

SHRI K. K. SHAH : I have received the report. I will call him.

SHRI RANDHIR SINGH : About Haryana...

MR. DEPUTY-SPEAKER : No, He can take it up with the Minister later.

I shall now put all the cut motions together to the vote of the House.

*All the cut motions were put and negated.*

MR. DEPUTY-SPEAKER : The question is:

"That the respective sums not exceeding the amounts shown in the fourth column of the order paper, be granted to the President, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1969, in respect of the heads of demands entered in the second column thereof against Demands Nos. 57 to 59 and 120 relating to the Ministry of Information and Broadcasting".

*The motion was adopted*

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

**Demand No. 57—Ministry of Information and Broadcasting**

"That a sum not exceeding Rs. 17,46,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Ministry of Information and Broadcasting'".

**Demand No. 58—Broadcasting**

"That a sum not exceeding Rs. 8,45,81,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Broadcasting'".

**Demand No. 59—Other Revenue Expenditure of the Ministry of Information and Broadcasting**

"That a sum not exceeding Rs. 5,05,12,000 be granted to the Presi-

dent to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Other Revenue Expenditure of the Ministry of Information and Broadcasting'".

**Demand No. 120—Capital Outlay of the Ministry of Information and Broadcasting**

"That a sum not exceeding Rs. 6,68,96,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Capital Outlay of the Ministry of Information and Broadcasting'".

15.02 hrs.

**Ministry of Transport and Shipping**

MR. DEPUTY-SPEAKER : The House will now take up discussion and voting on Demand Nos. 79 to 83 and 128 to 130 relating to the Ministry of Transport and Shipping for which 3 hours have been allotted.

Hon. Members present in the House who are desirous of moving their cut motions may send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move.

**Demand No. 79—Ministry of Transport and Shipping**

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 1,12,31,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Ministry of Transport and Shipping'".

**Demand No. 80—Roads**

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 12,78,40,000 be granted to the President to complete the sum necessary to defray the charges which will come in

[Mr. Deputy-Speaker]

course of payment during the year ending the 31st day of March, 1969, in respect of 'Roads'.

**Demand No. 81—Mercantile Marine**

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 1,98,67,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Mercantile Marine'.

**Demand No. 82—Lighthouses and Lightships**

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 1,16,17,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Lighthouses and Lightships'.

**Demand No. 83—Other Revenue Expenditure of the Ministry of Transport and Shipping**

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 3,24,23,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Other Revenue Expenditure of the Ministry of Transport and Shipping'.

**Demand No. 128—Capital Outlay on Roads**

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 34,42,32,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Capital Outlay on Roads'.

**Demand No. 129—Capital Outlay on Ports**

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 1,79,17,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Capital Outlay on Ports'.

**Demand No. 130—Other Capital Outlay of the Ministry of Transport and Shipping**

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 2,33,05,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Other Capital Outlay of the Ministry of Transport and Shipping'.

SHRI M. R. MASANI (Rajkot) : Mr. Deputy-Speaker, I am sorry to have to say that the position in regard to road transport and road development, far from showing any improvement, has shown a marked deterioration, and in the last two years this country, which was already very poor in regard to its road system, has receded several steps. Both qualitatively and quantitatively, the condition of this country's roads and the transport on them is deplorable. After all these so called efforts that have been made since the Nagpur Plan was placed before the country many years ago, we have 24.3 kms. of roads per 100 square kms. of territory. This places us squarely at the bottom of the international list. Even our neighbouring countries like Ceylon are not as backward as we are.

But this is the average figure. When we go to certain parts of the country, we find that even this figure of 24.3 is misleading. I was in Orissa a few days ago presiding at a zonal meeting of those who are interested in road transport development, and I found that the figure for that State is 8 kms. per 100 square kms. of territory. It is a really shocking figures ; it shows that we are still living in primitive

times so far as certain parts of our country are concerned.

Now, official figures show that the mileage has gone up from 2.49 lakhs in 1951 to 5.99 lakhs.

I think the hon. Minister himself will be candid enough to admit that much of the extra mileage is in the imagination of the authorities of the Government, it is not to be found anywhere on the land in our country.

The surfacing is just as disgraceful. Nowadays, for modern purposes, road surface has to be 18 to 20 inches deep. The average in India is 9 to 10 inches, about half of what it should be. The results of this deplorable state of affairs are the following: very low speeds and therefore under-utilisation of the transport capacity of the country, miserable as that is; greater hazards for those who travel; and finally, higher operating costs which are uneconomic and retard the country in every way.

