते हैं, वे लोग अपने स्वतन्त्र विचारों को सरकार के सामने रख सकते हैं। जो सरकारी लोग हों, वे एक्स्पर्ट्स हों सकते हैं, विशेषज्ञ हों सकते हैं, आप उन की विशेषज्ञ ममित बना सकते हैं और उस में मरकारी नौकर हों तो हमें कोई एतराज नहीं है। लेकिन नीति निर्वाचित करने वाली कमेटी बने, उस में सरकारी लोग और अफसर भर दिये जाये, तो उस के साफ भाने हैं कि आप जनता की जो राय है उस का आदर करना नहीं जानते हैं, उस का निरादर ही करना जानते हैं। इसलिये जो नियोगी कमेटी बनी उस के दारे में भी मैं जोरदार शब्दों में विरोध प्रकट करना चाहूँगा और सरकार से निवेदन करना चाहूँगा कि वह भविष्य में खल रखते कि जब एक कमेटी बन चुकी हो और उस की

रिपोर्ट आ चुकी हो, उस पर कोई निर्णय जब तक न हो जाये, सदन को विश्वास में न ले लिया जाय, उस बहत तक इस तरह की कोई दूसरी कमेटी न बनाई जाये। नियोगी कमेटी का निर्माण हो गया है। उस को बजह से इस कमेटी की जो सिफारिशें हैं, जिन को स्वीकार किया जाना चाहिये, उन को टालना नहीं चाहिये। यह नहीं कहा जाना चाहिये कि इन सिफारिशों को सरकार स्वीकार नहीं कर सकती क्योंकि नियोगी किमेटी बनी हई है और वह जो सिफारिशें करेगी उन में और इस कमेटी को सिफारिशों में कही कोई प्रतिस्पर्द्धा न हो जाये, कोई लोगों न पड़े। यह दलील अच्छी दलील नहीं होगी।

इस कमेटी ने मड़क यानायान को टालने की जो बात कही है उस में महमत नहीं है। मैं चाहता हूँ कि जहाँ तक गांद्रीयकरण का मबाल है उसे उम्मेद में न लिया जाय जिम सेन्म में कि मरकार लेती है कि बड़े बड़े अफसरों को मोटी मोटी तनलुकाह देने के लिये, एक कमेटी गांद्रीयकरण के लिये बना दी जाये अगर यही मनलब गांद्रीयकरण का होता है तो इस गांद्रीयकरण ने दश की जनता का ज्यादा भना हाने वाला नहीं है। देश को जनता के लिये जो मविस बल रही है उसमें देर करना ठीक नहीं है। हम धोपणा करने कि नीसों याजगा और ग्र-न में और इस सारा तरु मुक्त यानायात का गांद्रीयकरण नहीं किया जाएगा, या ममाजोकरण नहीं किया जाएगा, यह गलन बात होगी। और मैं समझता हूँ कि सरकार इस शब्द में उसे स्वीकार नहीं करेगी। जब मैं कहता हूँ कि सरकार इस शब्द में निवेदन करना होगा कि हमें देश को जनता को विश्वास दिलाना होगा कि जो देश में राजीयकरण किये हए उद्योग हैं उन में कहीं पर कोई फुजल वर्चों नहीं होनी है उन में जो १०० या जनता की भलाई के लिये जाना चाहिये वह मोटी मोटी तरब्बाहे दे कर

[स्वीकारात्मक सिद्ध]

बरबाद नहीं किया जाता है, यह हम को व्यापक रूप से चाहिये।

इन शब्दों के साथ मैं चाहूँगा कि सरकार एक ऐसी निश्चित नीति निर्धारित करे जिस से कम से कम लोगों के सामने यह चोज न हो कि जब एक कमेटी बनी हुई है तो दूसरी कमेटी बना कर और गोलमाल कर के सरकार देश की जनता के सामने कोई साफ और निश्चित नीति नहीं आने देना चाहती।

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): Mr Deputy-Speaker, Sir, I rise to intervene at this stage to make just a few observations of a general character in regard to the various points that have been made by the hon. Members who have participated in this debate, and I think I shall rest content with that.

I think that, if we analyze the speeches, the observations may be classified into two categories. Firstly, we find some observations which have been made by some hon. Members in regard to the specific matter that is before us for our consideration, namely, the recommendations made by the Committee with regard to reorganisation of the administrative set-up in the various States for the purposes specified in the terms of reference. I think I can say without any fear of contradiction that there has been unanimous support so far as these particular recommendations of the Committee are concerned. We can congratulate the Committee that in their wisdom, after their deliberations, they have succeeded in evolving a pattern which has found favour and acceptance with the House. I can also thank hon. Members for appreciating the labours and the work that have been done by the Committee. I join with them in paying my humble tributes to the Chairman and the various members, six of whom happen to be members of legislatures—three from our Parliament and three from State legislatures. So, it can be

said that these recommendations reflect the representative opinion in the country with regard to the question of reorganisation of road transport in respect of the administrative set-up.

The other category of observations made by the hon. Members refers to the question of development of road transport. A good deal of feeling has been expressed and, if I may say so, some disappointment and resentment also at—if I may use the expression—the so-called "ineffectiveness" of the Ministry of Transport in having the recommendations made from time to time by the various committees and bodies implemented. I would, in all humility, repudiate the charge.

An Hon. Member: Customary.

Pandit Thakur Das Bhargava (Hissar): So you accept them!

Shri Raj Bahadur: I would very gladly accept if hon. Members would bear with me and just see what the background is and then let us know what exactly can the Central Government do. We know that transport is a concurrent subject under the Constitution, under entry No. 35 in List III of the Seventh Schedule to the Constitution. The executive responsibility for the administration of transport vests entirely in the State Governments. The day-to-day administration comes in their field. The State Transport Authority, the Regional Transport Authorities and all other transport administrative machinery function essentially within the scope of the policies or instructions or guidance laid down for them by the respective State Governments. Where do we come in? We come in for purposes of co-ordination. Co-ordination, of course, is a very difficult thing.

My friend, Shri Harish Chandra Mathur, who is not here now, said that we should show qualities of leadership which should suffice to persuade the State Governments to implement the recommendations made from

time to time. I will try to analyse these two points. What are the recommendations that have been made from time to time and how can they be implemented? What are the obstacles and difficulties in their implementation? So far as the recommendations are concerned, we all stand for the development and expansion of road transport facilities. How can that development come? The development of road transport—of motor transport particularly—is governed by two factors. We should have the tracks, the roads—metalled or even other roads if the motor vehicles can ply on them. We should have an adequate mileage of the roads. We should have good surface also and we should have good, strong bridges too. Then comes the production of automobiles, the motor vehicles, in our country. If the production of automobiles goes up to a level but that level does not come up to the requirements of the country or the needs of the transport industry as such, would a charge be levelled against the Ministry of Transport? After all, all the programmes of production of automobiles and motor vehicles are laid down by the consent of Parliament. From Plan to Plan, if I may submit, we lay down what are the respective priorities even in regard to the railways or the road transport. Was it the Ministry of Transport in 1952, as it was then composed, or in 1956, which alone was responsible for the plans for the development and expansion of the road system and for the development and expansion of the motor transport system? The responsibility will have to be shouldered by this august House as well. The Plan has been accepted and the House in its wisdom thought that the road transport industry should be given Rs. 266 crores and the Railways should get more than Rs 1100 crores. It was not up to the Minister in charge of Transport at that time to impose his will on the Parliament. So, ever since it came to be separated from the railways, the Ministry of Transport has functioned under these limitations.

We are trying to meet the situation and solve the problems that confront us. I can say that ever since the Ministry has come into being as a separate entity we have at least succeeded in one thing, viz., we have focussed the attention of Parliament and the country on the needs of road transport. The greatest and the most concrete proof lies in the fact that we have got so many doughty champions of the cause of road transport today. We do not find any discordant note in this House about the future or the needs of road transport. The very fact that it has succeeded in focussing the attention of the people on itself is the greatest proof of the success of the road transport industry. That is why I say I cannot entirely plead guilty to the charge that the Transport Ministry has not done anything.

Now comes the question of persuasion. A parallel has been drawn between the Ministry of Transport and the Ministry of Community Development. I have got great respect and admiration for the sister Ministry of Community Development and I take pride in the fact that worthy tributes have been paid to that Ministry, for their achievements. But there it is the question of the Ministry of Community Development giving something to the States. Here it is the other way about. Here we want that the State Governments should limit their taxation on motor vehicles and motor transport. We want to take away something from their revenues. From time to time we have made the recommendation that the totality of the taxes in the various States should not exceed the level of 75 per cent of the taxes obtaining in the State of Madras. I would say that many States find it difficult. Even Madras says, "Why are you putting us as something like a criminal or guilty State before the entire country? After all, we are getting legitimate revenue out of a source which can yield such revenues." There is no denying the fact that the motor transport industry has been yielding that

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revenues to the State Governments and for very understandable reasons, they do not want to allow any diminution of their revenues from taxation on motor transport.

