

12.50 hrs.

DEMANDS* FOR GRANTS, 1978-79—
Contd.

MINISTRY OF SHIPPING AND TRANSPORT

MR. SPEAKER: Now, we come to Budget discussion. The House will now take up discussion and voting on Demands Nos. 75 to 78 relating to the Ministry of Shipping and Transport for which 4 hours have been allotted.

Hon. Members whose cut motions to the Demands for Grants have been circulated may, if they desire to move their cut motions send slips to the Table within 15 minutes indicating the

serial numbers of the cut motions they would like to move.

Motion moved:

"That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the fourth column of the Order Paper be granted to the President out of the Consolidated Fund of India to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1979, in respect of the heads of demands entered in the second column thereof against Demands Nos. 75 to 78 relating to the Ministry of Shipping and Transport."

Demands for Grants, 1977-78 in respect of the Ministry of Shipping and Transport submitted to the vote of Lok Sabha

No of Demand	Name of Demand	Amount of Demand for Grant on account voted by the House on 16-3-1978		Amount of Demand for Grant submitted to the vote of the House	
		राजस्व Revenue ₹० R.	पूँजी Capital ₹० R.	राजस्व Revenue ₹० R.	पूँजी Capital ₹० Rs.
1	2	3		4	
	MINISTRY OF SHIPPING AND TRANSPORT				
75	Ministry of Shipping and Transport	50,73,000	..	2,54,17,000	..
76	Roads	17,08,68,000	16,39,14,000	85,13,10,000	81,97,07,000
77	Ports, Lighthouses and Shipping	6,66,05,000	32,61,50,000	32,66,57,000	163,07,48,000
78	Road and Inland Water Transport	12,09,000	1,63,00,000	60,46,000	8,15,00,000

SHRI K. LAKKAPPA (Tumkur): Mr. Speaker, Sir, the demands of the Ministry of Shipping and Transport are under consideration; for several years these demands had been discussed in this House. It is vital for the integration of the country and for formulating a socio economic policy based on the construction of roads and provision of

transport facilities linking every nook and corner of the country. There is no coordinated, integrated transport policy as announced by the present government, by no other person than Prof. Dandavate sometime back. The total road mileage under various categories upto 71-72 is 1,001,030 kilo-metres and of this only 4,72,000 are surfaced. That

*Moved with the recommendation of the President.

[Shri K. Lakkappa]

means two and half times this length is unsurfaced. We have been talking of development of industries and industrial growth and economic prosperity of this country based on rural communication. Rural communication has been completely neglected and no improvement has been made so far. The planning allocation of Rs. 800 crores is meagre to meet the needs.

MR. SPEAKER: Are you suggesting that ships should be taken to Tumkur?

SHRI K. LAKKAPPA: No, Sir; this is the most important and vital aspect which has not been covered by the Planning Commission. Without rural development how can industrial growth take place without communication, organisation, investment and strategy of development?

13.00 hrs.

Road mileage increased at the rate of 9 per cent in 1955-56 and it was 41 per cent in 1965-66. In 1970-71 the rate fell down to 17 per cent from the previous figure of 25 per cent. From 1970-71 to 1971-75 it is declining. I am not categorising that this was the previous government's fault and this was the present government's fault. But the point is that the allocation of funds to rural communication has been declining. This has created a backlog in the transport movement itself. There is not even a phased or integrated programme that has been covered under the report. Besides the report has been so shabbily drafted; jugglery of figures has been given; it will not satisfy the country's requirements. Though waterways are comparatively smaller than the railways or the surfaced road, the waterways perform an important function which is not performed either by road or rail, namely, they serve to link the different interior places on the waterways directly with the outside world.

13.01 hrs.

[SHRI RAM MURTI in the Chair]

The entire coastal line from Kanyakumari in Tamil Nadu including Kerala, Karnataka, Gujarat and Maharashtra has not been covered. Even the National Highway has been completely neglected. Therefore, it is in a very dilapidated condition. This Ministry has not been taken care of for the last several years and during the last one year, it has been completely neglected.

In this regard, I would like to quote certain figures that I have got. It has to be recognised that having regard to the quantum of revenues collected from road transport, the road user has a right to expect that not only the minimum needs of such transport such as good highways of required width, with sufficient bridges be provided but amenities such as good surfaced roads, rest houses, first aid boxes etc. must be provided.

This is how the tax money collected has not been utilised for the developmental activities to provide further facilities to the travelling passengers and to increase the facilities for goods traffic. Here again, I would like to quote: The total number of vehicles in India in 1975 has been placed around 23.5 lakhs. This includes trucks, buses, cars, jeeps, taxis, station wagons, scooters, etc. Even so India has only three vehicles for thousand population as compared to Thailand, a developing country which has 24 and Japan 257.

There has been a spurt recently in passenger transport facilities. A lot of economic activities have to be taken up in the country. Many facilities have not been provided and even the meagre money at the disposal of the State Government are not properly utilised and sometimes they are diverted towards other purposes. Even though the Union Government collects a large amount of money, only a fraction of it is spent for providing facilities for im-

provement of roads, construction of rest houses, so on and so forth. While a country like Thailand spends 1.44 per cent of its national income on Highways, India spends only 0.66 per cent. This is according to October 1977 statistics. Money is not being spent for such developmental activities and the developmental activities have come to a complete halt. With more than two-thirds of our population being rural, it is imperative that roads should link the villages with urban centres. At present nearly thirty per cent of our villages are isolated lacking in approach roads. The Centre does not envisage a policy to link all the roads and see that the roads are linked with all important cities. Therefore, there is no comprehensive policy in spite of the announcement by the present Government that they would envisage an integrated transport policy of rail, road and water. So these are the important aspects of the subject. In isolation of this subject, we cannot discuss anything or we cannot have any comprehensive policy at all. I would like to say that it is lacking on the part of the present Government to create an atmosphere for formulating an integrated policy on this matter through discussions, conferences etc. Because of the industrial character of this transport system, it needs an integrated policy to be formulated.

Regarding the figures of employment potential, the calculation based on the Research studies of the National Council of Applied Economic Research shows that if we plough back into road development, no more than two-thirds of the colossal revenue of Rs. 1500 crores collected from road users and if there are no special impediments to the normal expansion of road transport, 17 million hands can find employment in it at the end of one year. Well, you are urging to fight unemployment and you require a 10-year programme or a 15-year programme or a 20-year programme for it. But how can you neglect this sector which provides jobs for 30 million people? So far

there is no integrated policy that has been formulated.

The important city transport organisations are in utter confusion. The loop line is under construction in Calcutta. The transport system in metropolitan cities like Bombay and Calcutta is in a very shabby manner in respect of its functioning as well as delays in the execution and completion of works. In contrast to Bombay, Delhi and Calcutta are hopelessly ill served by a public transport system. Starting an underground railway system and augmenting the existing fleet of buses may help, but will not offer a real or durable remedy to the deep-seated malaise. Unfortunately, construction of an under-ground railway has been delayed.

The Planning Commission will shortly appoint a team to formulate an integrated policy involving rail, road and water transport systems. This announcement was made by the Railway Minister in Lok Sabha on March 10, 1978. But they have not done anything so far. It is probably because there is no cohesive understanding between one Ministry and the other. This is one of the handicaps.

There should be improvement only of the national Highways and rail transport to link the various States. But at the same time we have to establish a link between Ganga and Cauveri under the Ganga-Cauveri canal scheme. For this purpose, we have to implement the Dastur Plan for inter-linking of rivers. Water transport provides a completely cheaper mode of transport. The Scheme when implemented, will also help industrial development, particularly in Central India. But so far, not even a survey has been made in this regard. And we are spending crores of rupees on transport. This has not even become viable. It is not enough to meet the situation. Even the new lines have not been taken up. The suggestions made in the Dastur Committee's re-

[Shri K. Lakkappa]

port have not been taken note of by Government. Indian ships carry barely 28 per cent of India's foreign trade against the minimum desirable 40 per cent. In 1975-76, as a consequence, the foreign exchange outgo on foreign bill to foreign flag carriers was about Rs. 553 crores. The Fifth Plan allotted a bare Rs. 5 crore for new ship building yards.

Paradip is one of the 8 biggest ports. It is such an important port; and it has got facilities for export and import. We are importing fertilizers etc and exporting the mineral wealth of this country. We have been urging the importance of the Paradip port for a long time. At Paradip, even the constitution of the Port Trust Board for ensuring the smooth management of the Port, has been utterly neglected. A political game has been introduced into it. Even the Union there has not been recognized. The request for verification of its membership, has not been given due consideration.

Vizag has a ship-building yard; and Paradip Port comes next. At Paradip, even to clear the cargo, there is need to have a second cargo berth. It has not been provided. In regard to the Cochin yard, there is stagnation in its work. It has not been completed according to schedule. And I am told that even in construction, there is a lot of corruption going on there. They have placed an order for a crane from Madras. But there is a lot of underhand dealings going on. Corruption and so many other things are there. Wherever there is a contract system, these things are there—always. Such contract systems have been envisaged even in these ship-building yards and in the construction of the cargo centres and cargo berths. The demand for a second berth at Paradip has not been looked into. It is necessary.

Now about the extension programme of the Kudremukh project, in Karnataka State. Kudremukh is the first

project to directly draw on the oil money assistance from Iran. Under the agreement with Iran, first shipments of iron ore to Iran have to commence from August, 1980. The project is facing formidable constructional problems and there is no indication that this target will be kept up. Apart from the timely construction of the project, port and berthing facilities at Mangalore have to be speedily expanded to accommodate ships upto 60,000 dwt. to carry the iron ore. Iran released in February, 1976 the first instalment of 100 million dollars of the total credit of 630 million dollars. If the first shipment of iron ore is not made in August, 1978, strict penalties are provided for in the agreement with Iran. If Government of India fails to ensure this, we will have to pay the penalty. I do not know whether the hon. Minister has even visited that place. There is not even an integrated programme. There is not even a mind to see that these things are done properly.

Coming to the operation of the permit system, according to this Report, they are distributing about 50 permits for the States. There are several States like Tamil Nadu, Karnataka and Kerala which are paradise for tourists. Therefore, the promotion of tourism should be linked up with the provision of certain facilities for tourists. So, I would suggest that the number of permits should be increased to at least 100 as the number of internal and foreign tourists going round the country is increasing and as it will help us to improve the economy of the country. Why should it be only a meagre 50 permits? Many States have got places of tourist interest and they should be encouraged. Road transport should be provided to all places of tourist interest, thus improving the economy of those areas.

It is a matter of regret that you could not coordinate transport by road and shipping. Now the transport industry is in a very pitiable

condition. Public sector has been completely neglected, so far as transport is concerned. You are giving more opportunities to the private sector than to the public sector. In the public sector units there is a lot of corruption and the goods despatched are not reaching the destination. Yet, the Ministry has no control over them.

There is no regular supply of chassis, tyres etc. to the State road transport organisations with the result they are suffering. In fact the whole system is collapsing in various States. There is also a lot of corruption. Therefore, I would conclude by saying that there should be a national policy for coordination of functioning of the three vital organisations so that the country can prosper.

SHRI PURNA SINHA (Tezpur):
I beg to move:—

“That the demand under the head ‘Roads’ be reduced by Rs. 100.”

[Need to convert the North Trunk in Assam into a National Highway (3)].

“That the demand under the head ‘Roads’ be reduced by Rs. 100.”

[Need to provide bridges over the Brahmaputra (4)].

“That the demand under the head ‘Roads’ be reduced by Rs. 100.”

[Employment of bonded labour in Border Roads Development Boards in Northeast (5)].

“That the demand under the head ‘Road and Inland Water Transport’ be reduced by Rs. 100.”

[Failure to make Brahmaputra navigable (8)].

“That the demand under the head ‘Road and Inland Water Transport’ be reduced by Rs. 100.”

[Working of the Central Inland Water Transport Corporation (8)].

SHRI ANNASAHEB GOTKHIHDE (Sangli): I beg to move:—

“That the demand under the head ‘Roads’ be reduced by Rs. 100.”

[Need to declare Ratnagiri-Kolhapur-Sangli-Miraj - Sholapur - Osmanabad - Nanded - Yavatmal - Nagpur road as National Highway (6)].