If I may say so, the root cause of this is not that people do not know how to build roads, nor how to run trucks and buses. It is simply that for twenty years since Independence the Government has cruelly starved the roads of the resources to which they were entitled. On the one hand, there has been a totally inadequate allocation of resources; on the other hand, the most cruel taxation. This has resulted in a totally misguided distortion and waste of scarce national resources. What is more shocking is that this has been done in the face of a series of Reports, starting with my own report, the Report of the Road Transport Reorganisation Committee, almost a decade ago. My hon. friend Shri S. K. Patil got up there, complimented me and my colleagues, and said that every one of the recommendations was accepted by Government. I am sorry to say that hardly any of them have been carried out even after ten years.

Then there was another committee on Transport co-ordination headed by Mr. Tarlok Singh. That report is also no more implemented than mine. Finally, there has been another committee, the Road Transport Taxation Enquiry Committee led by Dr. Karkar. That is on the anvil. Let us hope that, for whatever little it is worth,

its report at least will receive slightly more kindly consideration from Government than those that have gone before.

What are the facts about taxation and investment in roads as against other forms of transportation? In 1967-68, road transport contributed to the Union and State Governments Rs. 425 crores as tax revenue alone. The Chief Engineers had estimated that during the five years of the Third Plan the revenues from road transport would be around Rs. 800 crores; actually, road transport contributed Rs. 1,264 crores, an excess of 50% over the estimates. On the other hand, the Chief Engineers had estimated an outlay during the Third Plan of Rs. 59 crores. What did the roads get? Only Rs. 45.95 crores—22% less. This was the scurvy treatment that the roads received during the five years before my hon. friend took charge of this Ministry.

Let us see what the corresponding contribution and investment in the railways is. During the Third Plan the railways' contribution was Rs. 508.74 crores, but the investment was Rs. 1,637.56 crores. What is one to think of this crying injustice—that the sector of our economy that gives you bumper dividends you starve; you bleed it and you take away that blood and infuse it in to a sector that is making a comparatively minor contribution or a loss.

For the Fourth Plan, the draft said that road transports' annual outlay should be at Rs. 152 crores. Even that miserable amount has not been invested. The actual figure for 1967-68 was only Rs. 90.32 crores.

Let us remember that the roads demand no foreign exchange. It is one industry and the one service where no foreign exchange is involved, as against the railways which have been eating up, next only to Hindustan Steel, the largest amount of foreign exchange.

Now, in case it is suggested that the funds are not there—a reply that no doubt the Finance Minister must have been giving to my unfortunate friend opposite—let me tell him that this is a big lie that does not have to be accepted. The funds are there.

THE MINISTER OF TRANSPORT  
AND SHIPPING (DR. V. K. R. V. RAO);  
Where?

**SHRI M. R. MASANI:** With the Finance Ministry and the Government; in the country. But they are being diverted and they are being wasted. They have been wasted on the railways among other things; they have not used the funds but have just let them stagnate unused, buried in rails and other equipment which have not served any purpose.

This is not a personal point of view. I shall read from the 22nd Report of the Public Accounts Committee which I presented to this House on the 1st of April, a few days back. I shall read only three or four sentences from the conclusion. I am trying to arm my hon. friend so that he may pick up a little more drive, a little more strength and a little more courage. He needs political courage to argue his point of view. This is what the Report points out:

"...the planning of rail transport during Third Plan period was unrealistic in that it was not closely related to actual requirements. Against an estimated increase of 93 million tonnes in the level of goods traffic during the Third Plan period, the actual increase was only of 47 million tonnes, representing a shortfall of about 50 per cent. On the other hand, the financial outlay for the Third Plan turned out to be Rs. 1,686 crores, representing an increase of 27 per cent over the investment of Rs. 1,325 crores contemplated in the plan."

This is the nature of the planning. The figure of investment goes awry and so does the figure of traffic that is supposed to be carried. So my Committee came to the conclusion that:

"With all this heavy investment the capital-at-charge of the Railways increased from Rs. 1,521 crores to Rs. 2,680 crores, representing an increase of 76 per cent during the Third Five year Plan period. The overcapitalisation of the Railways during the period has not only affected their financial working but unnecessarily distorted the budget and burdened the tax payer. It has also disturbed the entire pattern of investment and development of the economy in that scarce resources including valuable foreign exchange were blocked in rail programmes which could

otherwise have been put to more productive use."

as, for instance, in building roads, or cars or trucks to be manufactured, and so on.