We would try our level best to persuade them. In fact in one particular matter we have tried to persuade them a good deal just to adopt one uniform principle of single point taxation, viz., normally any vehicle which has paid its tax in one State shall not be required to pay tax again when it crosses the frontier of that State and goes into another State. That is accepted by all the States except Bombay and U.P. The hon. Chairman of the Committee whose report we are considering comes from Bombay and I would at once concede that he has got much more of persuasive power in him than I can ever claim or pretend to have. I think he should also persuade the Bombay Government. Similarly, many hon. Members coming from U.P. who have spoken today could also do the same thing with their Government. We are from time to time discussing this matter with the transport authorities in these States, and we are just trying to persuade them saying, "Please do not charge anything more than what is due" They confront us with the argument that they will lose a portion of their revenue if they accept the principle of single-point taxation. We have not failed to point out the basic principles to them. We have told them that so far as that particular revenue which is got by imposition of double-point taxation is concerned, that particular State Government is not entitled to it and that should rightly go to the State to which the vehicle belongs. We have told this to them, but this is yet to be accepted by the State Governments concerned. It is not that we are oblivious of our duties in their behalf. We are trying to persuade them.

15-45 hrs.

[Shri C. R. PATTABHI RAMAN in the Chair]

The Inter-State Transport Commission also is trying to do it in its own way. Much was said about the Commission's failure in this regard. Did we ever declare, Mr. Chairman, that particular routes in our country are inter-State routes? Have we laid down any definition of an "Inter-State route"? To decide on a definition itself takes some time. The definition should be accepted not only by us, but by the State Governments too. Then, a list has to be drawn up and accepted by all concerned. That list has now been almost finalised, and I think before long, we shall have an authentic list of such routes which can be called inter-State routes. So, it cannot be said that the Commission has been sitting idle and doing nothing. The rules had also to be finalised. Many other things had been done to build up the Commission. In quite a number of cases, the Chairman has gone to the various State Governments, brought the transport authorities of the concerned States together and settled quite a few points. However, I myself feel that we could have perhaps done much more, but it has to be recognised that the Inter-State Transport Commission, came into being only about a year or so ago and would take time to assert itself. It has finalised its preliminaries only so far and I think time will soon come when it will be able to make its existence felt.

But let us also realise, that so far we have not given the Commission all the powers it can be given, namely the power to issue permits. Perhaps when the Commission starts issuing permits on inter-State routes, it will make its existence felt much more than today. Now complaints come about inter-State permits, but they pertain to the State Governments, concerned and do not concern the Commission. So far as the question of making ourselves effective for the implementation of the various re-

commendations is concerned, we can say that we have tried to do whatever was possible within the framework of the present set up.

So far as this particular committee's recommendations are concerned, I submit, we have not been idle for a moment. We got the report printed at once and we took the first opportunity to have it considered formally at the meeting of the Transport Development Council held a couple of months ago. We put it before them and the representatives of the various State Governments, Ministers of Transport, Chief Ministers, etc. came, considered this matter and laid down a definite procedure. We are following that. As the Minister assured in his opening remarks, we think by September, we shall be able to get the opinions of the various State Governments and the matter will again be put before the Transport Development Council at its second meeting in November when some results can be expected. Thus in this matter, also, it cannot be said that we have been wasting time or we have not been up to what was required of us.

I now come to certain specific observations made by some hon Members. In regard to the emphasis that has been laid by the committee on the consumer's choice regarding modes of transport. Shri Asoka Mehta observed that we shall have to take note of the various factors that are relevant in this connection. He read out some quotations from certain books and reports and said that the charges and rates of transport should also be taken into account while allowing freedom of choice to the consumer. So far as the consumer's choice is concerned, my reaction to Shri Asoka Mehta's observation is that the choice is dictated or governed by various economic factors which are inexorable and which can hardly be overlooked. After all, the consumer weighs the matter in all its aspects and takes a comprehensive view

about it. He judges for himself as to what will suit his pocket best of the particular object he has in view and then makes his choice. The consumer's choice is like a stream running in a particular direction and whatever may be our likes or dislikes about a particular mode of transport, to swim against the current is difficult. At present the current obviously is, as has been demonstrated, in favour of road transport. So, if some emphasis is laid on the consumer's choice, it is not merely to please or oblige the operators, but it is only to take a realistic view of the situation existing today. I think we shall have to take due note of the observations made by the committee in regard to this particular matter

About "cross subsidisation" new phrase for me, of the freight rates of various commodities, I would only say this is a very intricate matter and perhaps the policy committee could go into it. Here let me point out a difference or a distinction between the Committee that was set up earlier namely, the ad hoc committee on Reorganisation of Road Transport which had a specific function confined and restricted only to the examination of transport administrative set-ups in the States. Of course, incidentally it went into other questions too, because its terms of reference did allow that—and the other committee appointed recently namely the Neogy Committee which has been appointed for a different purpose. It is not, as Shri Braj Raj Singh, Sardar Iqbal Singh and one or two other members have stated, that there have been committees after committees, or that one committee has gone and another committee has been appointed. Shri Braj Raj Singh said that after the Neogy Committee another committee the "Yogi Committee" will be appointed. It is rather very surprising that a Member with the "eminence" and ability of Shri Braj Raj Singh could not understand what the committee of Shri Masani was meant for and what the committee of Shri Neogy has been

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appointed for. Shri Neogy's committee comes as a result of the recommendations that have been made by the various bodies, I think right from before independence, and particularly after the report of the Motor Vehicles Taxation Enquiry Committee, upto date. These recommendations were repeated by the Taxation Enquiry Committee, then by the Study Group of the Planning Commission on Transport, then again by the Estimates Committee as also by the various transport advisory committees. They have all been emphasising the need for the setting up of a committee which should go into the question of evolving principles on the basis of which we could to formulate our "national transport policy". We do want a national transport policy. The need for it was felt for a long time and the demand for it was being repeated from time to time. And it is as a result of these recommendations and demands that this committee has come into being. It has got a specific purpose.

Shri Khadilkar: May I know whether this committee's function is not very limited? It was not supposed to lay down the principle or policy of reorganisation. What is the difference? I have read out the terms of reference of even the Neogy Committee. Will you point out what is the exact difference?

Shri Raj Bahadur: If the hon Member cares to turn to the introduction, of the Masani Committee report he will see that the introduction says:

"The proposal to set up a committee to advise on the re-organisation of transport administration in the States was first mooted at the First Transport Controllers' Conference in August 1955."

So, they had to advise on the re-organisation of transport administration in the States. That was the purpose. Its terms of reference are given

at pages 104-105. From there it will be seen that these were laid down as follows:—

"In order to secure the fuller development of road motor transport and its expansion to meet the demand created by the Second Plan it is essential that there should be suitable machinery in the States to look after the various problems facing the industry and to plan and foster its development. It is felt that the existing administration in most States is concerned more with the regulation of motor transport rather than with its planned development"

So, it is specifically with the purpose of reorganisation of the administrative set up in the States. Now, the terms of reference of the Neogy Committee have been published. I think I should read only the first sentence

"to survey the existing machinery for the administration of motor transport in the States with particular reference to the working of the regional transport and State transport authorities"

I am sorry, I am reading the same thing. I do not think the other terms of reference is with me. In any case, the Minister has already read it. I think the purpose of the Neogy Committee is perfectly clear. It will go into the larger question of laying down the limits, laying down, if I may say so, the premises within which the various systems and forms of transport in the country will expand or develop, keeping in view the requirements of our agriculture, our commerce, our industry, our finance, trade and other social requirements. So, I think the purposes of the two committees are quite clearly different and distinguishable. It is not as if the report of one committee is being shelved for the other.

I will now come to one or two observations of an important character which were made by other

friends. Shri Asoka Mehta advised Government ought to examine the impacts or consequences following the injection or introduction of the modern system of transport in our traditional economy. I think our rural areas, our 5,70,000 villages require roads and when roads come road transport comes. I would submit, for reasons which are very ably stated by Shri Khadilkar himself—I will not repeat them—the commodities and the produce from the rural areas should also be transported cheaply, economically and quickly to the market, and that is a fact which has got to be taken into account.

Shri Mathur has once again repeated his observations he made earlier in another connection. His two charges are: firstly, the ISTC has done nothing. I have already referred to it. I do not think I need repeat it here. The other charge is that there is some sort of "squeeze" or "corruption" prevailing all around. The other day also he made the same point in another context. I would respectfully submit that we expected the Committee in its report or recommendations to give some method or some measures by which we could curb these corrupt practice, malpractices or irregularities. After all, even if the regional transport authority consists of only one man, what will happen? If there are two claimants and if these claims are alike, how will the Regional Transport Authority or the magistrate presiding over that body determine the rights of the parties concerned? There should be some criteria. Unfortunately, the Committee in its recommendation has not pointed out any criteria on the basis of which one could decide in cases where everything else is equal and a choice has to be made in favour of one claimant out of so many. If there are no criteria, should it be decided by drawing lots or should it be done by some other method? There the rub comes. So, we shall have to devise some

steps to ensure that this particular need is also met.

Shri Harish Chandra Mathur: There should not be any artificial scarcity as has been created at the present moment. If there is free licensing these things will disappear.