“That the demand under the head ‘Ports, Lighthouses and Shipping’ be reduced by Rs. 100.”

[Need to augment the present fleet of Mogul lines that operates on Konkan Coast (7)].

“That the demand under the head ‘Road and Inland Water Transport’ be reduced by Rs. 100.”

[Need to raise the quota of National Permits, for public goods vehicles, to 1000 permits for Maharashtra (10)].

DR. VASANT KUMAR PANDIT (Rajgarh): I beg to move:—

“That the demand under the head ‘Ministry of Shipping and Transport’ be reduced by Rs. 100.”

[Need to check malpractices in the Shipping Corporation of India, the delays, red-tape and harassment of claimants with ulterior motives forcing the parties to settle accounts to the disadvantage of the SCI (16)].

“That the demand under the head ‘Ministry of Shipping and Transport’ be reduced by Rs. 100.”

[Need to curb extravagant expenditure on non-productive items, such as, entertainments, foreign travels, luxurious establishments and other facilities in the context of increasing losses by the Shipping Corporation of India and the likely economic setback due to the freight-war in the shipping world and the

[Dr. Vasant Kumar Pandit]

urgency of the problem to re-organise the whole administration (17)].

SHRI VINODBHAI B. SHETH (Jamnagar): Sir, we are passing through a time when the shipping industry throughout the world is passing through a crisis. With 42 million tonnes of world tonnage laid down, this is the time when every national Government is coming to the help and rescue of the shipping industry. I congratulate our Shipping Minister, Shri Chand Ram, for convening a meeting of all shipping interests in the country, including the ship-yards, shippers and ship-owners, where the problems facing them were discussed at length, on the basis of which this budget for this industry has been framed.

It is heartening to note that a sum of Rs 79 crores has been earmarked to make provision for giving loans to the shipping industry and Rs. 13.98 crores as subsidy to shipping. There is a representation from the Indian National Ship-owners' Association that this is the proper time for the Government to come to the aid of this industry. I am sure our hon. Minister of Shipping and Transport will give sympathetic attention to this aspect.

They want that a part of the soft loan should be in the form of foreign exchange. Then, for some other loans they plead that the rate of interest should be lower.

At a time when so much of world tonnage in the shipping industry is laid down, none of our ships are laid down because the name and integrity of the shipping of this country in the world is proved to be very high. And the credit for that goes to the vision with which both the Ministry and the industry are facing the crisis.

I would like to give the background. The total DWT in the world is 638 million, in which our share is about 80 lakh tonnes. Our GRT is

approximately 53.14 million tonnes. We have got 371 ships, out of which 75 are coastal and 296 overseas. I would request the hon. Minister to see that coastal shipping survives. It is almost dead. Sufficient attention has to be paid to this side also.

The world capacity for construction of ships is 40 million GRT, and today the world demand is 13 million GRT, only 33 per cent, from which we can understand to what extent this industry is facing a crisis in the international market also. Formerly cargo was chasing the ships, today ships are chasing the cargo. And some of the policies of our Government are not satisfactory both of this Ministry and other Ministries also. Public undertakings should pay proper attention to the shipping of this country. When there is an export contract, it should be on the c.i.f. basis, and when there is an important contract it should be on the F.O.B. basis, and yet the reverse is done. This fact was also discussed at the meeting convened by the hon. Minister. We have to carve out the slogan that Indian cargo should be carried under the Indian flag. Today there is cut-throat competition. There are underhand practices even by foreign shipping companies. These should be checked as our shipping industry suffers a loss because of them.

Today there is the argument that since there is an international crisis in the shipping industry, why should we go in for shipyards? We should not look at it from today's point of view only but from the point of view of the future also. Our capacity is very much limited. I wish to congratulate the hon. Minister for calling for tenders for detailed project reports for the two shipyards of Paradeep on the east and Hajira on the west coast. I would request the Finance Ministry and the Planning Commission to see that work on them starts as soon as the project reports become available. Sufficient provision should be made in the interim Budget for the construction of the shipyards.

I may recall a very eminent man in the shipping world; Mr. M. A. Master, who, ten or 15 years ago, said: "I don't understand why we should not have a shipyard in the country. Why should we import ships from other countries?" Even Mahatma Gandhi said at the time of the British rule that Indian shipping may die so that British shipping could flourish! Those days are gone. We have gained freedom and independence, and our self-reliant economy as envisaged in our manifesto should be implemented. It is not only a capital-intensive industry, it should be treated as an employment-oriented and export oriented industry.

There are three points to be noted here. Firstly, we should make optimum utilisation of the present shipyards. Unfortunately our shipyards have not delivered the goods to the extent we expected of them. I do not know the reasons behind this but it requires some scrutiny. Secondly, expansion of the shipyards should be expedited. Sufficient funds should be provided for the import of machinery also, in case it is not available in the country.

Thirdly, when we think of establishing a shipyard we should think in terms of an integrated system. We should construct shipyards not only for the construction of ships but for repair and dry docking also. For the last 30 years we have not got any facility for dry docking and repairing. We are utilising more than Rs. 25 crores in repairs. We send our ship to Hongkong and Singapore. Small countries like Japan, Korea, Norway, Yugoslavia and some other countries have established shipyards at the cost of Indian shipping. The total tonnage constructed by the Indian shipyards is hardly 10 per cent. There is monopoly of only one shipyard from Japan which sells ships to us. This should not be there in the competitive market. We should see and we must issue tenders in the world to get the ships at a very very

cheaper rate. Of course, now most of our industries suffer losses. The Shipping Corporation of India is a major owner in the country under the public sector. Now, there is a change in the entire administration of the Shipping Corporation under Dr. Raghunath Singh and Admiral Kishan Dev. I hope, they will take measures to minimise the losses as far as possible.

When the ship owners are demanding all the facilities from the Government, they should also observe discipline. Some of the big owners have declared huge dividends and some of the loans which were earmarked were not utilised for the purpose for which they were meant. When the shipping industry gets loans and subsidy from the Government, some sort of discipline is expected of them.

Our Shipping Development Fund Committee through which these loans are channelised, is working most efficiently. They are taking complete security from the ship owners and Rs 577 crores loan has been given to the shipping industry till now, out of which Rs 330 crores is in public sector, Rs 238 crores in private sector and about Rs 9 crores in shipyards. When we are going to increase their facilities of loan etc there should be some popular representation also in the SDF Committee.

In order to have efficient working of shipyards there should be orders in series and standardisation. Unless and until there is standardisation, it is difficult to meet the requirements. This aspect should be kept in mind.

Now, so far as ports are concerned, now the Minister is going to arm them with powers by extending the limit of all major ports. In fact, I would request the Minister that when we are extending the limit of major ports and taking some of the minor ports under the arm you should give sufficient compensation to the State concerned. I cite the example of Kandla port, the limit of which has

[Shri Vinodbhai B. Sheth]

been extended to Salaya port. The State Government has requested you to construct a dry cargo jetty and the repayment can be scheduled by way of sharing the port dues, wharfage and other charges between the Centre and the State Governments. We should not keep the entire take with us.

So much of import is done by the Government There are ports of Salaya and Pipaway which are natural ports in Gujarat. The port of Okha is dying because there is no traffic and there is no proper dredging of the port. I would request the hon. Minister to pay particular attention to this port. The dredging is being done with the M.O.T. dredger. Only yesterday I discussed it that in Okha the dredger is not properly working. The Gujarat Government is paying a huge amount for this dredger But that is not doing the quantum of work which it was expected to do. It is not delivering the goods. I would request the hon. Minister to look into this matter also.

There are very important ports, like, Forbunder, Salaya and Pipaway. These are natural ports The Government should not be very much adamant in saying that they will give assistance only for the development of one port in one State. That formula should end now. The Government should develop some very good ports in Gujarat, particularly, Salaya and Pipaway ports.

A provision of Rs. 80 lakhs has been made for the DPR of the shipyard. I heard Mr. Lakkappa saying that it requires a lot of vigilance and that it cannot deliver the goods as per schedule. That shows the unsatisfactory working of the shipyard. There is the shipping piracy. Sometimes, the ships are diverting the goods to some other foreign countries, thereby cheating the Indian exporters. Our Indian shippers have

also got some responsibility. If our Indian shippers and ship-owners exercise control and have a proper liaison, this problem can be thrashed out. A part of the responsibility should be placed on the brokers and the agents of the shipping companies, as has been done in some countries, I mean, in the Persian Gulf countries.

Now, there is a talk of centralisation and aggregation of cargo. That is a good idea. But it should not remain only on the files of the Shipping and Transport Ministry. The cargo should be imported and exported and exported at a proper time. We are seeing what is happening at the Bombay port There is a lot of congestion. The dock workers are going on strike; the labour is going on strike. The clearing agents are also going on strike. Even the pilots are going on strike. There are about 60 ships at the Bombay port which are waiting for berth Sufficient attention should be paid to this matter I think, the hon Minister should be very strict in this matter and see that the Indian import and export trade does not suffer

The shipping industry has done a very good job. There is an increase in the tonnage from 4,79,880 in 1956 to 53,46,000 upto end of 1977 The total investment is of the order of about Rs. 1500 crores out of which there is a big investment by the Government. The space occupied by Indian shipping is about 41 per cent. There is a target of 50 per cent to be reached within a short time. That is our expectation and, if we stick to the policy that the Indian cargo should be carried by Indian ships, we can achieve that target. Only then, I think, we will be able to achieve the target.

I would like to draw the attention of the hon Minister to one more thing. Some concession in tax should be given to sea-farers and officers employed in the merchant navy. In every maritime country, there is some tax concession given to them.

These people have to pass their lives in foreign countries, leaving their families behind. All other countries are giving some tax concession. I would urge upon the hon. Minister to request the Finance Ministry to look into this matter also.

So far as the roads are concerned, of course, much has been said. I am told, there are no funds or there are very meagre funds available for the construction of roads. When the hon. Minister visited Gujarat, our Chief Minister told him that hardly one-third of national highways provision has been made. Only one-third of it has been constructed in Gujarat and two-thirds remains to be constructed. Gujarat has a coastal highway. It is a very strategic State. There is a Pakistan border nearby. I would request him to pay sufficient attention to the problem of construction of roads in Gujarat.

In short, the general attitude of the Ministry towards shipping and transport business is sympathetic. I would request the Minister to at least move further and further and see that in view of the self-reliant economy and export and employment oriented industry we must have shipyards in the country—one in the eastern coast in Paradeep and one in the western coast in Hajira.

SHRI PURNA SINHA (Tezpur):
Mr. Chairman, Sir while speaking on the Ministry of Shipping & Transport, I have two cut motions to move. Though it is not expected of me, being on this side, to move any cut motion yet I have certain complaints to make along with the compliments which I would like to give to the Ministry for presenting this budget. The complaints are mainly on the neglect of the backward north east area. I have gone through the Ministry's Report that was given to us (1978-79).

After our Party has come to power with all the responsibility of looking towards the interest of the backward areas and development of communica-

tions, I would only like to remind our Minister that during the last Assembly elections, when our 83-year old Prime Minister had taken the road transport for the purpose of his party work, his bones must have been shattered because of the worst condition of the national highway, a single national highway which serves the whole of Assam. It is to be noted that, only those who have the misfortune to take road transport from Gauhati onwards to Shadiya, know that the condition of the national highway is so bad that it cannot be compared with other roads in the country. In spite of spending money by the staff there because of the bad road work, at the same time, defective alignment, this road which is considered to be the life line of the people in the north-east, has remained in the worst condition. This road is not comparable to any other road in the south.

I have toured most parts of the country and I have also driven on certain roads, but the road in Assam, north-east, though consumed a lot of money, is not comparable to the roads in other parts of the country. Assam has only one national highway along the south bank of the river Brahmaputra which was previously the State trunk road and that road is the pride of the people as a contribution by the Centre. But the area on the north bank which is most under developed, which is also important from the defence point of view, was considered fit to be taken up by the railway administration only after the Chinese aggression. This road, north trunk road, is neglected. When the hill streams damage the road, it is diverted to further north without bridging the river. Whenever there is erosion, whenever it is damaged, it will be diverted through the hills and at last there will be round and semi round circles upto Shadiya.