This is the picture. The taxation on roads has gone on snow-balling. In the 1950s, it was harsh, and in the 1960s, it can fairly be called crippling. According to the Indian Roads and Transport Development Association, an expert body, the tax element in commercial vehicles grosses up to over 50 per cent of the ex-factory price. When we buy our cars and grumble, let us remember that more than half of that price does not go to the man who produces the truck or the bus or the car but it is invested in railways and plants like Bokaro and other wasteful projects which are a drain on this country's resources.

Of the basic operational cost of running road transport, taxes account for 55.6 per cent—petrol, road tax and so on. On the other hand, according to the Keskar Committee, the freight on roads has not been rising correspondingly and in spite of all this the incidence of this extra burden of taxation is being borne by the industry. But the shocking fact is this. Per ton of goods carried, the tax incidence—on roads—only the tax—exceeds the entire cost of carrying the goods over the railways. One element of it—the tax on road transportation—exceeds the entire cost of carrying those goods on the rails. This shows the very great superiority of road transport in every respect.

The Keskar Committee's report has not come up for discussion in this House and, judging by the busy session we are having, I cannot see any hope of its coming up this session. I shall, therefore, read a couple of sentences from the conclusions of the Keskar Committee. The major one is this: "That the tax element in the cost of operation has become a definite disincentive to the healthy development of road transport." It is put very mildly; it is put more mildly than what I have been saying a little more assertively just now. So, the Keskar Committee has urged some relief where I would have thought that the recommendation should have been a very substantial measure of relief. This is understandable, because that Committee was packed with



Secretaries of the Union Government and the State Governments and one does not expect a vested interest like that to come out with anything radical or revolutionary. But it does point out that due to the inferior surface to which I referred earlier, the additional cost of operating transport in our country is estimated to be Rs. 727 crores from 1966 to 1971. That is why we always say that a country has to pay for roads, whether it has them or not. But it pays more for the roads it does not have.

Because of this packing of the committee with officials, it became necessary for two non-officials on the committee, Dr. Antia and Mr. Kundan Lal, to advocate specific measures, which the Report, for the sake of unanimity, was too timid to think about. The specific suggestions made by the more understanding members of the Committee and the freer ones are the following: Relief in excise on commercial vehicles. In fact, they advocate that the excise duty on commercial vehicles should be abolished altogether. 2. Scaling down of excise on diesel, which has been going up every year. 3. Abolition of double excise on original equipment tyres. If these three modest recommendations of the Keskar Committee appointed by Government are carried out, you will get such a spurt of development of transport in our country that you would realise what we have been missing for the last Twenty years.

My comments on the Committee's findings therefore are that the finding that taxation has become a disincentive to the growth of transport in the country. I also welcome their recommendation for activating the Inter-State Transport Commission. That Commission, unfortunately, has been hamstrung by various restrictions placed on its freedom of action. The result is, that it has not been able to do the task for which it was created many years ago, *viz.*, to promote inter-State transport along the road system of our country.

But there is one recommendation which I think should be given the go-by, that is the one for setting up another Standing Expert Advisory Committee, which I think is pointless. We know what needs to be done. Even the Minister knows what needs to be done. It is not expert advice

that is lacking; what is lacking is a desire to be fair to road transport and the shedding of the doctrinaire bias and prejudice that, because the Government of India owns the railways which have been a bottomless sink for our capital, we must go on pouring good money after bad and that, because road transport is not owned by Government, we must treat it in a step-motherly fashion. I do not think any expert committee is needed.

The Minister is intelligent and knows the answers. The question is whether he has the political toughness to put across his point of view. I would strongly commend to him that, if he wants to perform any service to the country while he is still in Government, he has the most wonderful opportunity. With the least effort, he can show the greatest result, provided he can pick up enough courage, provided he stops tilting at other windmills and devotes himself to attack the biggest lobby and the biggest vested interest in the country. The Railway Board is the biggest State Capitalist monopolist in this country. It has been fleecing the country and taking away money which it has no right to do. For twenty long years, we have been bled by the Railways quite unnecessarily. This empire-building has gone on. Is the Minister strong enough to stand up against this biggest vested interest or is he going to tilt at imaginary windmills that do not exist? This is the challenge I put to him and I hope he will answer it in his reply.