Shri Raj Bahadur: That is arguing in a circle. We would not have scarcity and we would be self-sufficient only if we increase the production in our automobile industry. If the production of the automobile industry is adequately increased, obviously there will be no scarcity or shortage and premium on the sale of vehicles or on permits. The Committee itself has complained in its report, and rightly complained, that there is at present a premium on vehicles and permits. We know that there is premium on permits as well as a premium on the purchase and sale of automobiles. I hope, it may be possible now, with the new system that has been introduced recently for the sale of vehicles, to eliminate premium in the case of sale or purchase of motor vehicles. But so far premiums unfortunately prevail, and we are sorry for that. Perhaps, these could be eliminated by some other stringent measures. That is the whole point. Of course, if the scarcity was not there, the need for having some controls may not have been there, and the problem would not have arisen at all.

Then, Sardar Iqbal Singh said we in the Ministry of Transport have been rather weak-kneed in our attitudes or relation with the sister Ministry of Railways. He has called co-ordination subordination and said that we have to pull our weight. Shri Raj Singh and Shri Khadilkar asked: why not let the Transport Department itself be merged with the Ministry of Railways? I would submit that in a democratic set-up we have got to work in some sort of co-ordination and harmony. After all, we cannot ignore the fact that there is huge investment in the railways. But I agree that we

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have got to remember the huge investment in the road transport industry as well. That has to be done. Were it not for the fact that the road transport development needs were more keenly felt, perhaps the two Ministries would not have been separated. Now they have been separated, these problems have come to the fore. So far only two years have passed. But in due course we shall be able to give Transport its due place and provide for the development of road transport adequately. It should not, however, be supposed that we are not pulling our full weight with the State Governments, or with the Ministry of Railways; in so far as these particular inhibitory factors are concerned, which weigh heavily on the expansion of road transport. Hon. Members will not forget that only recently after much real difficulty and argument we relaxed the restrictions of 150 miles on permits and increased the limit to 300 miles. So far as goods trucks are concerned, these can be given intra-State routes freely. All that has been done. I think in this connection I should thank Dr. Krishnaswami for the very powerful support that he gave us for whatever little we have done.

16 hrs.

Then I will come to one more important point which was made by Shri Tariq. He said that the appointment of the Masani Committee had raised high hopes which are now getting frustrated. As I said, we have not even taken any decisions on the recommendations of this Committee. How then can our hopes be frustrated? How does he think that he is being kicked out of the parlour of his beloved a fact to which he alluded in his Urdu couplet when he had not even entered it. I can only say that his case is under consideration in the court and he should not feel frustrated or disappointed about his future at the present stage.

Shri Narasimhan said that inter-State transport is irksome and harass-

ment is caused to passengers when they travel from State to State. We are perfectly conscious of these difficulties. It is for these reasons that we want that some effective step should be taken to see that all the irksome factors that operate against the free and smooth flow of traffic from State to State are removed. That is why we place high hopes on the particular international highway to which Shri Mathur was referring. Of course, the international highway will take a long time to come. It is expected that it will connect Viet-Nam in the Far East with perhaps Iraq or Turkey in, what is known as, the Middle East. But it will take time. In this background very truly it is a tragic situation that when our vehicles move from State to State our passenger traffic, our goods traffic and all have got to undergo severe hardships and irksome experiences. I think it is high time that this House comes to the aid of road transport, as it has done hitherto and with its support we are sure we would be able to deliver the goods on behalf of Road Transport.

Shri Harish Chandra Mathur: Could you get greater support from this House than has been given? Every single hon. Member has supported you so strongly.

Shri Raj Bahadur: Thank you. We are so grateful for it.

Shri M. R. Masani: Mr. Chairman, Sir, I think today's debate has shown two outstanding features. The first is what the hon. Minister who has just concluded described as the unanimous support that the House has given to the recommendations of the Road Transport Re-organisation Committee, at least in so far as the main body of its recommendations in regard to the administrative set-up is concerned. I think it would also be right to say that even the rest of the Report has received near unanimous or widespread welcome from all sections of this House.

Sir, on behalf of my colleagues in the Committee, some of whom are here including you, who at the moment adorn the Chair, and many who are not here, I would like to express my gratitude to both the hon. Ministers and to the various other hon. speakers from all corners of the House who have been good enough to extend their welcome to our conclusions and their appreciation of what little we have been able to do during the ten months of our existence.

A feature of the debate has been the absence of Party controversy. There has been no party approach to this matter, not even, if I may say so, by and large an ideological approach. We have not . . .

An Hon. Member: Not even the new Party.

Shri M. R. Masani: Not even the new Party.

We have been functioning, all of us here as people who are concerned with the development of one of the most vital needs of our country, that is, transport, and in that cause we have forgotten our political controversies and have tried to understand and apply our minds to the needs of the country. That is why perhaps we can congratulate ourselves on the very high level of the debate that has now gone on for nearly five hours.

Perhaps there was one note of dissent only, on a limited aspect of our Report, and that was the caveat put in by my hon. friend, Shri Asoka Mehta, right at the beginning of the debate. Just before I rose, the hon. Minister of State was good enough to answer part of his criticism. I would like to assure Shri Mehta that even though the Chairman of the Committee had his own philosophy and still has it, it would be unfair to the remaining members of the Committee to think that they were likely to be

influenced or to swallow that philosophy without having a very good look at it. I do not mind revealing—and you, Sir, can confirm it—that this philosophical aspect also was a subject of considerable discussion lasting over numerous hours when various points of view ranging from that of the Chairman to those that were against it were placed before the Committee and argued on more than one occasion. It is as a result of these various points of view that the synthesis that is to be found in the Report, to which I shall refer later, has taken place. In fact, Shri Mehta himself went on, after making that remark, to say that there was a lack of theoretical clarity. That proves the point that when ten good men come together to pool their minds, leave their pre-conceptions behind and try and find out pragmatically what the answer to the problem is, you do get perhaps a lack of theoretical clarity. But I think the Report is all the better for that attempt to synthesise various points of view, and I would like at this stage to express my gratitude to the members of the Committee for the excellent job of teamwork and for the excellent co-operation with which they all worked together.

I think it was, if I may say so, a good example, along with this debate itself, of the functioning of parliamentary democracy at its best, where hon. Members of the Government Party and hon. Members of the Opposition Parties come together in the service of a common cause.

The other aspect of the debate, which has not been such a pleasant one, has been what the hon. Minister has referred to just now, that is, the equally widespread impatience about the implementation of the Report and a widespread apprehension that the Transport Ministry is not doing enough in behalf of the Report and of the general cause of road transport. It is a pity, as my hon. friend, Shri Mathur,

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suggested that the hon. Railway Minister was not here to listen to the debate because it might have been for him a highly educative experience.

I may be permitted to summarise in one sentence the criticism that has been made from various parts of the House. Shri Mathur suggested that the hon. Transport Minister and the hon. Minister of State might provide more leadership on the subject. Sardar Iqbal Singh complained about the non-implementation of the Report and referred to the "subservience" of the Transport Ministry to the Railway Ministry. Shri Khadilkar went even further. He wondered whether this was not a waste of the taxpayer's money, that is, the money that was spent on the Committee's work. I thought he was a little unkind, because perhaps the waste of the members' time might also have been given due recognition since we had worked very hard on this report—all of us—for about ten months. He went as far as to describe the battle between the Railway Empire on the one side and "the paper tigers" of the Transport Ministry on the other. He went so far as to say that the time had come when the Transport Ministry might be remerged in the Railway Ministry for all the difference it would make. Then Giani Gurmukh Singh Musafir and Shri Tariq also pleaded for urgency and more haste. Shri Braj Raj Singh was the last speaker to echo this kind of criticism.

Knowing something of the difficulties of the Transport Ministry, I am inclined to think that some of this criticism was rather harsh. I do admit that some harsh criticism has taken place which probably does not take into account the complexities of the problem and the very difficult task of the hon. Ministers and the Ministry concerned. I would not like, therefore, to subscribe to the language which has been used. But I would, in view of the hon. Minister of State's repudiating that charge, wonder whether it would be so wise to dismiss this

criticism. I think that the hon. Minister of Transport would do well to consider why this feeling exists that the Transport Ministry is not asserting itself adequately vis-à-vis other interests. Simply with a view to correcting the impression that has been created and to put the matter in better perspective, I would like to invite the attention of the House to a few facts.

This Report can be broken down, in its recommendations, into certain categories. The first category is that of the State administrative apparatus—Chapter V of the Report. Now, the hon. Minister mentioned to us what was being done in that regard. When he introduced the subject to the Transport Development Council, he said:

"It is difficult for the Council to go through each recommendation in the short time that is at its disposal. We would accordingly only place before the Council the main recommendations of the Masani Committee regarding re-organisation of the administrative set up."

"The other recommendations will have to be gone into in detail by a small committee which the Council may appoint—but the Council did not appoint it—"or by a selected group of Transport Commissioners. After an examination has been made by such a small group, the recommendations can be again considered by the Council, if it so desires. Otherwise, action can be taken straightway by the Central Government in the advice of the Committee of Transport Commissioners."

The hon. Minister has explained that by mid-September the Government of India hope to ascertain the reactions and the readiness of the various State Governments to carry out the recommendations in Chapter V, and that by November or December, when the next meeting of the Council takes place, decisions could be taken.