We have to consider it not only from the defence point of view but also for the development of the economy of that area. A road that passes

[Shri Purna Sinha]

through Cooch Behar along the north bank of the river upto Shadiya should be taken up by the Centre as a national highway and be developed for which not much expenditure will be necessary, because the road is already there. the State PWD road; it needs to be widened and strengthened where necessary and some bridges are to be constructed. It is not that because there are some cities or big industries that a road has to be laid for development. It is the other way. To wherever there are roads, development goes there, progress goes there. Why should I, as a citizen of this country living in the North East, confine my thinking only to this that the North East region will always be confined by hills, will be hill-locked and land-locked, will be a terminus, a one-way traffic, will be the dead end of the country? I ask our Minister. Could I not think of there being an international road to the new areas of friendship? Would you always remain at loggerheads with China, as enemies? Are you not going to make friends with them based on eternal friendship with them? Are you not going to receive the new generations coming up in Vietnam, Cambodia and Laos where our civilization spread? Cambodia is full of Hindu temples. Our forefathers could go there to spread our civilization and religion. Can you not lay a railway line or a road to reach the East Asian shores of the Pacific? Can you not make that nearer our home? Will we remain always land-locked like this? This is my demand on the Government. Government should take this view that we are not going to remain closed there for all time to come. Let us not think that we are going to remain confined there. Unless there is a road leading to the other countries of the world on the east, there will be no development in the north-east. The people will have parochial and tribal minds, remaining confined in their own social atmosphere, in their own

narrow thinking, thinking about their own clans and tribes. Let them have some light of civilization and some international relations. It will not bring only danger for us; it will bring in happiness, culture and friendship. You may think that, if you build such a road, perhaps some day there will be a conflict and the other countries will exploit. We need not have this fear. There was the stillwell road in the last Great War, the road through the Patkai hills into Burma. Did it bring the Japanese? No. But it brought lakhs of Indians who were forced to leave Burma and come to India for shelter. That was in 1942. There was the road to Pallel through which Netaji Subash Chandra Bose brought the Indian army, the Azad Hind Force, to make India free. Therefore, roads also bring blessings for us roads of which we can take enough pride

So, I submit to the Government that this region should not be neglected. There are provisions for building roads by the Centre in the Union territories. Will the hon. Members believe if I say that even now people have got to ropewalk in order to reach certain stations in Arunachal Pradesh? Not to speak of hanging cane bridges, ropewalking! The officers who are posted there do not go for fear that they may fall down thousands of feet if they miss—just like that acrobat in America who, walking on a rope fell down and died. Therefore, roads have to be developed. The per capita expenditure in Nagaland is the highest in India. To go to Nagaland, to visit Kohima and Mokakchung, there is no good road, passable throughout the year. I have been there. I have the experience. A stretch of 45 kms. will take you six hours. Even today roads which are financed by the Centre and built by the State Governments or the Central PWD are not fit to be used all the year round.

Now, I would say something about the Border Road Organization. In this Organization, there are forty thousand

civilians as other civilian employees of the Government of India. Their services have been lent to the General Reserve Engineer Force for building border roads but they are serving under military officers like slaves. Whenever they are tried for any complaint, they are punished under the army rules and put under quarter guard; they are locked up. Even to ask favours, two jawans escort them on both sides for producing them before the Commanding Officer. They do not have the liberty like civilian officers serving under the Government. While they are under this Ministry, their grievances need to be looked into properly.

As we know, there is a quota reserved for scheduled castes and scheduled tribes in services. The hon. Minister of Defence and the Minister for Shipping and Transport belong to the weaker sections of the people. I make a complaint to them that for the last thirty years more particularly after 1962 the quota reserved for the scheduled castes and scheduled tribes has been denied in the matter of recruitment as civilians in the Border Roads Organization or the General Reserve Engineer Force. According to the reservation quota of 22.5 per cent for scheduled castes and scheduled tribes there should have been 8820 people belonging to these communities in this total strength of 40,000 but no single soul belonging to scheduled castes and scheduled tribes of North East has been recruited. The recruitment centre is at Poona. People living in North-East have got to run to Poona for taking employment at their own expenses. Can they go there to appear for their recruitment test? They cannot go. The persons who are already employed in the Border Roads Organization bring in their relatives and village men. The quota reserved for scheduled castes and scheduled tribes is being denied.

I, therefore, want that the Border Roads Organization which is under this Ministry should be completely overhauled. In my town, Tez-

pur, there is the Eastern Base Workshop. There, the civilian mechanics, attendants, cleaners and others work like slaves under military commanders. I am well conversant with their difficulties. In the last assembly elections, I had to write to the District Magistrate as they were not allowing the persons to go out to cast their votes. If they go, they do not get wages for the day; if they avail themselves of leave by one or two days they do not get wages for two more days also. These are the true complaints and I stand by what I say. Why is such treatment meted out to these people? They are civilians, employees and should get the privileges of other civilian employees.

I would also like to tell the hon. Minister that these civilian employees are temporary and casual. They are kept for two months and twenty nine days and then after a break of two days are again employed for two months and twenty-nine days. Like this they have been continuing for the last 10-15 years. This requires to be completely changed and the employees treated properly.

Now, I come to the question of bridging Brahmaputra. I would request the hon. Minister to go through the Report of his Ministry for 1977-78. There is a provision for the Central Government taking up roads connecting different States. Now, North-East is a composition of several States and Arunachal is a curve surrounding the North-Eastern tip of Assam. There is no road connecting the either part of the State across the river Brahmaputra. There has been a persistent demand for the last 11 years for a bridge over Brahmaputra from Tezpur to Silghat. This has to be done by the State Government because the connecting road is in the list of State roads. But this bridge, if built, would connect the two parts of Arunachal Pradesh through Assam and then to Nagaland, Manipur and Meghalaya. This is the shortest route. It costs Rs. 27 crores.

[Shri Purna Sinha]

A survey has been made. But the money is not there. The North-Eastern Council has submitted a proposal and it is pending with the Planning Commission. What is the Planning Commission? It is a clog in the wheel of progress in this country. The Planning Commission does not give clearance for years together for projects submitted by backward regions and the Governments of backward states. In the north east which is neglected for the last 30 years why 30 years? even more—the North-Eastern Council has demanded the money. They have submitted project reports but they are not being accepted yet.

So, Sir, while making my demand once again for the construction of Silghat-Tezpur bridge which costs only Rs. 27 crores, I will continue to do until the Government makes a declaration granting it. I am coming to the question of making the Brahmaputra navigable. While there are no roads, the Brahmaputra is the only means of communication in Assam and in the north-east region of the country. After the 1950 earthquake the river has become shallow. There are two dredgers stationed at Gauhati for the last so many years. The dredgers are there to dredge the river and to make the bed navigable but they are lying idle. There is no driver to operate it. There are no technically-qualified people to run it. Some little work was done 2-3 years ago and good results were obtained. Upto Dibrugarh the river was navigable and could be made navigable even to-day provided some labour is done and some effort is made. But we find that it is going to be completely silted and filled up with sand, water overflowing the banks, eroding them and destroying the villages and the entire civilisation of the people. This is the eastern granary. What is Assam? Assam is two arms stretched both sides along the river Brahmaputra. It is producing 30 lakhs tonnes of rice every year. It is feeding itself, the hills, its rice is being sold to other parts of the country

and smuggled outside. Assam produces tea which earns us valuable foreign exchange. That is the black gold and the road transport is helping to carry it to the markets of Calcutta. Incidentally, it also helps to carry tea into the smugglers' markets of Amritsar, Wagibunder, Sundernagar, etc. Trucks are coming every day—diesel trucks of transporters of different parts of the country. They carry thousands of truckloads of tea. Our valuable tea is being smuggled out into Pakistan and through Tripura to Bangladesh and other countries without paying the revenue to the government. This is also to be noted. Amritsar is the clearance depot for all the good tea into Pakistan and then onwards to other countries without paying the necessary customs and excise duties. That is also to be noted.

I submit that these three are the basic demands of the people of Assam which should be taken up by the government and improvements made and sufficient money allocated. Of course there are figures which, for want of time, I will not quote. These figures will show how much discouraging it is for the people of Assam and the north-east. These figures should be considered.

MR. CHAIRMAN: Please conclude.

SHRI PURNA SINHA: Sir, you will be surprised to hear it. For Maharashtra—I am reading from the statement showing the cost of schemes and expenditure incurred upto 1976-77 from the Central Road Fund—the allocation is Rs. 2341.97 crores; Rs. 1269 crores for Tamil Nadu; Rs. 1674 crores for West Bengal; Rs. 705 crores for Delhi; even for the centrally administered Nagaland it was Rs. 24 crores; Meghalaya—Rs. 22.88 crores. Comparison of these figures is more discouraging. I want that more money should be allocated for the development of the backward areas of the north-east, along with the other backward areas too, as the north-east claims a special preference because of the neglect for the last 30 years by the erstwhile government.

With these demands I thank you very much for giving me time. I conclude.

SHRI C. N. VISVANATHAN (Tirupattur): On behalf of Anna D.M.K. I support the demands for Transport and Shipping. I am also proud to say, as the hon. Minister knows very well, that Tamilnadu is leading in the road transport as compared to any other State in India. But, unfortunately, due to cyclone road link has been affected very much. The loss in Highways has been roughly of Rs. 20 to 35 crores. Though the grants were very much less, yet he has to look into Tamil Nadu National Highways and also State Highways.

Regarding Highways in Tamil Nadu, we are proud that nearly 75 per cent of the roads had been covered with the black surface and also with the metal. But, unfortunately, due to cyclone, there was huge loss on the Highways. IRTDA meeting was held on 5th October, 1977. It was clearly stated that Tamil Nadu and Andhra rural roads are of much importance. The Minister of State in Tamil Nadu, Hon'ble Ponniyar, also suggested that rural roads will be developed by the persons who will get permits. Those permits will be given to those persons who will undertake the development of rural roads and laying of panchayat roads. This is the first time that this has been introduced in Tamil Nadu and Andhra Pradesh. The road permit will be given to the owners who will undertake the responsibility of repairing the rural roads and repairing of the panchayat roads. I am suggesting that this method may be followed throughout India. The hon. Minister also supports this view to make rural roads very efficient.

Our industries and other departments are dependent upon the rural roads.

I am very much thankful to the hon. Minister to have made a statement on February 27, that he wanted

Transport and Shipping Department to be included in the core sector. This may be included without any delay.

I also support the statement made by the hon. Minister on February 27 in the Conference of the Association of State Transport Undertakings. The Minister very well stated that this sector is of great importance in the country which is giving ample opportunity for employment. But, unfortunately, for the last 30 years this sector has not been given proper grants and proper money.

I am requesting that the Janata Government which is in power must recommend to the Planning Commission to include it in the core sector.

14. hrs.

In the Conference, the Chairman of the Conference—Shri S. V. Ranade—had, also stated that the Government policy should be that transport must be in the core sector. Government should not make any delay in this regard. I request that this Government should take immediate steps to strengthen this Department by including Transport and Shipping in the core sector. Further, Sir, we have to see the position of India in respect of vehicles compared to other countries. I am not taking the European nations. I am only taking the eastern Asian nations. According to the statistics of 1975 our vehicles in India are to the tune of 23.5 lakhs. If you compare it with the population in India the position is this. The vehicles ratio is three vehicles to thousand persons in India while in Thailand it is 24 vehicles per thousand persons and in Japan, 257 vehicles per thousand persons. This is the position in those countries. So, it will be seen that India is very much poor in this respect.

Then, what about the income from the Transport Departments? In 1975-76 Rs. 1320 crores was the income from the road transport departments alone. But, the expenditure of both the Cen-

[Shri C N Visvanathan]

tre and the States comes to Rs 320 crores alone. That is to say the net profit from transport the Government is making is Rs 1000 crores.