**SHRI NARENDRA SINGH MAHIDA** (Anand): Sir, Indian shipping has a very vital role to play in our commerce. Before coming to the subject, I would like to draw the attention of the House to the fact that shipping is not new to this land. Even in *Vedas* there is mention of our art of shipping and voyages to foreign lands. It was the great Kautilya who had very wisely mentioned the art of shipping in his *Artha Shastra* too. The great Alexander who came to India went to Macedonia in ships built by India. Very recently, a naval dock was unearthed at Lotmal in Gujrat, the yard's dimensions being 710 feet by 120 feet.

All this shows that India is not new to the shipping industry. Later on, during the Moghul Period, even the great Akbar in his famous *Aicen-e-Akbari* has mentioned

[Shri Narendra Singh Mahida]

about 40,000 vessels in Indus river alone. This shows the size and growth of shipping in India.

Coming to recent times of the East India Company, many ships which fought the battle for Britain including the great Battle of Trafalgar, were ships built in India. The House of Wadias in Bombay had built about 352 ships for the East India Company. Even the Sultan of Turkey had formed that it was cheaper for him to build ships at Dacca in India than in Alexandria. This shows that till the 18th century we were foremost in the shipping world and it was only after the advent of mechanically manned ships that we lagged behind in the new world of shipping.

It was only after 1919 that the Indian shipping industry began its progress and a great part was played by the Scindias in that the first ship Liberty went from India to England in 1919. That we have been celebrating on the National Maritime Day. So our history begins from very recent times, from 1920.

Coming to 1947, we owned a tonnage of about 1,92,000 GRT. In recent times we have increased it to about two million GRT. That stride has to be continued.

The great trouble now in developing our shipping industry is the paucity of foreign exchange. Our worthy Minister has envisaged a target of about five million GRT by the end of the Fourth Plan. It is a very worthy target. I would like to quote here from a note that I have with me where it is said :

"The cost structure of Indian shipping is very competitive. In fact, it has been acknowledged that Indian shipping is more efficient and economic than shipping in most of the maritime countries in the world. In fact, Dr. Sturney, a noted British shipping economist, has stated that in 50 years' time India will have one of the largest fleets simply because she is the most competitive country costwise of the maritime countries in the world."

Keeping this in mind we should now concentrate on how to earn foreign exchange. This is the only industry where you start earning foreign exchange from

the beginning itself. The moment a ship comes from foreign land here or when we carry some cargo from here to foreign lands we begin to earn foreign exchange. No industry in India can earn that much foreign exchange which this shipping industry does. We earn about Rs. 55 crores a year in foreign exchange.

But the difficulty in buying ships is obtaining credit. We used to have Japanese credit facilities. That is not now available. Even U. K. and West Germany are offering us short-term credits but they are not suitable to us.

I have a letter from a representative of the Japanese firm. It is good news and I will pass it on to the Minister. They are offering us deferred payment of eight to ten years.

So, if Japan offers us this facility, we can develop our industry to the extent we want. The only country which is accepting rupee payment is Yugoslavia, a small nation which has developed very fast after the war. If Yugoslavia and Bulgaria can offer ships, India with its size should be able to do much better. That is why we have decided to develop a second shipyard at Cochin. I would request the Minister to press upon the Government to spend more money on the Cochin shipyard. Unless we carry our own goods to foreign countries or foreign goods to our country, we cannot earn much.

Our target of attaining self-sufficiency will not be possible because we are thinking of spending only Rs. 267 crores during the Fourth Plan while the freight that we paid in 1966-67 alone came to Rs. 116 crores. Probably we are spending more than what we are earning. This will be a losing trade unless we concentrate on building more ships.

Ship-building requires machines also. Unless we build our own machines, it will be difficult to build ships. Both have to go side by side. I am very happy to know that the great concern MANN is thinking of having a collaboration firm for starting the manufacture of marine engines in India. Unless ship-building and building of marine engine are co-ordinated we will not be able to have sufficient ships to cope with the world trade.

Shipping world is a conservative world. It is not easy to enter into that trade. The Conference System is a very tight one. We have noticed only recently in the UNCTAD conference that the undeveloped countries could not impress upon the developed countries to spend more on shipping.