Now, Sir, if by December, by the end of this year, Chapter V of this Report will be carried out, I for one, would feel that the labours of my colleagues and myself have been well rewarded. I do not think we need grudge six months' delay. But I would like to put before the hon. Minister another way in which this might have been handled, which perhaps would have drawn greater appreciation from the House. Suppose the Transport Ministry had, by a simple resolution of the Government of India, said that with such reservations as they might have had the Ministry of Transport accepts Chapter V of the Report and requests the State Ministries to put it into effect and to let them know what they were doing, I do not think that would have been a bad way of going about it either. I think that with the influence that the hon. Ministers could have brought to bear upon the State Ministries, perhaps faster progress could have been made. Of course, I know that the hon. Minister may say, "If we had done that, it would have put up the backs of the State Ministers, we want to pursue the more persuasive way of taking them into confidence, listening to what they have to say, and then publishing our own mind". I do admit there are two ways of going about it and that while one might please the House better

with the resultant increase in their budget expenditure and all that. Can we force it just by an order from the Central Government on them, I would like to understand from the hon Member.

Shri M. K. Masani: I am sorry if I did not make my point clear. I was not suggesting for a moment that the Central Government can force the State Governments to do anything. What I said was that, if the Ministry of Transport had said, "We find Chapter V to be sound" except for certain things—which they might have drawn attention to—"and we would recommend to State Governments that they might accept as much of it as possible and let us know what they propose to do", that would not have been forcing them. I even concede that they might have perhaps not got the same response from the States Ministers, who are jealous of their rights, as the policy pursued by the hon. Minister. Therefore, I have a very open mind on this question. I shall be quite satisfied if by the end of this year, through private and public persuasion, the Ministries of the State Governments could be made to accept Chapter V of the Report, I think we can then all have cause to congratulate ourselves

But there is another series of recommendations which are not of that category, where the Union Government can move without reference to the State Ministries. Just to give some examples of what they are, I would mention the reorganisation within the Transport Ministry in the Union Government itself; the single-point taxation scheme, which is now universally accepted by all concerned and which has also been recommended by the Conference of Transport Commissioners; the third idea about finding funds and high tensile steel from the United States or elsewhere for the building of bridges and culverts; the allocation of foreign exchange for vehicles spare parts and diesel oil;

Shri Raj Bahadur: I think the hon Member would pardon me for interrupting him. He knows what his recommendations are. It means creation of a separate Ministry of Transport. It also means separation of the Transport and the Road Wings, and putting Transport under two sections, one for dealing with transport undertakings and the other dealing with administration under a Transport Commissioner. The Transport Commissioner under the scheme proposed will have to deal with enforcement, inspection, planning and development. All this has got to be done and accepted by the State Governments

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credit facilities for operators through the State and the Reserve Bank; and the extension by ten years of the moratorium on the nationalisation of goods transport. I have given a few examples. For these recommendations, there is no need to wait for the State Governments to be convinced. I was glad this morning when the hon. Minister said that some of the recommendations—and I hope he had recommendations of this order in his mind—could be carried out immediately by the Government of India if they make up their mind to do so. I hope at least these recommendations will not be referred either to a group of Transport Controllers or any others for further examination, because I do suggest that, if that is done, it would not be very complimentary to a Committee with which, as the hon. Minister of State pointed out, six Members of the Legislature were concerned. I think, on these recommendations of policy within the competence of the Union Government, the hon. Minister should make up his mind along with his colleagues and announce which of these recommendations the Government of India propose to implement without further delay. Therefore, I was glad when the Transport Minister said this morning that there are some recommendations which could be immediately carried out. I would suggest to him that all recommendations that do not need the co-operation of State Governments should fall into that category.

But, Sir, a third category does remain, and that is Chapter IV on Licensing Policy, because that chapter impinges on the vested interests of the Railways. Now, Sir, on page 61 of the Report we had drawn attention to a circular of September 1958 put out by the Transport Ministry to which the Committee had taken exception even while it was functioning. And that circular, it would be recalled, says (page 61 of the Report) that the Railways should have a seat on State Transport Authorities. We had then

pointed out that not only was this recommendation probably illegal, but that it was inequitable because if other transport interests were debarred from membership of the State Transport Authority, the Railways certainly could have no place in it. I am very glad that the Transport Ministry did not press that point. But unfortunately, a second circular was later issued, I think probably after the Committee became *functus officio*, and I understand that it suggests that in the matter of applications for permits over a distance of three hundred miles, even within a State—*intra-State traffic*—, the S.T.As., if the Railways object should not take a decision but should refer it to the Inter State Transport Commission. It seems to me that there is not much of an improvement in this shift, and if Members in this House are a little suspicious of what would be called a policy of appeasement of the Railways, it is administrative actions of this nature that give support to these suspicions. The ISTC is not even functioning on the inter State level. Why should a body, which has no concern with intra-State traffic but on which the Railway Board is effectively represented, be given a veto over intra-State traffic, primarily within the competence of the S.T.As., just because the Railways object? It is this kind of veto given to the Railways which makes public opinion suspicious and which makes it impatient with the inadequate defence of road interests by the Transport Ministry. Here again, it seems to me that this circular is not valid and the State Governments would not be bound to carry it out, because they have quite rightly pointed out that the Inter State Commission has no right to interfere in the matter of intra-State transport.

Then we come to the appointment of the Neogy Committee. May I say, at the outset, that there are very few Members of this House or previous Members of this House for whom I have a higher esteem and regard than

my friend Mr. K. C. Neogy? I have had the privilege of working with him in the old Indian Legislative Assembly, as a Member of the Congress Party in opposition to the then government of the day. I hold Mr. K. C. Neogy in the highest esteem as a student of these problems and as a man of independence, integrity and character. Therefore, I congratulate the Government of India and my hon. friend the Minister on securing the services of an outstandingly able and independent man like Mr. Neogy. We could not have had a better Chairman, assuming the Committee had to be appointed. But the House has already commented on what it thinks of the composition of the rest of the Committee. It has been said by more than one speaker that it is loaded with officials and bureaucrats and we cannot really expect much from the Secretaries of the Ministries who are not really concerned with the development of road transport but who go there to watch the respective interests of their own Ministries or zamindaris. Therefore, the country will depend on Mr. Neogy for a fair analysis of the problem and a fair award which he will have to give as the only independent man on that Committee

What bothers me is not so much the composition of the Committee as its terms of reference. The terms of reference, I must confess, are distressing. Let me just read them, because the hon. Minister read one sentence, but when the whole of it is read, it is quite clear that the terms of reference of the Neogy Committee do go against the wishes of this House expressed on numerous occasions.

This is what they say:

"Taking into account the existing stage of development of the various means of transport and the economic, political, social and and strategic purposes which the transport machinery is designed to serve, the Committee should recommend—

(a) what exactly should be the long term transport policy of the country so that the development of the transport machinery may be effected in consonance with our growing needs with economy and efficiency avoiding duplication to the maximum extent practicable;

The House will remember that when the Railway Minister, in the course of his Railway Budget speech made this suggestion that duplication should be avoided, not only this House but also the other House unanimously turned down that specious plea by saying that to avoid duplication means maintenance of a monopoly

Shri S. K. Patil: As far as practicable; see the whole thing

Shri M. E. Masani: Yes; as far as practicable. I do think that it is an unfortunate concession to the Railways' point of view that this need to avoid duplication should be referred to the Neogy Committee at all

It goes on to say

(b) in keeping with the policy defined under item (a), what should be the respective role of the various means of transport in the country during the next 5 to 10 years; and

(c) what is the best mechanism for the regulation and co-ordination of the various means of transport so that the transport needs of the country are met in an efficient and economic manner consistent with the larger interests of the country"

The words 'co-ordination' is a good word just as the word 'regulation' is not. But, even the word 'co-ordination', as the House has today unanimously shown, has been used in a

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very one-sided way. Right from 1959 when the word co-ordination has been used, the House knows that it has only meant one thing: attempts to put limits on the number of miles that road transport can serve the country in the interests of the Railway monopoly. Linear restriction: that is what the meaning of the word co-ordination has been. Indeed, it will be recalled, as has been mentioned in the Report, that when the spokesman of the Railway Board came before our Committee, he still harped on the limit of 75 miles as being a reasonable limit for road transport beyond which the Railways should have a say whether they can ply or not. This shows that the Railways like the Bourbons, have not learnt anything or forgotten anything during the last twenty years. This attempt at setting a linear limit on the operation of road transport was successively rejected by this House as well as the other on more than one occasion. The Joint Committee of Parliament, when it considered clause 50 of the Motor Vehicles Amendment Bill in 1958, had in its minute on 24th October, 1958 the following: "The Committee felt that there should be no limit put on the distance that a vehicle should be allowed to ply". The relevant clause which sought to limit to 150 miles—not 75 but 150 miles—was rejected by the Joint Committee and by Parliament and the Ministers concerned made the statement that Parliament had gone against the attempt to set a limit on the distance that road transport can ply. Then, again, from 23rd to 25th February, 1959, in the Rajya Sabha and from 25th to 27th February in the Lok Sabha, both the Houses, by the speeches made, unanimously rejected the plea of the Railway Minister that such limits should be kept and duplication should be avoided. If any further proof is wanted, today's debate shows that the House of the People does not agree to the policy of co-ordination or avoiding of duplication if it means curbing and throttling road transport development in the interests of the Railway monopoly.