But unfortunately Sir the Government is not looking to the transport and highway needs of the country in a proper way. Therefore I request the hon. Minister to kindly look into this. I request the Minister who had seen the Vishakapatnam port which had been damaged by the cyclone also to come and visit Nagapatnam, Pondichery and Cuddalore. These places have been hit by the cyclone and there has been a complete damage. I request him especially to visit Nagapatnam which has been completely ruined. This has been a very good port which has been exporting salt and tanneries to the neighbouring countries.

But now this port has been completely damaged. So I request the Minister to visit Nagapatnam once again so that proper steps are taken in this regard so that the exports from this port will go on smoothly.

Lastly I wish to refer to one thing which has been stated by one Dr Srinivasan who is an expert in traffic. He has been awarded a Nadirshah award. He has given a very good suggestion to the Government regarding national permits. He has suggested that 5000 to 10000 national permits may be given without delay. I do not know why the Governments the Centre and the States do not give these national permits. If these permits are given automatically the unemployment problem will be solved to some extent. It may be said that the cost of diesel etc which we are exporting may affect these things. But, at the same time it must be remembered that lot of employment opportunities will be given to automobile industry, tyre industries etc. I request him through you that more national permits should be given. I request him to use his good offices and ask the State Governments to

make 100 per cent improvement in respect of issue of national permits compared to what the old Government did. There will not be any bargaining or any corruption in granting the permits. If we improve the system of giving national permits for lorries etc we will improve the income by way of taxation both to the Centre and to the States.

With these words I conclude and I thank you very much for giving me the time.

SHRI SASANKASEKHAR SANYAL (Jangipur) Sir my friends the previous speakers have very ably (and affectionately I should say) exposed the apathy of the Government towards this matter. In the matter of shipping and transport I would only plead because we from these benches are friendly critics and the friendly watchdogs of the Government though we are not identifiable with them that they should shake off the apathy and resumption the dynamic energy that they exhibited when they took office.

I come from a place where Farakka is situated. Farakka is an international proposition. When Farakka complex was contemplated in the map there was an inland harbour. After this House came into existence in the course of several sessions I put the question whether the harbour is a part of the project or not. They said that it was part of the project. But nothing has been done. Why nothing has been done as yet? That is a part of my constituency. Still nothing has been done. If the national harbour is put into harness then in Haldia and in Calcutta as also in Farakka there will be sophisticated vessels, powerdriven ships, steam boats can come up and goods traffic will flow. There will be brisk movement of goods and passenger traffic. Why has that not been done? This is my friendly question. Secondly it has been stated that originally it was a part of the plan. From Farakka to Allahabad it is navigable. Now

they say that is not navigable. Why, because Congress managed to get illegible 40,000 causes of water. Indira Gandhi managed 24 channels in the upper stream in U.P. and through booster. The result is much of the flow has been lowered down even in the lean weeks. If we withdraw some of the flow of water through the channels, there will be sizeable quantity of further flow of water and between Allahabad and Haldia or at least from Calcutta to Haldia there will be flow. There will be blooming factory and mills on either side of the rivers from Farakka to Hooghly basin.

Now, the C.I.W.T.C. Corporation, has been pleading with Government for facilities to carry on goods traffic and passenger traffic along the river route through the Sunderbans upto Assam and upto Bangladesh and even beyond. We can have international relations through these channels. But why have they not been doing anything in this behalf? My submission is this that when once you have taken up the matter, to keep the project idle and throw money on it is the worst crime of the Cabinet. I am not saying in anger but in anguish. The people held high hopes, threw up the Janata Government to the heights propelled by their velocity of their own enthusiasm. But, is that remaining still? They are either static or even retrograde. Delhi has found the fall of many an empire. They went away and they never came back. Indira Congress went out like the Britishers and like the Britishers Indira Government will not come back. But, if this is the way the Janata Government behaves, you will also go away and you will never be able to come back.

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (Shri Chand Ram): Therefore, you will come back.

SHRI SASANKASEKHAR SANYAL:
I am hoping also at this age of 77

that we shall go there. I shall be the Minister of Shipping and Transport. I do not want to waste your time.

Mr. Chairman, you have been good enough to call me out of turn. Regarding the shipping, one matter I want to touch. In Bombay freight charges for loading and unloading are absolutely minimum. So, the goods which are sold, by carrying them in ships, in Bombay market are much cheaper than the goods which are sold in the eastern and north-eastern ports including U.P. We have to pay more because we have to pay more for the freights. Therefore, I will plead with the Government that this is a matter which the Corporation should consider and the suggestions I have given may be accepted. This will improve employment potential. There will be plenty of people who will be provided with employment if the national artery and the spinal chord of the international forum is taken up—I repeat that—I am still entertaining high hopes for this Government. But, unless the Government is on its legs, writing on the wall is very clear.

SHRI B. K. NAIR (Mavelikara): Sir, I only want to make certain observations on these Demands for Grants. It is not my intention to find fault with this Government or proposals made by this Government. After all this country will go on for centuries and Governments will come and go. The previous Government had shortcomings. There are certain distortions. But then, Sir, how can we overlook the colossal achievements made by the previous Government. My friend here was referring to empires. Now, the old thrones in Delhi are being occupied by the successors of Moghal Kings. The latter day Moghals had set up a tradition. As the father grew old, the son and his accomplice joined together and put the old man in jail. Later when it came to sons turn, he also shared the same fate. Let us not follow their example. Let us recognise there are

[Shri B K Nair]

good things done in the previous years. Of course we want our country to progress even further. But I am sure of one thing. Even after the Janata Government goes out of office may be after 5 years, may be 10 years, if they like after 200 years even then problems will remain in this country. Even then I am sure the Ganges will not be flowing with honey nor the Jamuna with milk. Shortages will continue to be there. It is a huge country with 60 crores of population. There are many problems. So what is the use of casting aspersions like this unless it is intended to cover up their own weaknesses, short comings. Sir, this is a national question in so far as the transport is concerned. There are three means of transport—one the railway, the other the roadways and the third shipping. With regard to railways and in fact with regard to all the three means of transport there is a lack of clear policy. Mr George Fernandes was explaining the new schemes for expansion of industries. He intends to set up about 450 District Industrial Centres. These district industrial centres—a good many of them a few hundreds of them—are going to be situated in backward and hilly areas. If the industries are to be established in these areas whether large scale or small scale transport is the basic infrastructure. We do not say that Kerala is a backward State either from the point of view of education or from the point of view of availability of raw materials or skilled personnel. But in the matter of railways

Now what is the average mileage of railway lines in our country? The total length of railway lines is over 60,000 kilometers and the total population of our country is about 60 crores. So it works out to one thousand kilometers per crore of people. The total population in Kerala is about 2 crores. We are legitimately entitled to two thousand kilometers of railway lines whereas actually our share

is only about 800 km. It is certainly on the low side. To make up the shortage of railway transport system we have got to depend upon road transport which is comparatively costly. For the improvement of industries we have got to provide the basic infrastructure that is transport. I expect Mr Barnala too would be coming forward with his own big schemes for agricultural development. How are we going to transport these goods we are going to produce without sufficient road and railway systems? Without transport facilities, establishment of industries in the rural areas cannot be a success. This is a basic thing. Priority should be given first to the backward States and backward States and backward districts for the development of transport system. But we are lagging in this respect. We have miles to go before we satisfy our transport needs in all respects. But even now, there is no policy with regard to development of transport.

There is the other aspect. Mr Fernandes, was also emphasising the need for generally improving the backward areas. So, Sir, in laying down the transport schemes priority should be given to backward states and backward districts. All this talk of development and improvement in rural economy cannot succeed unless due attention is paid to internal transport development. Mr Fernandes' scheme of district industrial centres within a period of four years cannot succeed unless the backlog of rail and road transport is made up, otherwise it will not succeed even in 10 or 20 years. It will take a lot of time and we are in for a lot of an appointment even after the Janata rule.

Of the three main transport systems we have—rail road and ship, the entire railway system is owned by the state, except for about a few score miles. With regard to road transport also private transport is very limited in the case of passenger

transport because all the States are running their own state transport Corporations. In regard to shipping also, the state's share is substantial though it is not a majority share. So the state's responsibility in respect of all the three systems cannot be overlooked or minimised. Therefore, unless the state lays down its policy and comes out to meet its obligations with regard to the development of transport, none of our other development programmes will go ahead to the extent we want them.

Now I come to the road transport system. I have spoken about the shortage of the railway system in Kerala. I am particularly referring to the Alleppey district. This area is in a mood to develop. It was supposed to be a backward area; strife-ridden and all that and a lot of time has been wasted. But now industries are coming up. But when we talk of extended railway line to Alleppey, the Railway Minister asks unless you develop and unless there is scope for future development, how can you put in railways; the railways have to be economical. On the other side, my question is: how can we develop without the railways? The point is: which should have precedence? Railways or development. Give us the railway and we will develop. All the possibilities are there. The raw materials are there; some small industrial units are already there; also big units coir industry, fishing industry mining industry. They are all coming up. A stage has been reached that unless we get the Ernakulam-Alleppey railway line further development will suffer a serious set back. We have always been crying house about it. But somehow the old-tradition continues in regard to Kerala. There is a saying in Kerala: Delhi door ast; Delhi was always far away so far as Kerala was concerned. Even now it is so Nobody listens. We are not political heavyweights. Kerala is a small state. Nobody cares not even in the Janata dispensation. Unfortunately, people did not have the good

sense to elect a Juvalthan man to Parliament. We are all on this side; we are neglected in general. Maybe it is part of our heritage; the old scheme of things continues; being far away we are unable to pull the strings.

I was referring to the Railway Minister's insistence on having development first and then railways coming. Nevertheless I feel that priority should be given to the basic need of having a railway line, the Alleppey-Ernakulam line. I did not raise this issue so far this time because I had given up hope getting anything like that done by the Janata Party. I am however taking this occasion to mention this aspect because it is also part of the transport problem.

With regard to the road transport, Kerala State had submitted a number of schemes to the Central Government. There are five or six instances of bypasses having to be constructed, a few miles, five or ten kilometres each just to avoid cities or big towns. The entire Kerala is a semi-urban complex. There are areas in Kerala where we have a population of three thousand per km. in many places and in my own district Alleppey, it exceeds that figure and still our Railway Minister does not condescend to give us the much-needed Railway line. Leave that apart, these by-passes are intended just only to by-pass the centres of heavy population such as are—Quilon, Alleppey, Calicut, Cannanore, Mahe and Tellicherry. These are on the highways which cannot be allowed to pass through the big towns because a lot of land is required and there is a lot of congestion and the speed of traffic cannot be maintained. The Government of Kerala have asked for these by-passes and that representation has been pending with the Government for over five years. Even the other day, a representation was submitted by so many of us, MPs from Kerala, and we waited upon the Prime Minister.

[Shri B K Nair]

But the Prime Minister had an alternative to suggest. He asked "why do you not meet your requirements out of your own resources?" Our resources are limited. Already the State Government is spending its maximum possible on roads. Even that is not sufficient. It is a developing area. I would request the Minister to look into this proposal about the six by-passes, which I have mentioned.

There is also the question of realignment of the National Highways—Nos 17 and 47 which will help connect Bombay to Kanyakumari and it will be a big step of advancement, a step towards further integration. It will also speed up transport and facilitate the movement of goods. It is a much needed amenity that should be provided for. Even in that case, Shri Morarji Desai has not been very considerate, but I hope he will still give it proper consideration.

Let us take the question of shipping. In shipping as I was submitting the majority is under the private ownership. But still the State Shipping Corporation has its own political commitment. The entire world of shipping is passing through a crisis. Mainly it is due to the hike in oil price and secondly it is also due to International recession. We are also suffering on that account. Even though our friends would say that oil price has nothing to do with it, it was a big factor in creating recession in the world. But although we got a small share of it, others had to pay a high price because of the hike in the oil price. Because of that, the world of shipping is in dollars. However in India we have been able to do a substantial lot to save our shipping industry. The Shipping Corporation of India. I should say has been doing some good work. But then two things can be done by the Government by way of substantial assistance to our shipping. One is, mainly we are going in for industrial and agricultural growth and export expansion. We are going to export

even wheat and other foodgrains. How are we going to export them? We should remember that when we got a loan and gift from USA, many years ago—they were sending us a bad quality wheat and calling it a charity—they insisted that the entire wheat should be carried in their vessels so that whatever loss they incurred because of the supply of wheat at cheap rate or free of cost they could make it up in part because of the shipping freight. Even the USSR they were insisting when we had to repay the two million wheat that the entire wheat should be sent in their vessels. Whether it is a capitalist country or a socialist country every country is insisting on this and they look to their own trade and their own profit.