We must learn from small countries like Norway and Sweden and Greece. Norway has such a chartering system of ships with so much details that one Norwegian representative who attended the UNCTAD conference informed me, that their ships which are in the ship-building yards, they can sell them now to be delivered after 8 years, because their chartering system is so perfect. They can make calculations and sell ships so much in advance. So, we have a lot to learn from these small countries as to how they have developed their shipping.

We have a Shipping Development Fund Committee in our country. Since this Committee requires more rupee funds, I would earnestly request the Finance Minister to put more funds at the disposal of this Committee so that the development of shipping may not be retarded.

I am very happy that our Minister invited a National Conference some time back on shipping ship-builders and ports to see how we can develop our shipping. It is a laudable objective. I must congratulate Professor Rao for his valuable contribution to the shipping world. This is the first time in India that he has high-lighted the need for coordinated effort and I am quite sure that the Minister, with his energy, push and laudable thinking, will put all our schemes into action.

I only want the House to press upon the Minister of Finance to give us more funds, because when we met the Finance Minister he said that food is more important than shipping. If the Finance Minister were here I would have said that to bring food from foreign countries we want ships. The percentage of goods carried by our ships is only 13 to 14%. Normally, a company carries 40 to 50 per cent of its trade under its flag. But we have reached only a figure of 13 to 14 per cent, which is not much. Even to carry our food from foreign countries we need more ships.

To have more ships we must have a little money at our disposal.

SHRI PILOO MODY (Godhra) : And more ministers.

SHRI NARENDRA SINGH MAHIDA : I would press upon the Minister of Finance to give us More finances. The House should also assist us because, after all, the prosperity of the country depends on trade and trade is always on export. Trade is never developed by imports alone. So, in order to export we must have more ships. Unless we export the country will not prosper. So, my humble request to all the Members is to see that we develop our export industry and when we develop our export industry we must have more ships to send our goods to foreign countries.

I again request all the Members here, because Delhi is far off from the sea, to know and learn more about shipping. Unless we become a seafaring nation we will not become powerful. We have very large seas around our peninsula—the Bay of Bengal, the Arabian Sea in the Indian Ocean. Unless we concentrate on our shipping, we will not be able to prosper as we desire.

I thank you for giving me an opportunity and I wish our shipping industry a very happy and useful time. I support the Demands of the Ministry.

श्री राम सिंह अयरवाल (सागर) : आदरणीय उपाध्यक्ष महोदय, आज हमारे देश के परिवहन विभाग की जो दस्ता है, उस को देख कर एक भूलक स्पष्ट नजर आती है कि हमारा देश बहुत पिछड़ा हुआ है। दूसरे यूरोपीय देशों में एक वर्गमील भूमि में दो और तीन मील सड़कें हैं, जब कि हमारे देश में एक वर्ग मील में केवल 1/3 मील सड़क है। बर्मा और सीलोन में भी हमारे यहां के मुकाबले ज्यादा सड़कें हैं। इसलिये हमारे यहां यातायात में जो कठिनाईयां हैं, उन को बहुत जल्द दूर करना जरूरी है क्योंकि हमारे देश के सामने यह एक बहुत बड़ी समस्या बनती जा रही है। ट्रैफिक में कन्जेशन, डिले और एक्सीडेंट्स बढ़ते जा रहे हैं, इस से देश का बहुत नुकसान हो रहा है। दूसरे देशों में समय की कीमत धाकी जाती है, किन्तु भारत-

[श्री राम सिंह भयरवाल]

वर्ष इतना उन्नतिशील देश नहीं हुआ है कि यदि कोई बस या कोई गाड़ी लेट हो जाती है तो उस के यात्रियों को सव्य का मूल्य दिया जाय, इस प्रकार की आज हमारे यहां कोई व्यवस्था नहीं है। यहां पर जो ट्रैफिक है वह बड़ा इल-ट्रैफिक है, उस के लिये ट्रैफिक प्लानिंग होना चाहिये और इस प्लानिंग के लिये इन्जीनियरिंग कालेजिज वगैरह में एक ट्रैफिक इन्जीनियरिंग कोर्स रखा जाय तो उस से ट्रैफिक की दशा बहुत कुछ सुधर सकती है। जिस तरह से इंग्लैंड में मोटर-वे और जर्मनी में कुछ इस प्रकार की व्यवस्थायें हैं जिन से सड़क परिवहन को काफी सहूलियतें मिलती हैं, उसी प्रकार की व्यवस्था हमें अपने यहां करनी चाहिये। इस और हमें ध्यान देना चाहिये।