Shri Asoka Mehta mentioned that there does not seem to have been "a creative dialogue between the Railway Member on our Committee and the rest of the Committee or between the minute of dissent and the majority report. There may not have been a creative dialogue. But I can assure him that there was a long dialogue which was repeated from meeting to meeting. The dialogue took place in Calcutta, then it moved on to Bombay, and then it travelled to Delhi and Madras. Wherever the Committee went, the dialogue proceeded. It was not as if there was no exchange of thoughts. Both sides put their points with the utmost frankness and in a most friendly way. It is true that the dialogue was not creative, because one side came to the Committee with its mind made up. That has been illustrated by Dr. Krishnaswami in the way in which he has characterised rather harshly the minute of dissent of the Railway member on our Committee. That was a rigid mind, a mind made up, a mind that tried to hold back the progress of the country in the cause of vested interests.

What is the issue? The issue is, do we move with the rest of the world? Do we allow the people of India to travel in the way and to send their goods in the way they want to send? Or do we, in the interests of something that is already there, try to put a strait-jacket on economic and technological progress? Do we try to turn the wheels of progress back? That is the real issue. Co-ordination is a good word. I do not reject the word. I think it is a good word. But the way it has been practised during the last twenty years, up to this moment, does make people suspicious about the word co-ordination, because as somebody said, it is not co-ordination, but "subordination": that was the phrase used in the debate this morning.

So far as the Committee is concerned, its basic philosophy and conclusions on this matter which, I admit

may not be theoretically logical or clear, have been embodied in two or three paragraphs commencing on page 48. I hope, Sir, you will indulge me to the extent of allowing me to read a few sentences, because the Committee's fundamental philosophy should be placed before the House. The Committee says:

"Against this background"—of switching over from railways to roads that has been going on in other parts of the world, in all progressive countries of the world—Against this background, says the report—

"It will be generally agreed that any attempt to turn back the wheels of progress and to cling to a mode of transport that is no longer the most efficient or speedy would be to do grave injury to the basic interests of the country. At the same time, it will also be agreed that the shift from one form of transport to another has to be phased and to be so effected as to make it as painless as possible."

The pain which we are thinking of avoiding is on the part of the Railways

"In such a context, the task of the planner in a democratic society is to balance the free choice of the consumer with the needs of maximum utilisation of resources invested in the various forms of transport."

"The Committee is against favouring any one form of transport against another. In so far as the principle of maximum utilisation of investment is concerned, it is suggested that the best application would be to utilise to the same extent the country's investment in the tracks in both cases, i.e., in the railway lines in the one case and the roadways in the other, and to furnish both the

tracks with the requisite rolling stock or vehicles to utilise the tracks to the fullest extent....

"Equally important is the principle of the free choice of the consumer in a free society. Any attempt to dictate to the consumer, the means of transport he should utilise, is undemocratic and will in the long run retard economic progress. In this connection, we would like to point out that since 1950, the principle of consumers' free choice as one of the fundamentals of a National Transport Policy has been reiterated by successive Committees, e.g., the Motor Vehicles Taxation Enquiry Committee (1950), the Taxation Enquiry Commission (1953-54), the Study Group (Transport Planning 1953), and the Estimates Committee of the Lok Sabha (1956-57). The same principles were recently formulated by the International Chamber of Commerce as explained in a statement Presented to the Third World Meeting of the International Road Federation in October, 1958, by the Commission of Transport Users of the International Chamber of Commerce. This policy has the support of the International Union of Railways, the International Roads Transport Union, the International Union of River Navigation and the European Conference of Ministers of Transport."

This is the basic philosophy of the Report and I do suggest to the Transport Minister that the terms of reference of the Neogy Committee do unfortunately beg the question, in so far as this principle is concerned, by going against the wishes of the House as have been expressed on numerous occasions and by going against the fundamental philosophy of the Report also. It seems to me that the principle of the Railway Board is conceded and Shri Neogy's hands are unnecessarily tied and fettered by inflicting

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on him a principle that should not have been inflicted, namely, the need to avoid duplication and the need for co-ordination and regulation. He should have been asked: "is co-ordination or regulation good, and if so, what should it be? He has been told, "co-ordination and regulation are the limiting principles, now tell us how they should be applied." I do feel that the Railways have won the battle in so far as the drafting of the terms of reference of the Neogy Committee are concerned.

To conclude, I have taken the time of the House and I have taken the liberty of drawing the attention of the Minister and the House to these facts because I feel that the criticism that has been indulged in today should not be dismissed simply as over-enthusiasm or as lack of awareness of the difficulties of the Transport Ministry. I am very well aware of the difficulties of the Ministry. I yield to none in my esteem for the hon. Minister and in my belief that both the Minister and the Minister of State hold very enlightened views in respect of the development of transport. If we find that the actions of the Government of India do not reflect those enlightened views, then, I think it is our duty, our friendly duty, our constructive duty to tell them, "This House is with you. This Parliament is with you, but we expect you to give greater effect to the wishes of Parliament than you have been able to do so far."

I recall that, about a year or so ago, my young son came back from school and told me of a conversation between himself and his master. He had evidently submitted a paper on an essay which had not come up to the master's expectations, and the master said that was not good enough, to which my boy said: "But, Sir, I have done my best, and I cannot do better than my best, can I?" which was quite a clever question. But the master said: "If this is the best you can do, I do think you can do a little better than even your best" I would

therefore suggest to the hon. Minister that we have a very high expectation of him and his colleague. We know they are enlightened people who understand transport problems as well as anyone in this House. I do not think any Member of this House needs to teach the hon. Minister or the Minister of State the facts of life about the development of transport in any form. We want to strengthen their hands, we want to tell them that Parliament is behind them and, if the criticism that was made today was harsh, it was made in the spirit of telling them to have, as some hon Member said, more confidence in themselves. When the hon. Minister was absent, some hon. Member, I think Sardar Iqbal Singh, said: let the Transport Ministry develop more self-confidence—in other words, let them realise that they have got more strength behind them than they think they have. Let them not be overawed by the show of superior force or strength by anyone else. I realise they are up against a strong vested interest, but that is no reason why they should not pull their weight when the whole House is behind them and unanimously support them. In other words, I think the House would like to find its views more adequately reflected in the policies of Government from day to day, and I am sure with this vote of confidence that the House has given not only the Committee's Report but to the point of view of the Transport Ministry which, as the hon. Minister said this morning, is broadly the same, we wish the Minister godspeed in the task of converting the Committee's Report into sound Government policy.

Shri S. K. Patil: I must really begin with expressing my thanks to the hon. Members for the almost unanimous support that they have given to the Masani Committee's Report. I hardly came across a dissentient voice so far as the basic recommendations of the Committee are concerned. If the Members were anxious to pump in a little more self-confidence into me I am indeed grateful to them. I hope

I would be able to digest that confidence and do something according to the expectations of those hon. Members.

Shri M. C. Jain (Kaithal): We want you to reflect that confidence.

Shri S. K. Patil: I do.

I shall not refer to the individual Members and their criticism. That might sidetrack the discussion and possibly it might take a little more time which I do not wish to take. I would come to some points which are very important from my point of view and from the point of view of those who have made those points.

The gravamen of the charge was that in appointing the Neogy Committee after the report of the Masani Committee we have done something wrong, that this Committee is something which really conflicts with the purposes or the objectives for which the Masani Committee was appointed. I want to disabuse the minds of Members on that particular point.

As my hon colleague, Shri Raj Bahadur, has pointed out, the purposes of the two committees are quite distinct. Even while the Masani Committee was functioning, I had, on the floor of the House, more than once assured that a committee—call it a coordinating committee or a committee to fix the national transport policy of the Government or of this country, would be appointed. What was in my mind was not something to supervise or to comment on the Masani Committee's recommendations. It had nothing to do with that.

This Committee is quite distinct and different, and it was understood from the very start, and therefore, if there was any delay in appointing the Neogy Committee, the delay was not wholly on the part of the Transport and Communications Ministry, because, in order to appoint the committee, its terms of reference had to

be agreed upon by the two Ministries. It is not the Transport Minister alone that rules the roost, there is somebody else that comes into that roost. Therefore, they have got to put their heads together and devise the terms of reference which would be acceptable to both the Ministries. It is exactly that has taken a little time, and it is exactly that that has made those terms of reference as my hon. friend Shri Masani has quoted.

But he must give credit to the Transport Ministry for one thing. For twenty years and more you have allowed transport to be a part of Railway Ministry. I am not finding fault with it, but there it was for 20 years or perhaps more, I do not know the exact time. The whole concept was that transport was perhaps one subject, and road transport was dominated, and surely dominated, by the Railway Ministry because that was a huge Leviathan under which road transport functioned. For the first time Government or this Parliament had the courage only two years back 1957, to separate transport from the Railway Ministry, and may I ask my hon friend Shri Masani what miracles he expects us to do in these two years?

Shri M. E. Masani: We expect that from you.