Why should then we not do it? When we go in for a big programme of export why should we not, why a poor country like ours should not insist on this particular aspect that whatever we export whether it is iron or mica whatever stuff we export including the export of engineering goods to the Arab countries that all these exports should be in our own ships? There is another aspect of it. Because of the clear case of high price of oil all this set back is there. So, why should we not go in for a large-scale subsidy of interest to the shipping companies? It is necessary that we go in for a scheme of subsidy. It is in our own interests.

In Kerala State we have some minor ports, apart from the major port that is Cochin. The Cochin harbour had a big dredger Lord Willingdon. It had been in service for 50 years. The Cochin harbour including the Willingdon island had been created by the efforts and labours of this remarkably serviceable dredger. The other day, on 21st February last, this dredger went down sea. There has been a lot of hue and cry by the workers and members of the public that the dredger should be salvaged. But the port authorities said: 'We are giving it up. It is not worthwhile. We

will rather go in for a new dredger." That approach should not be there. I understand it sank only the day after it was taken into the waters after repairs. That was due either to the neglect of the Engineering Department or the repairing workshop or it was due to careless handling. In any case I suggest that efforts should still be made to salvage this invaluable piece of equipment and make it serviceable once again because a new one may not be able to serve the purpose equally well.

Sir, the bridge in the Alleppey port is well over 60 years old. The bridge serves the purpose of taking the goods out to some distance into the sea for loading into the country boats. Now the bridge is unserviceable and so shipping of goods at the present has become absolutely difficult. As a result, about 3000 workers remain unemployed. Hardly any ship calls at Alleppey port. I would, therefore, suggest that the Government should take immediate interest in assisting the State Government in repairing the bridge at the Alleppey port.

Another thing is about waterways in Kerala. The main excuse given by the authorities for not giving us our own share of the railways is that we have extensive waterways. No doubt waterways used to provide the cheapest means of transport and if developed properly that will continue to be the cheapest means of transport. But the waterways in Kerala are now unusable because of silting up and being overgrown with weeds. When we are going in for Highways and when we are going in for the development of railways and long-distance roads, why not we give proper attention to the development of major waterways in the country? There is no question of having to build new waterways at least in Kerala. They are there. It is only a matter of repairing and maintaining them properly and making use of them. Unless the Central Government pays some attention and takes upon it the responsibility of partly

meeting the expenses on waterways, the State Government by itself will not be able to meet the entire burden as it is entirely beyond its means. We have to give a new look to the entire problem.

Let me re-state the new aspects of policy which I would like to emphasise. First, there should be priority for backward areas, backward States, next development of roads and railways and then putting our shipping industry on a healthy footing. From that point of view I would suggest that all our export and import trade should be handled by our own ships.

SHRI BAPUSAHEB PARULKAR (Ratnagiri): I rise to support the Demand presented by the Ministry. At the same time, I congratulate the hon. Minister for the performance of his Ministry during the last 12 months. Many good things have been done by his Ministry. As the time at my disposal is short—I believe it is only 15 minutes—I don't intend to dwell upon them. I intend to make a few suggestions on the different wings of his Ministry.

The Report which has been presented, gives a very sorry and, if I may say so, dismal picture regarding the representation given to the Scheduled Castes and Scheduled Tribes in the various wings of the Ministry. Just a look at pages 152 to 157 will show that the Ministry has totally violated the directions given in Article 46 of the Constitution which lays down that the interests of the Scheduled Castes and Scheduled Tribes are to be promoted with special interest—I would emphasize the last two words—and we should protect them from social injustice. If we read these schedules in Appendix 13, we will find that in Groups A, B and C of the services, the percentage under scheduled castes and scheduled tribes is somewhere between 7.5 and 12; while in Group D under non-Sweepers, the Harijans are recruited to the extent of 17 per cent whereas under Sweepers, Harijans and Scheduled Tribes are re-

[Shri Bapusaheb Parulekar]

cruited to the extent of 100 per cent in all the wings—namely, the Transport Wing, the Roads Wing and all other wings. If I may be permitted to say so, this is most deplorable. And I have no words to express my agony about this. (Interruptions) I wish that in the coming year, the Ministry would give a better performance in this particular connection. At least a foot-note was expected to be given by the Ministry. There may be some difficulties for them.

I went through all the report. But I did not find a word as to why 100 per cent in Group D (Sweepers) posts given to Harijans, especially when my friend, Mr. Chand Ram is heading the Ministry.

The second point is regarding the inland water transport I went through the entire Report; and I feel that the performance is not very much inspiring. Everybody knows that Edmund Hillary came from his country and made a feat by going from Calcutta to Gangotri, that too against the current. Instead of taking any inspiration from this, we find that many of the services in these inland waters, creeks and rivers have been discontinued.

I would invite the attention of the Minister to page 88. There, we find that the river service on the Ganga between Patna and Ghazipur has been discontinued from 31st October, 1977 because of losses. I am unable to agree with this thinking of the Ministry. I will dwell upon it in detail when I come to the question of Moghul Lines. That there are losses, has been mentioned in the Report. But the figures of the losses are not given. I do not know whether it is a mistake or not. That place has been left blank. I would invite the attention of the Minister to the four lines from the bottom of the first paragraph of page 88. It says:

"This service carried about nine thousand tonner of cargo from November, 1976 to October, 1977

and earned Rs. 2.65 lakhs by way of freight resulting in loss of Rs. lacs during this period...."

(Interruptions) No explanation has been given for the loss. This is not the only service which is being discontinued.

At page 91, we find it mentioned that the service between Calcutta-Karimganj-Calcutta, and Calcutta-Dhubri-Calcutta routes is to be discontinued; and the result is that 631 persons would be out of employment. In the days of growing unemployment, I feel this performance is adding fuel to the fire. No reasons have been given; the only reason given is that it is not profitable. At least these services should be treated as public utility concerns and not as commercial undertakings.

Again, I find from page 88 that the landing craft tanker service between Colgong and Karagola, which was started from 23rd August, 1976 is to be discontinued from 30th June, 1978. I would suggest that this inland water transport should be developed. The people living on both sides of the rivers and creeks of this country have no other means of transport. Bearing this in mind, I would request the hon. Minister to do better next year, as far as this is concerned.

Coming to the question of co-ordination of transport, I would support the suggestion of Shri Lakkappa that there should be co-ordination between the three services. At many places we find that there is no co-ordination. To give an example from my constituency, if I were to go by steamer and get down at Ratnagiri port, there are no buses. People have to wait overnight. If we are at Kolhapur, to get bus for Konkan we have got to wait for hours in Osmanabad district the position is the same. I would request the hon. Minister to have a national transport policy so that there could be coordination between all these wings or different systems of transport.

At the same time, I would also request that there should be a similar scheme for metropolitan transport. I find from the Report that Bombay City is the only city which is running its State transport on profit. In the other metropolitan cities like Madras, Delhi and Allahabad the State transport is running at a loss. Since they are industrial towns, where the population is increasing rapidly, I suggest that some policy should be chalked out for them.

Another suggestion that I would like to give to the hon. Minister is with regard to the crew and the sailors working on the countrycraft. In the West Coast of Maharashtra a number of countrycrafts are operating and goods are transported. Though there is a compulsory insurance scheme for the sailors working on ships and liners, unfortunately, for the poor sailors and crew working on the countrycraft there is no insurance. Many a time in the accidents due to cyclone or other reasons, the ships sink and the sailors and crew lose their lives. Their family members are just thrown to the winds with nobody to look after them. So, I would request the hon. Minister that there should be a compulsory insurance scheme for those working on the countrycrafts.

Then I come to the performance of the Mughal Lines. In this connection, I have written a letter to the hon. Minister on the 23rd November. He informed me that the matter would be examined. I waited for three months. I again sent a reminder on the 14th March. I am sorry to mention that no reply, not even an acknowledgement, has been received. Therefore, I feel it is my duty to ventilate here the grievances of the people of Konkan, as far as the services offered by the Mughal Lines Limited is concerned.

The Report at page 15 mentions that these Lines have completed 100 years of their existence in 1977 and

the overall operating results of the Company showed a gross revenue of Rs. 31.49 crores and gross profit of Rs. 3.84 crores in 1976-77. While this is the gross profit, the Report also mentions that the Konkan Passenger Service run by the Mughal Lines is incurring a loss and in the year 1976-77 the loss is Rs. 50.24 lakhs. The reason given for this loss is the un-economic freight structure—that is what is mentioned at page 16. With due respect, I would like to inform the hon. Minister that this does not seem to be correct. I would request him to examine this question again.

This Line was nationalised in 1973, and you will be surprised to know that within one year after the nationalisation, the fare was increased 100 per cent, a unique feature of this particular company, and Government sanctioned that increase. To Unstarred Question No. 4208 dated 20th July, 1977, a reply has been given to me where it has been mentioned that increases were sanctioned as under: in November, 1973—30 per cent; in April, 1974—10 per cent, in November, 1974—60 per cent. So, between November, 1973 and November, 1974, there was a hundred per cent increase. And to give relief to the Konkan passengers the fare was reduced by 14.5 per cent, thereby keeping the increase at 85.5 per cent.

Now, in spite of this increase, no service is being rendered to the people. The number of ports of call is being reduced and the Report mentions that this can be remedied by increasing the fare. I would like to utter a word of caution to the Government that this would be improper and doing injustice to the lakhs of passengers who travel on this particular line.

In this connection, Mr. Raghunath Singh, Chairman of the SCI, has made certain suggestions, and I would like to bring to the notice of the hon. Minister two suggestions as far as the passenger services and the coas-

[Shri Bapusaheb Parulekar]

tal service are concerned. In his address to the Board of Directors on 23rd January he has said

Nowhere in the world passenger services have been a paying proposition

So that should not be taken as a criterion for deciding whether the ports of call should be cancelled. He says further

The operation of passenger services is quite different from that of liner and bulk carrier services. Passenger services require special attention. I am therefore of the view that a separate organisation is necessary for handling our coastal and overseas passenger services."

I would request the hon Minister through you to consider this valuable suggestion made by the Chairman.

The second suggestion which he has made is this

Coastal shipping is already languishing. The cost of operation has already become prohibitive because of the increase in wages, port dues etc. The recent hike in the oil price and the increase in excise duty will further aggravate this position. It is necessary that the coastal operators are compensated for this increase.

I would request the hon Minister to consider this suggestion also.

MR CHAIRMAN Please wind up.

SHRI BAPUSAHEB PARULEKAR
Regarding losses I would like to invite the attention of the hon Minister to one fact. In this first meeting of the Consultative Committee he declared that the losses were borne by the Government of Maharashtra, the Government of Goa and the Centre in the ratio of 40, 35 and 25. So, the hon's share of the loss is being borne by the Maharashtra Government. And what is the return that has been given

to the persons of that State? The number of ports of call has been reduced from 20 to 4. Some private operators were calling at 20 ports, others at 16, but immediately after nationalisation the Moghul Lines started calling only at four ports.

One important thing to which I would like to draw the attention of the hon Minister is this that in the first meeting of the Consultative Committee of the Ministry he declared Government's policy that the Konkan service would be run on the same basis as that of the previous year. You know what was the response of the Moghul Lines. They reduced the ports of call from 16 to 4 and in the last October the ships are not even touching Ratnagiri where the Government of India have spent Rs 107 lakhs for the construction of the all weather port. I therefore request the hon Minister to consider this.

As for the reason given why the ports of call have been cancelled, there is a grave discrepancy. I would invite the attention of the hon Minister to two Unstarred Questions and the replies to them—firstly to Q No 4208 dated 20th July 1977 where I was told that the ports touched en-route are decided by the State Governments thereby suggesting that the Centre has no concern. To Q No 2077 the reply was they do not call at other ports because of limited transit period. But if I may be permitted to say so both these answers are contradictory to the reasons given in the Report of 1976-77 at page 21. The Report mentions that Study Group has suggested various measures in order to bring about increase in revenue and economy in expenditure like reduction of the number of ports of call and these measures have already been implemented. So it is because of the decision of the Central Government that the ports of call have been cancelled and not because of any decision of the State Government. The real reason I would like to tell the hon Minister is that the

ships have gone very old. They consume more fuel. Many times, there are breakdowns. Service is not regular. Formerly, six ships were being operated. Even the Mogul Lines started operating with three ships and now only two ships are operating. And it is because of these reasons that there is reduction in the number of ports of call. Lastly, there is no proper check on ticketless travelling. All these factors contribute to losses and the losses are not due to any uneconomic fare structure. I, would, therefore, request the Minister to consider all these aspects and direct the Mogul Lines immediately to take all the ports of call which this very company was taking prior to May, 1977. This would serve the need of thousands and thousands of people living in that area.

With these words, I support the Demands of the Ministry.

श्री पद्मनाभरण रामन्तसिंहेरा (पुरी) : पिछले साल बजट बहस में मैं उड़िया में बोला था। मैं उस बकन स्प्रीकर माहब्र आनरेबल सजीव रेड्डी में मिला भी था और आठ एम पीज ने उनको पत्र भी लिखा था कि यहाँ उड़िया के सामन्टेनियस इन्फ्रस्ट्रक्चर का प्रबन्ध होना चाहिये। लेकिन अभी तक यह नहीं किया गया है। इसका कोई इतजाम नहीं हुआ है। इस लिए इस बार मैं उड़िया में न बोल कर हिन्दी में बोलना चाहता हूँ।

इस मंत्रालय की जो बजट अनुदान की मांग है उनका मैं स्वागत और समर्थन करता हूँ। मंत्री महोदय को मैं बधाई देना चाहता हूँ कि कुछ नई चीजें वह लाए हैं। मैं चाहता हूँ कि जो भी चीजें वह नई करना चाहें उनको अमल में भी लाने का प्रबन्ध करें। जो इन्फ्लेक्शन पार्ट है उस पर उनको खास ध्यान देना चाहिये।

मंत्री बहुत कई स्टप्स में गए हैं और उन्होंने वहाँ जा कर जरा एक्सपीरियेंस गेन करने की कोशिश की है, वहाँ की वास्तविक

जो स्थिति है उसको देखने और जानने की कोशिश की है। यह बहुत अच्छी बात है। मैं भी उनकी सेवा में कुछ सुझाव देना चाहता हूँ :

इस में लिखा हुआ है कि शिपिंग डिप्लोपमेंट फंड में 1349.95 करोड़ का लोन सैक्शन किया गया। लेकिन उस लोन का डिमबर्समेंट बहुत कम किया गया है। केवल 635 करोड़ ही डिमबर्समेंट हुआ है। इसका क्या कारण है यह मैं जानना चाहता हूँ। लोन सैक्शन किया जाता है लेकिन उसका डिमबर्समेंट नहीं होता है, यह ठीक नहीं है। क्यों जिन को यह सैक्शन होता है उनको नहीं मिलता है। इसकी तरफ आपका खास ध्यान जाना चाहिये।

हम पब्लिक अंडरटेकिंग कम्पेटी के साथ अदमान निकोबार गए थे। वहाँ पर हमने शिपिंग के बारे में जानकारी ली थी। हमें यह बताया गया है कि शिपिंग कार्पोरेशन को लाभ होता है। गवर्नमेंट को देखना चाहिये कि लाभ न हो, किम तरह में इसको पूरा किया जा सकता है, इसके उपाय होने चाहिये। माडर्न युग में ट्रांसपोर्ट की आवश्यकता निर्विवाद है, ट्रांसपोर्ट की सुविधा पर ही सब कुछ डिपेंड करता है। मैं समझता हूँ कि ट्रांसपोर्ट के बारे में आपकी एक समन्वित नीति होनी चाहिये, जनरल पालिसी होनी चाहिये। आपने लिखा है कि मुगल लाइज में लाभ होता है। क्यों लाभ होता है इसको आप देखें। 25 परसेंट किराया बढ़ा दिया फिर भी नुकसान होता है। कारण इसका मिसमैनेजमेंट है। इस तरफ मंत्री जी को ध्यान देना चाहिये।

1967 में इन्वैड वाटर ट्रांसपोर्ट कार्पोरेशन बना, लेकिन उसमें लगातार घाटा होता है। जब कि उसके पहले जो कम्पनी इस सर्विस को हैंडल करती थी उसको लाभ होता था। लेकिन कार्पोरेशन को तब से 21 करोड़ का नुकसान हो चुका है। इन्वैड

[श्री पदमाचरण सामन्तसिंहरा]

ट्रांसपोर्ट कार्पोरेशन में पिछले साल ऐन्टर-टेनमेंट में 70,000 रु० खर्च किया गया। जो बहा के अधिकारी वर्ग है, ऐन्जीन्यूटिव अफसर या मैनेजिंग डायरेक्टर आदि उनको जो तनख्वाह मिलनी है उसके अलावा 300, 400, 500 रु० प्रति माह ऐन्टरटेनमेंट के लिये मिलता है। कार्पोरेशन का लाभ हो या नुकसान इसमें उनको कोई मतलब नहीं है। इस कार्पोरेशन की व्यवस्था को ठीक किया जाये।

कोचिन शिपयार्ड के लिये 100 करोड़ रु० निवेशन हुआ था और खिचर था 1976 में यहाँ से जहाज बन कर निकले। लेकिन अभी तक उस कमप्लेक्स का कस्ट्रक्शन पूरा नहीं हुआ है, जब कि 79 करोड़ रु० खर्च अब तक हुआ चुका है। रिपोर्ट से मालूम होता है कि अभी तीन, चार साल का समय और लगेगा, जिसका परिणाम यह होगा कि कस्ट्रक्शन का काम टुमनी हो जायगी। इसको जल्दी बनाना चाहिये।

रिपोर्ट में लिखा हुआ है कि गुजरात में और उड़ीसा में पारादीप में नया शिपयार्ड होगा। इस रिपोर्ट में जिक्र किया गया है।

'It has been decided to get detailed project reports prepared by foreign consultants in respect of two sites, viz Hazira in Gujarat and Paradip in Orissa for setting up a new shipyard'

Please omit the word "a". जब तक "a new" शब्द का अर्थ नहीं करेगा तब तक काम नहीं चलेगा क्योंकि इस का मतलब तो यही निकलता है कि एक शिपयार्ड ही बनेगा। आप गुजरात में शिपयार्ड बनायें इस पर हमें एतराज नहीं है, लेकिन पारादीप में भी जरूर होना चाहिये क्योंकि वहाँ का पोर्ट इस काम के लिये बहुत ही फेवरेबिल है। मंत्री महोदय ने वहाँ अनाउन्स भी किया

है, दो बार आप बहा गये हैं, और कहा है कि शिपयार्ड पारादीप में होगा। इसलिये मेरा निवेदन है कि उस प्रायवासन को पूरा किया जाय और रिपोर्ट में जो "a New" शब्द लिखे हुए हैं उनकी निकाल देना चाहिये।

पारादीप पोर्ट 1966 में सेन्ट्रल गवर्नमेंट को हूड घोषण किया गया और उस समय तक उड़ीसा सरकार ने 16 करोड़ रु० खर्च किया था जो कि उसको वापस मिलना चाहिये। यह सरकार ने ऐंजिमेंट भी किया है। लेकिन अभी तक वह रुपया उड़ीसा सरकार का वापस नहीं दिया गया है। 10 साल हो गये हैं अभी तक पैसा नहीं दिया। अगर उड़ीसा सरकार सेन्ट्रल गवर्नमेंट से लोन लेती है तो उस पर इंटरेस्ट लेती है, लेकिन जो हमारा पैसा है वह भी हमका नहीं मिलना है, इंटरेस्ट की बात तो दूर रही।

1977 में जो सैम्पल सर्वे हुआ था सेन्ट्रल गवर्नमेंट का उसमें उन्होंने माना है कि उड़ीसा के देहाना में 92 प्रतिशत लाग गरीबी का रखा के नीचे रहन है। During the Congress regime while in 1974-75 it was 65 per cent, in 1975-76 it was 78 per cent in 1976-77, it was 85 per cent and in 1977-78 it was 92 per cent तो यह नीचे गिर जाना है। जा गरीब से गरीब प्रदेश है, उनका देना चाहिये। आपको मालूम होना चाहिये कि उड़ीसा की इकनामिक कडीशन दूसरी स्टेट के मकादले में बहुत नीचे जा रही।

पचवर्षीय योजना में मेजर पोर्ट्स पर 521 करोड़ रुपये खर्च करने के लिये रखा गया था। तब साल में 348 करोड़ रुपया खर्च होना था, लेकिन खर्च हुआ है सिर्फ 325 करोड़ रुपया। 1977-78 में जो रुपया दूसरी पोर्ट्स के डेवलपमेंट के उपर खर्च करने के लिये रखा गया है उसमें पारादीप का नाम नहीं है। इसलिये मिनिस्टर साहब को इस तरफ ध्यान देना चाहिये।

मेजरपोर्ट के बाद मैं माइनर पोर्ट्स की बात कहना चाहता हूँ। इनमें चांदपुर, धामरा और गोपालपुर की डैवलपमेंट के लिये उादा पैसा देना चाहिये। हमारे शिपिंग मिनिस्टर बर्हा गये थे, इस बारे में उनकी रिपोर्ट भी सैन्ट्रल गवर्नमेंट के पास है।

गोपालपुर पोर्ट का डैवलपमेंट होना चाहिये क्योंकि जिनना इम्पोर्ट और एक्सपोर्ट हो रहा है वह सब पोर्ट्स के ऊपर ड्रिपैड करता है। सारे माल का आना और जाना पोर्ट्स के जरिये होता है। इनके डैवलपमेंट न होने से इम्पोर्ट एक्सपोर्ट की इनकम कम हो रही है।

इंग्लैंड वाटर ट्रांसपोर्ट सर्विस के बारे में भगवती कमेटी ने 1970 में अपनी रिपोर्ट दी थी, लेकिन अब तक उस पर कोई काम नहीं हुआ है। मगल लाइन में काम होना है। भगवती कमेटी की रिपोर्ट में लिखा हुआ है कि इंग्लैंड में ब्राडगेज में जो माल जाना है उस पर 1 किलोमीटर के लिये 4 रुपये 40 पैसे पर टन खर्चा होगा, नार्थ इंग्लैंड में 5 रुपये 40 पैसे पर किलोमीटर पर टन खर्च होगा, नार्थ इंग्लैंड फ्रियर गेज में 11 रुपये 70 पैसे पर किलोमीटर पर टन खर्च होगा, लेकिन इंग्लैंड वाटर ट्रांसपोर्ट में 600 किलोमीटर पर 12 रुपये 50 पैसे पर टन खर्च होगा। शाट लीट में 200 किलोमीटर में कम पर 5 रुपये, इलाहाबाद में हल्दिया 2 रुपये 40 पैसे और पटना से कलकत्ता पर 2 रुपये 60 पैसे खर्च आयेंगे। गांवा वाटर्स में धारन और की भूवर्मेट के लिये 4 रुपये खर्च आता है।

तमाम इंडिया में जितने रोड्स हैं 1 हजार वर्ग किलोमीटर में 12 किलोमीटर रोड्स हैं जब कि उड़ीसा में 8 किलोमीटर ही हैं। 1 लाख की पापुलेशन पर 88 किलोमीटर रास्ता है लेकिन उड़ीसा में एक लाख की पापुलेशन पर सिर्फ 41 किलोमीटर ही

रोड्स हैं जो कि थाल इंडिया एवरेज में 50 परसेंट कम है। इनको बढ़ाया जाना चाहिये। 15 hrs.

खडगपुर के लिये जो नेशनल हाईवे है, उसके बारे में चीफ मिनिस्टर को 2,3 डी० प्रो० लिखे हैं। उसमें खडगपुर में बालेश्वर और वहा से कलकत्ता The length is 190 km If this road is repaired, then 64 km will be reduced.