Shri S. K. Patil: That the Transport Ministry could even induce the Railway Ministry during these two years to agree to the appointment of this co-ordination committee and to agree to these principles to which they never agreed before and in which they never before believed for such a long time, is itself something for which the Ministry deserves credit, not that we want credit for it, but surely the House must bear in mind that the separation is not yet complete, still the old connections sometimes persist; and if they have persisted for a little while and may persist for a little longer, it is not because there is anything like shyness

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on the part of the Transport Ministry or want of confidence, but because of the real process by which we have got to work so that we can secure the maximum co-operation of both the Ministries put together and so devise a national transport policy.

Therefore, the Neogy Committee was conceived in that way, and surely not because it is any check-up of the Masani Committee. Please disabuse your minds of that.

Perhaps Members wonder why this Committee is so very officialised because five out of the six Members are the Secretaries of different Ministries. The House will remember that this is not like the other committees. Really speaking, it was a committee which the Planning Commission for their purposes could have appointed even without reference to anything in order to telescope the "activities of the various transport branches, in order to have some kind of picture as to how the allotment of money has got to be made. We enlarged the scope a little bit. I would have myself preferred quite an independent committee, just as Shri Neogy who is the Chairman of this Committee is an independent Member, in the sense that he is not attached now to the Government as he used to be before. If there had been two or three members like that, it would have been a different committee indeed, but the idea was not to appoint a committee like the Masani Committee which goes to all the parts of the country or wherever it is necessary, gathers evidence and does things of that description and then make a report which again Parliament considers for several months or years and ultimately comes to some decision. That is not the purpose of this Committee at all. It was going to be merely a committee, an official committee, taking all these things together and trying to find out from them what should be the policy for the next eight or ten years so far as the allotment of the funds is concerned.

Therefore, it was really a very good thing that we could induce Shri

Neogy to be the Chairman of this Committee so that it is not merely the official mind that works on it, but there is somebody, a Chairman, and a very powerful Chairman who has given the best part of his life to the consideration of the transport questions of this country. Then also, I could tell you that you should not go only by officials and officials. I shall merely give an illustration, not that I want to say anything against the officials. Please remember that the Secretary to the Transport Ministry is also one of the members. Do you think that that officer would ever be deflected from what his Ministry wants or he wants? So also, the Secretaries to the Commerce and Industry Ministry, the Finance Ministry, the Cabinet, the Planning Commission are there. Therefore, the House need not go away with the impression that because they happen to be Secretaries to the different Ministries, therefore, their views would be different. I think they would stoutly support, perhaps, more than what the hon. Members have done, the cause of road transport. I have no doubt about it. But they have got to see that within the whole national transport scheme, they do something by which they can stop avoidable duplication. The word 'duplication' need not frighten my hon. friend Shri M. R. Masani. He sometimes believes, because the experience of the past twenty years when this was a part of the Railway Ministry, has been in that direction, that possibly duplication or co-ordination is subordination, and, therefore, something will happen. But he also forgets that it is not a question of the past or the present, but it is the future that has got to be taken into consideration.

Now, let me give an illustration of duplication, as I conceive of it. It is in that conception that I have agreed to this word 'duplication' being put in there. For instance, there is a railway track today, and there is a road today. That is what is present, that is what was there in the past; nobody is going

to remove either that railway or that road. But we have got to build up railways, and we have got to build up road systems in the future, in the Third Five Year Plan. Since we have got limited funds, we have to see that within that limited fund, we so apportion the fund that there might be no duplication. Had we had enough funds, then we could have given to the railways as much money as the railways wanted and as much money to road transport as road transport wanted. But that is unfortunately not possible for us. Therefore, within the money or within the resources at our disposal, we have got to find out whether in a particular tract we should have railways or, in particular, what is better, the development of road transport. Therefore, avoidance of duplication does not mean that what has already taken place or what is at the present time there would be disturbed, it only relates to the future, and that too, the near future, because we are face to face with the Third Five Year Plan, and we have got to allot money

Therefore, within the money available for development of transport all branches of transport, somebody has to find out, ultimately to advise the Planning Commission, as to how much should go to the railways and how much to road transport in order that we shall get the maximum advantage out of the transport system. Therefore, one need not be afraid that because the word 'duplication' has been used there, therefore something would go wrong. Surely, the Transport Ministry, and I, as the Transport Minister, and my hon. colleague would do their best to see that the interests of road transport do not suffer, and they will not suffer. Therefore, my hon. friend Shri M. R. Masani need not go with the impression that because the word 'duplication' has been used here, therefore, something wrong is going to happen. If he wants more money to be given for road transport,

here is the Finance Minister, and he can ask him to give me more money. But ultimately, even the Finance Minister has got to make the allotment within the limited resources available at his disposal. It is a very hard and a very delicate task indeed. One need not be afraid that because something has not been done today, it will not be done tomorrow also, that because a little more money has been given to the railways, therefore, we shall necessarily favour the railways. That is not the way that we should judge all these things

16.44 hrs

[MR SPEAKER in the Chair]

I think what I have stated so far will serve to disabuse the minds of people as to why the Neogy Committee has been appointed. And I am quite sure that they will come to some conclusions as to what is to be done in the near future, that means, the two years of this Plan or even less than that, and the five years of the Third Five Year Plan, so that the available resources can be very scientifically apportioned, not that they have got to enunciate a new theory in this regard

Then, somebody referred to the controversy, and it was asked why it should not be called a controversy. Should I begin by doing the work of a wrestler with the Railway Minister and call it a controversy and call it something bad? I must avoid this kind of expression; there is no controversy in it. Sometimes, I put it this way. I shall give you an illustration. A very big officer of mine was talking in very hot words; naturally, he believed in it, and he was very earnest about it as to what he should do, and how he would write his note. I quietly told him, not that he was wrong, but 'Look here, supposing you had been an officer of the Railway Ministry, what kind of a note

would you have written?'. Immediately, he understood. The mere accident that I happen to be the Transport Minister and somebody else who is my colleague happens to be the Railway Minister does not mean that he should take purely the railway view and I should take a purely road transport view; we must both take a national view as to what is in the best interests of transport, whether it be railways or road transport etc. We must have some kind of a synthesis which we are attempting. Therefore, our attempt should be, at least, that is my attempt, that I should not call it a controversy and fly at it and simply say that he had done some wrong. He has done no wrong. After all, that was the system that prevailed in this country. He is there by sheer coincidence a Minister of Railways, just as by sheer coincidence I am the Minister in charge of Transport and Communications. Therefore, both of us must take a national view, and we are doing that, not that there is no controversy in these things or there is no problem between me and him, but when we sit together and consider these problems, we at all times and under all circumstances come to a unanimous decision that this has got to be done, and we are prepared to accept the advice of those who know something more about it. When this committee decides or recommends something, then surely, it is both for me and for him.

The very fact that a committee has been appointed will restrict to a certain extent the rights and the privileges of the railways. That is a great concession which my colleague has made. Therefore, how can you say that the Railway Minister is not relenting or that the Railway Ministry is not relenting at all?

Then again, it is not a question of the Railway Ministry or the Transport Ministry or merely the Members of this House. We have got 570,000 odd villages to be taken into considera-

tion. We have got an area of $1\frac{1}{2}$ million square miles in this country. Just now, our road development is not very significant; it is somewhere about, if I mistake not, 0.26 mile in one square mile, that is 26 miles in 100 square miles; we want to double it, and make it 0.55, after spending Rs 5,200 crores in twenty years. So, you can quite understand how gigantic the whole scheme is. Again, all our villages are not approached by roads; the railways do not serve them. If you take the percentage of railways, it comes to about 0.028 mile per square mile; that means one-tenth of the roads, that is, our railways today run only to about one-tenth of what our surface roads do in this country. In a situation like this, when we are so undeveloped in both the departments, railways and roads, surely, this is not the time when we can come to grips with controversies about it. Sometimes, a situation may arise which appears to be like some kind of a competition. I may give an illustration. This competition is not between road and railways alone but it is between all kinds of transport. Hitherto, in some ports, salt and coal used to be carried by our coastal ships. When they began to be carried by the railways, could I then come and say there is competition between the coastal ships, that is, nur water transport and the railway transport? Similarly, the roads take away something from the railways, and, therefore, it becomes like a kind of competition. Sometimes, it may happen like that; the consumers' choice sometimes comes in, as I shall presently illustrate. But there should not be any misunderstanding on that score, that some kind of a great controversy has developed. That time will not come for a long time in our country. I repeat what I said on the floor of the House before, that for another twenty-five years, there will be so much growth of traffic in this country, natural growth, which will simply flow from the development plans that we have got in hand, that

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neither the railways nor road transport nor any other mode of transport need be afraid that they will not have enough traffic to carry. Therefore, what has arisen in the USA or in many of the countries in Europe has not arisen in this country, that will take at least twenty-five years. I would call that the point of saturation beyond which the railways cannot go. So, the roads are always having a place in our country, and there will not be the picture that we see in America. But I may say here that the railroads that are there in America are there after one hundred and seventy-five years of growth, because their growth is not of one day—in fact, there has been a very intensive growth of both the systems during the last fifty years even then, five years back, when the road programme for ten years was made in the USA, President Eisenhower presented a budget for ten years to the tune of \$ 110 billion for road development, which comes to about \$ 11 billion every year for development of road transport, which in terms of rupees would come to Rs 5500 crores every year. What I am telling you is not that enormous sums have been budgeted by them but that even after fifty or hundred years of development, even today, road development is a continuing development, and it will never stop. It is unlike the development of railways. Therefore, a point has been reached there where the railroads are nearly going out of circulation, and the roads are spending as much as Rs 5500 crores every year for their development. Such a thing has not happened in this country, as I said both the systems have got to develop. Therefore, that question will not arise for a very long time to come in our country.