इस सड़क के न बनने से हर रोज एक लाख रुपये का लाम होता है। यह लास पब्लिक और गवर्नमेंट का है। इस की वजह में ट्रांसपोर्ट मफर कर रहा है।

स्वर्णरेखा ब्रिज बन रहा है और उस के लिए बहुत रुपये का प्राविजन किया गया है, लेकिन उस का काम पूरे जोर में न चलने की वजह से उस के पूरा होने में बहुत देरी हो रही है।

समापति महोदय : माननीय सदस्य अब समाप्त करें। उन का टाइम पूरा हो गया है।

श्री परमाचरण सामन्तसिंहेरा : चाटव ली कटक रोड को मिलाते के लिए ब्राह्मणी और वैतरणी नदियों पर ब्रिज बनाये जाने चाहिये। इस के अतिरिक्त महा-दी पर भी बनाया जाना चाहिए, नाकि कटक-ब्राह्मण रोड को मिलाया जा सके। यह जेनेरल पालिसी बनाई जानी चाहिए कि स्टेट हैडक्वार्टर और जिला हैडक्वार्टर के बीच आल-वेदर रोड हो। इस समय स्थिति यह है कि फुलवाणी डिस्ट्रिक्ट हैडक्वार्टर राठ के कारण भुवनेश्वर से चार महीने तक बटा रहता है। इस लिए महानदी पर पुन बनाना आवश्यक है।

बालेश्वर - जलेश्वर - खडगपुर - कलकत्ता आल-वेदर रोड बनाने के लिए हमारे चीफ मिनिस्टर ने एक डी० प्रो० नेटर लिखा है। डिपार्टमेंट की ओर से जवाब दिया गया है, लेकिन अभी तक वह काम नहीं हुआ है। मेरे एक अनस्टांडिं क्वेश्चन के उत्तर में कहा गया

[श्री पदमाचरण सामन्तसिंहोहरा]

हे वि गवर्नमेन्ट इस का कन्सिडर कर रही है।

सभापति महोदय माननीय मदस्य भ्रम समाप्त करे और बाकी बातें लिख कर मंत्री महोदय को दे दे।

श्री पदमाचरण सामन्तसिंहोहरा गवर्नमेन्ट ने 1968 में यह तय किया था कि एक किलोमीटर रोड की परमिट के लिए 2200 रुपये सैकशन दिये जायेंगे। इन दस सानों में महगाई बढ़ने के कारण सरकार का यह निर्देश देना चाहिये कि एक किलोमीटर रोड की रिपेयर के लिए 6000 रुपये सैकशन दिये जायें।

चिल्का लक में टंगपाट के लिए लाख सविम की व्यवस्था की जानी चाहिये।

सभापति महोदय भ्रम समाप्त कीजिए। आप का टाइम हा गया है। बाकी बातें मिनिस्टर साहब का लिख कर दे दीजिए।
डा० हेनरी आस्टिन।

15 02 hrs

[SHR N K SHETIAIKAR in the Chair]

DR HENRY AUSTIN (ERNAKULAM) Mr Chairman Sir in view of the limitations you have imposed or perhaps we had to accept I shall make my intervention very brief

Let me start with some of the urgent problems which my own constituency faces I hope I will not be accused of being parochial

The hon Minister knows I had occasion to exchange views with him regarding the very serious situation that is annoying or engaging the attention of the people in the Kerala State particularly in my constituency Recently a few weeks back one of the

best dredgers in the country Lord Willingdon all of a sudden sank just outside the mouth of the harbour It is a matter which affects all of us because when one surveys and looks back to the history of Lord Willingdon the dredger, one will find that it was the sole dredger or ship that reclaimed the Wellington Island and made the Cochin harbour I would not like to plead for that name 'Willingdon'—because it is associated with a very bad background one does not want to recall the name 'Lord Willingdon' formed viceroy who suppressed the Congress movement—that apart the dredger 'Lord Willingdon' all of a sudden sank and then some kind of an inquiry was ordered I do not know what happened to that inquiry Now it is rumoured—I have come back from my constituency only yesterday—that this ship is going to be blasted or dynamited because they have been finding it unable to salvage the ship This has created a lot of anguish and disappointment to the people connected with shipping and harbour I urge the Minister to take a statement allaying the fears and anxieties of the people of the State and the country itself why such a ship has to sink The Shipping Corporation of India or the Directorate of Shipping Organisation or other concerned authorities should issue a categorical statement and you should also tell us as to how a ship of that size and importance could be sunk like this This is because sabotage is feared in this As I said Cochin is a big harbour and if things like this happen it would adversely affect the operations in the Harbour

Again Cochin harbour is one of the most natural harbours in the world I had the opportunity of travelling extensively different parts of the world, different countries and I think this is one of the most natural harbours but the way that is being neglected is most deplorable In the interests of brevity I would just say that conscientious efforts should be made to see that

Cochin harbour is brought on standard with other major harbours. Now that another harbour has come close to Cochin i.e. Mangalore on the northern side and Tuticorin on the southern side, people are fearing that this harbour will decline in its importance. I am not worried, because after all I view this country as one and Cochin, Tuticorin or Mangalore are parts of the same country; but I would say that steps should be taken to see that all the three ports come up including Cochin harbour. It was in this connection that the Super Tanker Berth project should be thought of. The Government had announced the commencement of the project and the authoritative spokesman, no less a person than the Prime Minister, had said in a public meeting that the project was cleared and they had spent Rs. 2 crores already, but it is still hanging fire. We want to know what has happened to that project and what steps the Government is taking to allay the anxiety of the people in this regard.

Sir, pamphlets after pamphlets are coming to us with regard to the national highway bridge Moothakunnam-Valiapanikkanthuruthu-Manimokkom. The Minister came and laid the foundation stone. I do not want to go into the details because of lack of time. Unfortunately, this problem got intertwined with communal problems; I do not want to go into that and would like to extricate myself from that, however, one central point remains to be answered. According to the original survey this 850 metre-long bridge should have been shortened to 316 metre-long bridge, if the original proposal to have Gothuruthy-Kottappuram bridge had been implemented. When that clear report was made available, what were the circumstances under which this longer distance had to be taken for this bridge. I do not want to go into the merits, but kindly allay the fears because we are receiving a number of letters in this respect daily.

There is another thing. I would request you to kindly take some interest and expedite the work on the Cochin by-pass. This work has been going on for a long time. Kindly do attend to this.

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): There is no dearth of money. It is for the State.

DR. HENRY AUSTIN: Regarding Cochin Shipyard, the keel had been laid down and the first ship is supposed to be launched next year. I hope, there would be no difficulty in this respect. We are also trying to see that the labour situation is kept normal.

SHRI CHAND RAM: This has been sanctioned.

DR. HENRY AUSTIN: I would now like to touch briefly on the national problems. As has been pointed out by my esteemed colleague, who initiated the debate, a national shipping policy is vital for our country. I had the occasion to take an over-land trip from UK to India after my studies abroad. I drove back along with two other friends. At that time there was no Asian Highway and at the Bosphorus we had to take a ferry boat. But to-day, the Asian Highway is nearly getting complete because over the Bosphorus a huge bridge has been completed. But we stop somewhere around Afghanistan. So, our government should take interest and see that the Asian Highway is brought up to our eastern borders so that India and Burma can have a highway and we go right upto Thailand. This project should be taken up. We should not always look inwards, we should also look outward.

In the same way, the West Coast road is nearing completion and with the completion of some bridges, the Bombay-Kanyakumari road will be complete. But it should not stop

[Dr. Henry Austin]

with Kanyakumari, it should go upto Tripura and beyond from there and there should be an integrated East Coast road.

There is another point. The present government is emphasizing rural development. But how on earth can the objective of rural development be realised unless we have a wide network of road systems throughout the country? There are important States in our country like the Uttar Pradesh where it is said one has to go over some 40-50 miles to reach a village. So, unless the necessary road infrastructure connecting all the villages with the nearest important road is made, there is no possibility of rural reconstruction. So, a wide network of roads linking the villages with the urban areas is a sine qua non for any development in the country.

These are the only points I have to make although I have got more to speak. This Ministry is a very important Ministry because if one surveys the history of British imperialism, he will find that the Britishers were able to conquer India because they had a very good merchant shipping fleet. They had very good naval facilities. Again, to consolidate their conquest of India, they built up huge railway and road systems. But, here, there is no integration between our railway system, the shipping system and the inland water transport. For instance, to get coal for our industries in Kerala, we have to depend on the railways for wagons which come after 2 months or 3 months from Eastern India. Suppose there is a good shipping system, then coal can be transported by ship from Calcutta and people in Kerala can get it in a couple of days. So also we can have coastal shipping from Bombay to Cochin and from Cochin to Calcutta.

Then, Sir, the concept of the Ganga-Kaveri link connecting all the rivers should be revived. The Dastur report is there. Connecting all the rivers will relieve the pressure on the railways as also on shipping.

These are the points I had in mind. Thank you very much for accommodating me. I have exceeded my time. I hope there is still some more time for my friend here.

SHRI ANNASAHAB GOTKHI (Sangli): I would like to know Minister/Saheb kindly listen. Sir, I will take only 2 or 3 minutes.

I would like to know the thinking of the Ministry regarding the National Highways. All along we have been told in the Consultative committee meetings as also when we raised the question in the Parliament, this Ministry has been advised by the Finance Ministry to keep the entire question of new additions to the National Highways system in abeyance. It is said, "The better your roads in the country, the cheaper your food." But here is a Ministry, the Finance Ministry. I know, but I want to know the thinking of the Janata Government regarding the whole National Highway system in the country and whether they want to keep the entire system in the cold storage for the Sixth Plan period also. I want to know whether the Minister will give us an idea regarding the next Plan allocations for National Highways in the entire country and Statewise. That will allay the fears that this particular vital sector of the economy is totally neglected by the Janata Government. Please allay these fears.

So far as this particular aspect is concerned, I refer to one of my suggestions that I have mentioned in my cut motion which relates to the need to declare the Ratnagiri-Kolhapur-Sangli-Miraj-Sholapur — Osmanabad Nanded Yavatmal Nagpur road as a National Highway.

My point is that this is the one Highway suggested by the State Government in the Fifth Plan period. It has not been sanctioned. It connects the backward area like Konkan and opens the same for development. Then it will join Western Maharashtra, Marathwada and Vidarbha regions.

Marathwada is such a region where there is not a single mile of National Highway. I would urge upon the dynamic Minister of this new Ministry to sanction this particular new Highway.

This has been suggested by the State Government. It will have a sort of emotional link with all the regions of Maharashtra if this road is declared as a National Highway.

I have another suggestion to make. I would refer to the system of National Permit which was started by the Government. No doubt, it is a very good system. Encouraging response has been received from all the States. The Maharashtra Government has urged upon the Government of India to sanction additional permits on the basis of vehicular population. What has happened? At random, on parity basis, a particular number of permits has been assigned to so many States without attaching any importance to the vehicular population.

I have moved a cut motion demanding increase in the quota of National permits. Formerly when 250 permits were sanctioned for Maharashtra, the number of applications was 126. When additional 200 permits were allotted to Maharashtra, the number of applications rose to 1563. This shows that there is a large demand and Maharashtra has the largest population of goods vehicles in the country and the number of public carriers registered in the State is as much as 56111 on 31st March, 1977.

THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): But we have adopted this formula of vehicular population.

SHRI ANNASAHEB GOTHKINDE: On these grounds the request of the Maharashtra Government should be accepted both on the basis of demand and the number of good vehicles that

they have. Additional quota, as requested by the State Government of Maharashtra should be sanctioned as early as possible.

SHRI SHAMBHU NATH CHATURVEDI (Agra): We are discussing the Demands of the Ministry of Shipping and Transport. This is a very important portfolio. Transport whether by rail or road not only provides arteries of trade and commerce but carries benefits of growth and development and civilisation also to the interior areas. It provides employment to hundreds and thousands of people. The importance of roads in this country cannot be exaggerated. There are many areas where roads are to be constructed so as to bring them into contact with the rest of the country. It is, therefore, regrettable that the progress of road construction has not kept pace with the needs of the people. The targets in this regard have not been fulfilled. As a matter of fact there has been a great backlog. The spill over of the Third Five Year Plan is not likely to be completed even by the end of the Fifth Plan. This is the present position.