There is a programme which the road engineers have made. That is—after the Nagpur Plan—another Plan, the Bombay Plan, costing Rs 5200 crores. It comes to about Rs 250

crores annually. Has the Finance Minister Rs 250 crores to give me annually? If so, I would be very glad indeed. I want it. But where could he give it? I must also understand that it is not merely the road department that he has got to be taken into consideration. He has got hundreds of different things to take into account. According to that, for the Third Plan, we did not budget for Rs 1200 crores, we budgeted only for Rs 1095 crores. But we are very much afraid that neither the Planning Commission nor the Finance Minister is going to have a look at it. Where could they give Rs 1095 crores during those five years?

I am not making a suggestion. You may think that instead of fighting and quarrelling over it, I have become so docile and submissive, in the words of my hon friend, Shri Khadilkar, a paper tiger, not a real tiger, a very non-violent docile tiger whose claws have been clipped and who, therefore, becomes a most innocent animal, a good animal whom one need not be afraid of. It is not that. But I have got also, when I sit in the Cabinet, when I sit in the National Development Council, to take into consideration a relative picture of everything and ultimately find out as to what is the best that Government could do for the promotion of road transport. That does not mean that there is no fight or self confidence in me. It is not that a mis-conceived or mis-placed confidence and fight will yield results. Possibly a docile tiger might do the job better than many others can.

My hon friend, Shri Asoka Mehta, referred to the Consumers' choice and said that it should not be unrestricted. Now the point is not that. Suppose I want to send something very quickly to another place. I do not even use road transport. I use air transport. It is the choice of the consumer. You can restrict it to a certain point. But surely by creating facilities or by not creating facilities, you cannot put a ban on him saying

that he shall not do that While better and quicker transport is available to him, surely he can utilise it May I say that even today goods are transported by truck all the way from Bombay to Delhi, Bombay to Calcutta and Delhi to Calcutta, because there are various advantages into which I need not go because the Masani Committee's Report has gone into the details of that problem and pointed out how beneficial in the interest of the consumer it is that he spends even more safely, quickly and so on? All those obvious advantages are there

Therefore, I cannot come and say that for some social good that I imagine it must be restricted This itself is a social good If you really separate the man from that social good and impose on him conditions, then he has no right to move his goods swifter to places Surely, that is not necessary and that is not what we are attempting Therefore, you cannot stop this natural course by any law that this Parliament or anybody can make Hence the primacy of road transport from that standpoint will persist and will always persist and remain, and this House need not be afraid that anything that the Ministry would do would really stop the progress of the development of road transport

He also talked of cross subsidisation and asked whether inter-State cross subsidisation also could not take place Now it is only easy in the public sector because you sometimes have the coal or the salt These are not commodities that you can sell dearer in the market because all the manufacturers and other things have to depend on coal Therefore, you have got to regulate the price of coal Sometimes Government subsidise and take it from the high-rated cargo Therefore, both put together make a kind of thing which is really a co-ordinated picture of that But you cannot apply that to the road transport, which is perhaps bearing all the taxation which the railways do

not I sometimes cannot understand when Members come and say that because we have put so many crores—so many hundreds of crores—on the railways, they become our special responsibility, and if the private people have invested thousands of crores in a particular thing, that is not our consideration I cannot understand it, if one is a national wealth, the other is equally a national wealth which has got to be safeguarded in the same manner in which you safeguard the other national wealth in the public sector But the advantage of the public sector is that because we control the prices of it, we have got the monopoly of it We can give a little concession where it is needed and possibly make it up by high-freighted cargo Therefore, it is done But that cannot be done in the case of road transport My hon friend, Shri C R Narasimhan, called it correlative It is so For twenty years you have kept it so, and for two years now its chains have been taken away Now you want it to be as strong as a wrestler and fight—in two years' time That takes a little longer I could say one thing Between these two, I could always promise that so far as their connections are concerned, you will increasingly find that road transport will assert itself as it has been asserting itself

I was talking of cross subsidisation While it is possible in the public sector to do that, you cannot link it up with the private sector and say that the roads also must give something for it, for different purposes—for the simple reason that all those who operate road transport pay all manner of taxes The trouble today in this country is that so far as road transport is concerned, we are the most heavily taxed country If you take the Madras scale, I do not think you will find any place anywhere in the world where taxation on motor vehicles is as heavy as in Madras So when we took the decision in the Transport Ministry, it was to the effect that the incidence of taxation

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in other States should be somewhere about three-fourths of the Madras rate. Therefore, the Madras scale of taxation was a ceiling to which everybody was looking, nobody could go higher than that ceiling, anywhere in other parts it should not exceed three-fourths of the Madras rate.

Therefore, the trouble is not anything else, it is the high cost of it that really comes in the way of quicker development. But even then, we must not forget that this high taxation that we get is a kind of thing like a high-freighted charge which we receive like taxation in the coffers of Government and use it for other purposes. That is cross subsidisation of one type. We need not actually call it so, but ultimately it works in that direction, because you take the tax and use it for hundred other schemes. Otherwise, had you not used it, you would surely have had to tax the common man in order to get more money. Therefore, over and above this, you cannot have something by way of cross subsidisation so that the low-rated traffic could be supported by the high rated traffic from the private sector on to the public sector. That is not possible and that is not necessary.

Then he also referred to 'creative dialogue' between the members of the Committee. It is a new expression, a charming expression. My hon friend, Shri M. R. Masani, has already replied to it. I am quite sure there was a lot of creation there—in the long Report of the Committee and the 'longer' dissentient note that the other member has written. Anyway, there was that feeling I do not find fault with that member because, naturally, he has been trained in that way. He represented the interest of the railways there. For twenty years it has been dinned into his ears that the other transport was merely a sort of addendum or some kind of thing that helped railway transport. Therefore, I do not find fault with him. He has pointed out—very critically pointed out—where exactly the

limitations must lie. You need not take it that way. It does not mean that it is, as someone called it, a fantastic nonsense or things of that description. I can quite understand it. That cheers me up because my case is really supported. But surely that kind of support is not the one that will help to induce the Ministry to come to my way of thinking. Innocent as I may look and shy as I may appear, I think that is a better way to induce the other Ministry to come round to our point of view.

Incidentally, I compliment my hon friend, Dr Krishnaswami, for the very eloquent support that he really gave to the recommendations of the Masani Committee.

Then some hon Members have said that the Inter-State Commission has not been really effectively functioning. They forget that the Inter-State Commission is a new thing. We have created it. It does require a personality. That personality has got to be developed. I plead guilty to the charge that it has not yet done that type of work that you expected from it. That is not done merely by laying down the law. The proper type of persons must be there. Conventions have got to be established. Do you know that when you created the autonomous States—almost sovereign States, as they called themselves—they were so jealous for the preservation of those rights. At a time like that, to induce them to do a particular kind of thing takes a long, long time indeed. And who are the 'defaulting' States? That word is bad. They are not defaulting, they are non-co-operating for the time being. But they will co-operate. Those States are Bombay and U.P. They are big, powerful States, and when they yield, everybody will yield. Small States have yielded.

And what is happening today is this. These poor States which have yielded and come to our way now become hesitant looking at the big States not having yet cooperated with us. Therefore,

it shall be our duty to see, not merely at the level of the officer of the Council but even at the ministerial level, that for a proper national transport policy we get on with the cooperation of the States including the Bombay and UP States. Therefore, if the work has not really gone according to the expectations, it is not for the fault of any particular thing but for the fault of the machine. It is a new machine which has got to be lubricated. When it once starts working nobody can stop it. Therefore we are not doing it on a mere legal basis, we are doing it with all persuasive ways and if we fail in that we shall come to Parliament to take the other weapons that are necessary in order that all the States could be brought in the same scheme that we are discussing here today.

17.00 hrs.

There is the Transport Development Council. What can be better than this Transport Development Council that we have created, the Council in which there is representation?

An Hon. Member. We can continue tomorrow

Shri S. K. Patil: No, no, I will finish it. It is a Council in which there are the Chief Ministers of the various States. There are the Ministries, they are sitting together in that august body. If they cannot deliver the goods then, surely, I cannot say that there is any other machinery that we can produce that can be able to deliver the goods.

When I went to the Transport Council I had all the recommendations of the Masani Committee, and what exactly we wanted to do. If I saw them in a good mood and saw that they are good people who would accept anything, I would say here are the recommendations of my Ministry and get them accepted. If somebody got

up and said that they want time to read the report, that it is a big report, then I say, though they are small, yet they are sovereign States with all powers which they have got and which they guard jealously, the report should be distributed and we may consider it at the next meeting. Therefore, all these things are not done not because there is no desire on our part to implement the recommendations but because we have got to take all the States. Therefore, we say let us do it at the next meeting. If we lose 3 or 4 months' time, but if we get the goodwill of the States and they unanimously come and say here is the Transport Council you want and we support all the recommendations, then we have really won the battle. That is exactly the case.

I have got to tell you and I can assure my hon. friend Shri Masani and his colleagues of that committee that in my prefatory remarks today I have said that I go with him and my Ministry is working on the same lines as the recommendations of the Masani Committee. What more proof and what greater proof do you want of the bona fides of the Government and how they intend to proceed on this very vital and delicate question?

With these words I would say there should be no misunderstanding on the point that the Ministry is not earnest or anxious to implement those recommendations. I will be a happy man when I can say to this House that all these recommendations have been implemented.

Mr Speaker. The question is

"That this House takes note of the Report of the Road Transport Re-organisation Committee laid on the Table of the House on the 16th April 1959."

The motion was adopted.

17.08 hrs.

BUSINESS ADVISORY COMMITTEE

FORTIETH REPORT

Shri Rane (Buldana) Sir, I beg to present the Fortieth Report of the Business Advisory Committee

Mr. Speaker: The House will now stand adjourned to meet again at 11 a.m. tomorrow.

17.08½ hrs.

The Lok Sabha then adjourned till E'even of the Clock on Tuesday, August 11, 1959/Sravana 20, 1881 (Saka)

[Monday, the 20th August, 1959/19th Sravana, 1881 (Saka)]

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PAPERS LAID ON THE
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(1) A copy of each of the following Notifications under sub-section (4) of Section 17 of the Coal Mines (Conservation and Safety) Act, 1952, making certain further amendments to the Coal Mines (Conservation and Safety) Rules, 1954 :—

(i) S.R.O. No. 197 dated the 19th January, 1957.

(ii) S.R.O. No. 298 dated the 26th January, 1957.

(iii) S.R.O. No. 2244 dated the 6th July, 1957

(iv) S.R.O. No. 2245 dated the 6th July, 1957

(v) S.R.O. No. 2551 dated the 10th August, 1957

(2) A copy of each of the following papers :—

(i) Report of the Second General Elections in India, 1957—Volume II (Statistical).

(ii) Results of bye-elections held between April, 1957 and March, 1959.

(3) A copy of Notification No. G.S.R. 349, dated the 28th March, 1959, under sub-section (1) of Section 29 of the Mines and Minerals (Regulation and Development) Act, 1957

(4) A copy of the Bombay Board and Faculty of Ayurvedic and Unani Systems of Medicine (Re-constitution and Re-organisation) Order, 1959, published in Notification No. G.S.R. 615, dated the 21st May, 1959, under sub-section (5) of Section 4 of the Inter-State Corporations Act, 1957.

(5) A copy of each of the following Notifications, under sub-section (2) of Section 3 of the All India Services Act, 1951 :—

(i) G.S.R. No. 881 dated the 1st August, 1959, making certain amendments to the Indian Administrative Service (Pay) Rules, 1954.

PAPERS LAID ON THE TABLE—*contd.*

COLUMNS

(ii) G.S.R. No. 882 dated the 1st August, 1959, making certain amendments to the Indian Police Service (Pay) Rules, 1954.

(iii) A copy of each of the following Notifications, under, sub-section (3) of Section 27 of the Foreign Exchange Regulation Act, 1947 :—

(iv) G.S.R. No 179 dated the 14th February, 1959, making certain further amendments to the Foreign Exchange Regulation Rules, 1952.

(v) G.S.R. No. 192 dated the 14th February, 1959

(vi) A copy of each of the following Notifications, under Section 38 of the Central Excises and Salt Act 1944, making certain further amendments to the Central Excise Rules, 1944 :—

(vii) G.S.R. No. 545 dated the 9th May, 1959

(viii) G.S.R. No. 597 dated the 23rd May, 1959

(ix) G.S.R. No. 619 dated the 30th May, 1959

(x) G.S.R. No. 703 dated the 20th June, 1959

(xi) G.S.R. No. 788 and 789 dated the 11th July, 1959.

(xii) G.S.R. No. 885 dated the 1st August, 1959.

(xiii) A copy of each of the following Notifications, under sub-section (4) of Section 43B of the Sea Customs Act, 1878 :—

(xiv) G.S.R. No. 700 dated the 20th June, 1959, making certain further amendment to the Customs Duties Drawback (Fixed Rates) Rules, 1958.

(xv) G.S.R. No. 701 dated the 20th June, 1959

(xvi) G.S.R. No. 720 dated the 27th June, 1959

PAPERS LAID ON THE TABLE—*contd.*

COLUMNS

(xvii) G.S.R. No. 721 dated the 27th June, 1959, making certain further amendment to the Customs Duties Drawback (Fixed Rates) Rules, 1958.

(xviii) G.S.R. No. 722 dated the 27th June, 1959.

(xix) G.S.R. No. 755 dated the 4th July, 1959, making certain further amendment to the Customs Duties Drawback (Fixed Rates) Rules, 1958

(xx) G.S.R. No. 756da dated the 4th July, 1959

(xxi) G.S.R. No. 790 dated the 11th July, 1959, making certain further amendment to the Customs Duties Drawback (Fixed Rates) Rules, 1958.

(xxii) G.S.R. No. 791 dated the 11th July, 1959

(xxiii) G.S.R. No. 792 dated the 11th July, 1959, making certain further amendment to the Customs Duties Drawback (Fixed Rates) Rules, 1958

(xxiv) G.S.R. No. 793 dated the 11th July, 1959

(xxv) G.S.R. No. 794 dated the 11th July, 1959, making certain further amendment to the Customs Duties Drawback (Brand Rates) Rules, 1958

(xxvi) G.S.R. No. 795 dated the 11th July, 1959

(xxvii) A copy of each of the following Notifications, under sub-section (4) of Section 43B of the Sea Customs Act, 1878 and Section 38 of the Central Excises and Salt Act, 1944 —

(xxviii) G.S.R. No. 698 dated the 20th June, 1959, making certain further amendment to the Customs and Central Excise Duties Refund (Brand Rates) Rules, 1958

PAPERS LAID ON THE TABLE—*contd*

- (ii) G S R No 724 dated the 27th June, 1959, making certain further amendment to the Customs and Central Excise Duties Refund (Brand Rates) Rules, 1958
- (iii) G S R No 757 dated the 4th July, 1959, making certain further amendment to the Customs and Central excise Duties Refund (Brand Rates) Rules, 1958
- (iv) G S R No 796 dated the 11th July, 1959, making certain further amendment to the Customs and Central Excise Duties Refund (Fixed Rates) Rules, 1958
- (v) G S R No 797 dated the 11th July, 1959, making certain further amendment to the Customs and Central Excise Duties Refund (Brand Rates) Rules, 1958
- (vi) G S R No 823 dated the 18th July, 1959, making certain further amendment to the Customs and Central Excise Duties Refund (Fixed Rates) Rules, 1958
- (vii) G S R No 824 dated the 18th July, 1959, making certain further amendment to the Customs and Central Fxcise Duties Refund (Brand Rates) Rules, 1958
- (x) A copy of Notification No G S R 759, dated the 4th July, 1959, under sub-section (3) of Section 41 of the Expenditure tax Act, 1957, making certain further amendments to the expenditure tax Rules, 1958

REPORT OF JOINT COMMITTEE PRESENTED

Shri Upendranath Barman presented the Report of the Joint Committee on the Arms Bill, 1958

EVIDENCE ON BILL—LAID ON THE TABLE

Shri Upendranath Barman laid on the Table a copy of the evidence tendered before the joint Committee on the Arms Bill, 1958

COLUMNS

STATEMENTS BY MINISTERS

1464—67

(i) The Minister of Steel, Mines and Fuel (Sardar Swaran Singh) made a statement regarding piled foundations of Durgapur Steel Plant

(ii) The Deputy Minister of External Affairs (Shrimati Lakshmi Menon) made a statement regarding certain allegations made in Lok Sabha on the 7th August, 1959, in connection with the impending elections to the Representative Assembly in Pondicherry

ELECTION TO COMMITTEE 1467-68

The Deputy Minister of Defence (Sardar Majithia) moved for election of two members of Lok Sabha to be the members of the Central Advisory Committee for the National Cadet Corps. The motion was adopted

MOTION RE REPORT OF ROAD TRANSPORT REORGANISATION COMMITTEE

1469—1604

The Minister of Transport and Communications (Shri S K Patil) moved that the House take note of the Report of the Road Transport Re-organisation Committee, laid on the Table on 16-4-59. After some discussion Shri S K Patil replied to the debate and the motion was adopted

REPORT OF THE BUSINESS ADVISORY COMMITTEE PRESENTED

1605-06

Fortieth Report was presented

AGENDA FOR TUFSDAY, AUGUST 11, 1959 SRAVANA 20, 1881 (SAKA)

Consideration and passing of the following Bills —

- (i) The Wakf (Amendment) Bill,
- (ii) The Rajasthan and Madhya Pradesh (Transfer of Territories) Bill,
- (iii) The State Bank of India (Amendment) Bill, as reported by the Joint Committee, and
- (iv) The State Bank of India (Subsidiary Banks) Bill, as reported by the Jount Committee

1464

1464