In this connection I would like to quote the observations of the Public Accounts Committee. It says:

"The history of road development in the National Highway sector from the down of independence upto the beginning of the Fourth Plan presents a picture of unfulfilled promises of wide divergence between programmes and actions grappling gulfs between estimates and actuals and the pronounced disparities between assurances and implementation.

In April 1947, the Central Government assumed the responsibility for development of National Highway, which then numbered 34 and had a total length of about 21,440 Kms. At the end of the Third Plan, followed by three Annual Plans, i.e. April, 1969, the total mileage of National Highway stood at 24,000 kms. This indicates that in a period of over 22 years a length of only 2860 kms. at an average

[Shri Shambhu Nath Chaturvedi]
rate of 116 kms. per year was added to the total length of 1947.

Against this, keeping in view the future trends of road traffic pattern and development activity, the length of National Highways under the Road Development Plan (1961-81) was to be raised from 23,770 kms. in 1961 to 52,000 kms. in 1981, which meant, on an average, an addition of 1400 kms. per year. At this rate, the length of National Highway in April, 1969 should have been about 35,000 K.Ms. as against the then existing total of 24,000 K.Ms. Thus, there was a heavy shortfall of about 11,000 K.Ms.

I am sorry to say that even during the year 1977-78 the achievement is also falling short of the target. For example on the construction of missing links bye-pass and diversions, the target was 160 K.M. but the achievement is not likely to exceed 70 K.M.

I would also like to draw the attention of the Minister to the other observations of the PAC regarding the need for detailed study of availability and capability of resources of men, material and equipments sufficiently in advance before inclusion of the projects in the plans. Institutional arrangements which would provide an in-built check on timely completion of works and to ensure that these conform to quality specifications.

I have very little time at my disposal I will go into other matters, except to draw attention to an item with regard to the Chambal bridge, which is mentioned in item No 231, Appendix VII of the Annual Report which provide for repair, reconstruction and strengthening of the existing damaged submersible bridge across the Chambal river near Dholpur. This bridge was completed in December 1959 and thrown open to traffic in March 1960. While the bridge was still under construction a junior engineer reported large-scale theft of cement and other materials and substandard execution of work. A technical expert was asked

to look into it and he is said to have made a very superficial report saying that the allegations were not borne out. Meanwhile pressure was brought to bear upon the junior engineer Shri Gurdial Upadhyaya to turn a blind eye to these malpractices and fall in line, which he refused to do.

He was therefore subjected to all sorts of harassments of which I shall speak later.

But thirteen years later, the bridge collapsed at precisely the same point, Pier No. 17 on which sub-standard work and pilferage of cement and other materials was reported by the Junior Engineer. Another expert committee went into the matter and gave the verdict that the substandard work was not the cause of the breakdown of the bridge.

I put the question on the subject to which a written answer was given on the 1st August saying that the matter has been looked into and there is no need for any further enquiry into the matter.

I wanted to get hold of the report of this Expert Committee to which this matter was referred. But I could not get it. However I looked up the record of the earlier proceedings of both the Houses and found that in the Rajya Sabha on the 25th of July, the following reply was given as to the cause of the breakdown

"Post failure subsoil investigations have revealed that the bed rock in the river is overlaid by a cap rock consisting of clay matrix conglomerate of varying thickness and is not considered safe foundation strata".

In the Lok Sabha, on the 26th August 1974, the reply was

"The foundations of pier No 17 were resting on a highly altered zone of the clay matrix conglomerate and this strata was not strong enough to withstand the loads coming over it."

Sir, the contract for the repair and reconstruction of the bridge was given for Rs. 297.23 lakhs and lakhs must have been spent on the ferry service being run since 1973 for carrying passengers and vehicles across the river.

Now, Sir, a number of questions that arise. Why, in spite of this heavy loss, nobody has been held accountable for the defective construction of the bridge if sub-standard work was not the cause of the breakdown of the bridge even though it broke down precisely at the point pier No. 17 on which pilferage of cement and sub-standard work was reported. Then what else was responsible for its collapse. From the replies given in the Rajya Sabha and Lok Sabha, extracts of which have been cited above, it would appear that shorn of its jargon, in plain language the foundation of the bridge was unstable, and so the bridge collapsed. If that was so, then the top most engineers must be held accountable. It was their duty and responsibility to see that the foundations were laid on hard and stable strike otherwise what they were there for if they could not do even this much. As a matter of fact there have been gross malpractices and embezzlements of money. All these are being hushed up. I have to request the Minister to look into this matter not only because about Rs. 3 to 4 crores of public exchequer's money is involved but also because the person who had the guts to expose and stand against malpractices, Shri Gurdial Upadhyaya, had been subjected to every type of harassment. He has been under suspension now for 18 years. Every effort is made to put off the matter. So that by the time it is disposed of he will have retired from service. Shri Upadhyaya was forced to enter the lunatic asylum at Agra so that he may be declared as a man of unsound mind.

Sir, but this design did not succeed. We have seen during the emergency, what was the morale and standard of even the highest officials in this country? For fear of transfer or other

adverse entries in their rolls, they compromised with their conscience and had no compulsion in inflicting all sorts of atrocities on the people and here was a person of a very small status who despite all the harassment by the department stood his ground. If no enquiry is made, I wonder if anybody will have the courage to stand up against malpractices and shady dealing in the department.

So, my appeal to the hon. Minister is to please see that a probe and a sifting inquiry, into this matter by the C.B.I. or other independent agency. Otherwise every effort will be made to hush up the matter as has been done during the last five or six years. If this is allowed to happen, then it will be the greatest disincentive to upright and honest people in the services. Men like Shri Upadhyaya, will continue to be victimised and, as I said, he has been under suspension for 18 years. Sir, this is a matter therefore which calls for immediate enquiring and action. All the records pertaining to the case should be seized and examined. There are so many points that remain unanswered. Was Shri Upadhyaya given an opportunity to substantiate his allegation was the mortar of the collapsed bridge subjected to chemical test and analysis to ascertain its composition. It is a fact that the cracks extend to the remaining part of the bridge also. The cost of the entire bridge was in lakhs of rupees only and now for the repair of a portion thereof it will cost about Rs. 297.23 lakhs. That is about Rs. 30 crores. Only an impartial and independent enquiry will bring to light true facts and I hope the hon. Minister will order it in the interest of integrity in the services and to protect honest people from being victimised in the manner that has been done in this case. Thank you.

MR. CHAIRMAN: Now, the discussion will continue later on. Now we come to Private Members' Business.

SHRI K. RAMAMURTHY (Dharmapuri): Sir, I am on a point of order.

[Shri K. Ramamurthy]

In the Private Members Resolution, in the previous list of business dated 17th March, I was considered to be the co-mover of the Resolution along with Mr. S. D. Somasundaram. But today in the list of Business, I find that my name has been omitted and I do not know what happened to the Secretariat.

MR. CHAIRMAN: The information is that the mover is only one and so the mover's name is mentioned in the list of business.

SHRI K. RAMAMURTHY: No, Sir. In this Resolution, my name has been found in the second place in the ballot.

MR. CHAIRMAN: That is not denied.

SHRI K. RAMAMURTHY: I have given a letter to the Secretariat also stating that this Resolution may be clubbed if it is permissible under the rule.

MR. CHAIRMAN: The second person's name will come only when the first person is not there.

SHRI K. RAMAMURTHY: Your Secretariat has informed me that my name has been clubbed along with Mr. S. D. Somasundaram. Now the same thing is also printed in the List of Business for last week and this week I find even without intimating me, my name has been dropped. Does it not show the authoritarian attitude of the Secretariat? I am not able to understand this.

MR. CHAIRMAN: Actually the names will come here along with the other names. When it is already moved, of course, there is no necessity of putting the names again.

SHRI K. RAMAMURTHY: I could not find anywhere this sort of thing. I have also gone carefully through the rules and procedures.

MR. CHAIRMAN: It will be checked up.

SHRI K. RAMAMURTHY: I do not give up my right. Firstly, my name is to be there. But it is not there. They have not informed me about this also.

PROF. P. G. MAVALANKAR (Gandhinagar): Sir, may I help my friend? It seems very genuine that since he had given resolution on the same subject and since his name was clubbed together with Mr. S. D. Somasundaram two weeks back, his complaint is why it is dropped today. Let me tell for the information of the House, if I am right, that only at the initial stage all the Members who have given notices of a resolution on the same subject are listed on the Order Paper. The first Member who is present and if he moves the resolution and when that resolution is carried forward for two weeks or three weeks, whatever the period, then it is that Member only who has moved the resolution and actually spoken whose name continues in the Order Paper, and other names are automatically dropped.

MR. CHAIRMAN: That is what I am stating. The clubbing of names is only for the purpose of noting.

SHRI K. RAMAMURTHY: Supposing I had mentioned in my letter that my resolution need not be clubbed, then the entire resolution would have been in my name. If it was possible to accept the first, I have given an alternative resolution also and the Secretariat itself told me that my name was clubbed with the name of Mr. Somasundaram.

MR. CHAIRMAN: According to the rules, once the Resolution has been moved in the House, only the name of the person who has actually moved the motion will continue. Originally more than one name was there because if the person whose name appears first in the list is not present to move it, the person second in the list could move.

SHRI K. RAMAMURTHY: I am losing my chance.

MR. CHAIRMAN: You will get your chance.

15-35 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

FIFTEENTH REPORT

SHRI NIRMAL CHANDRA JAIN (Seoni): I beg to move:

"That this House do agree with the Fifteenth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 29th March, 1978."

MR. CHAIRMAN: The question is:

"That this House do agree with the Fifteenth Report of the Committee on Private Member Bills and Resolutions presented to the House on the 29th March, 1978".

The motion was adopted.

15.36. hrs.

RESOLUTION RE. CONTINUANCE OF ENGLISH AS ADDITIONAL LINK LANGUAGE—Contd.

MR. CHAIRMAN: The House will now take up further discussion of the following Resolution moved by Shri S. D. Somasundaram on the 17th March 1978:—

"This House do urge upon the Government to amend the Constitution so as to implement Pandit Nehru's solemn assurance to Parliament that, besides Hindi being the link language, English would continue as additional link language so long as non-Hindi speaking people want it."

SHRI SAUGATA ROY: (Barrackpore): I was speaking in support of the resolution moved by Shri Somasundaram and cautioned friends from all sides of the House not to take the language issue on an emotional plane because history has proved time and again that language can be and is a very touchy and a very emotional issue. We all know about the birth

of, Bangla Desh, when the new nation was born by the efforts of the people who protested against the imposition of another language on them. Bangla Desh never resented Urdu but when Urdu was imposed on them and when Urdu was forcibly made the official language in the whole of Pakistan, the people of Bangla Desh rose in revolt against the alien rule. Here also, in India one may have emotional links with one's language. Personally speaking I should support, I would dream in the same way as Mahatma Gandhi had dreamed that one day Hindustani would become the lingua franca of India. As a patriot I also think that if really an original Indian language could become the lingua franca of India, it would be the best thing possible. It has happened in other countries like the Soviet Union which is a multinational country with a large number of languages, but Russian is used as a link language. Unfortunately the same was not followed in our country and the whole introduction of Hindi was done in such a way as to wound the feelings of the Non-Hindi speaking people, as if to give them the feeling that they were second class citizens in India it is against this that we must caution today. As it is, India has got a lot of problems, problems such as poverty, unemployment and language is not an issue which should be tinkered with and dealt with callously. It is unfortunate that after the Janata party has come to power due to the enthusiasm of some zealots, in their zeal to propagate Hindi, they have deprecated the other Indian languages, like our Health Minister Mr. Raj Narain who said in London that English was the Rani and the Tamil and other Indian languages were Dasi... (Interruptions)

AN HON. MEMBER: He did not say that.

SHRI SAUGATA ROY: These are the words which offend the sentiments of non-Hindi speaking people Ours is a country which is essentially