हमारे यहां जो राजपथ बनते हैं वे काफी लम्बे चौड़े होते हैं। उसकी जगह यदि हम रीजनल प्लानिंग करें, क्षेत्रीय योजना बनायें तो उस से ज्यादा फायदा होगा, कम से कम उस क्षेत्र को उस से ज्यादा फायदा होगा। हम देखते हैं कि दिल्ली से मद्रास तक रोड है, किन्तु हजारों जगहों पर पुल और पुलियां नहीं बने हैं। बरसात के दिनों में ये रोड्स बन्द हो जाती हैं। मुझे इस का अनुभव है—मध्य प्रदेश में झांसी से नरसिंह पुर को जो राजपथ वाया सागर जाता है, उस पर कई जगह ऐसे पुल और पुलियां हैं जो अभी तक नहीं बने हैं या अप्ठर कन्स्ट्रक्शन पड़े हुए हैं या अभी उन का निर्माण हो रहा है, जिस का नतीजा यह होता है कि बरसात के दिनों में कोई भी माल उस राजपथ पर एक जगह से दूसरी जगह नहीं जा पाता है।

15.35 hrs.

[Shri C. K. Bhattacharyya in the Chair]

यह भी देखने में आया है कि इन राजपथों पर सिगनल वगैरह नहीं हैं। मैं स्वयं एक बार

एक्सीडेंट होने से बचा। वहां पर कोई वाणिज्य सिगनल नहीं था, जिसके माध्यम से कोई व्हीकल अपने आप को कन्ट्रोल कर सके। ऐसी कठिनाई बहुत से स्थानों पर देखने में आई है, खास तौर से जब मैं सागर से नरसिंह पुर जा रहा था तो ऐसी कमी हमें महसूस हुई। इस और शासन को ध्यान देना जरूरी है।

चौथी बात—ज्यादातर यह देखने में आया है कि जो राजपथ बने हैं, वे शहरों की घनी आबादी से, जो कन्जस्टेड एरियाज हैं, जहां पर काफी लोग बसे हुए हैं, गुजरते हैं, जिस से ट्रैफिक को तेजी से गुजरने में कठिनाई आती है। इस लिये मेरा सुझाव है कि इन राजपथों को शहरों के बीच में से न ले जाकर शहरों के समीप से बाई-पास के द्वारा ले जाया जाय, नगर के बगल से इन राजपथों को बनाया जाना चाहिये।

कभी-कभी यह देखा गया है कि ये जो राजपथ बनाये जाते हैं, इन में कुछ ऐसे राजनीतिक तत्व घुस जाया करते हैं, जो अपनी मर्जी और अपने लाभ की रोड्स को मन्जूर करा लेते हैं तथा जो पब्लिक इन्टरेस्ट की रोड्स होती हैं, उन को छोड़ दिया जाता है। इस लिये शासन को इस और भी ध्यान देना चाहिये।

एक चीज यह भी देखने में आई है कि किसी काम को करने के लिये साल भर के लिये जो ग्रांट दी जाती है, वह नवम्बर-दिसम्बर में मिलती है और 31 मार्च को खत्म हो जाती है। ऐसी स्थिति में साल भर के काम को तीन महीनों में किस प्रकार किया जाय, इन्जीनियरों के सामने इस प्रकार की समस्या प्रायः आती है और उसका नतीजा यह होता है कि ऊलजुलूस पैसा खर्च किया जाता है। साल भर के लिये जो पैसा निर्माण कार्य के लिये दिया जाता है, उस को यदि तीन महीने में खर्च कराया जाय, तो स्वाभाविक है कि वे उस को ऊलजुलूस

तरीके से खर्च करेंगे, बढ़िया तरीके से उस के व्यय को प्लान नहीं कर सकते। जिस का नतीजा यह होता है कि बहुत सी मनी वेस्ट चली जाती है और बहुत सा रुपया लैप्स भी हो जाता है। मेरा सुभाव है कि इस और ध्यान देना बहुत जरूरी है तथा कुछ ऐसी व्यवस्था बनाई जाय जिस से कि निर्माण कार्य साल भर तक लगातार चलते रहें।

एक चीज की ओर मैं विशेष रूप से आपका ध्यान दिलाना चाहता हूँ। जब किसी रोड को बनाने के लिये मन्जूरी दी जाती है तो सब से पहले उस रोड को बनाना शुरू कर दिया जाता है तथा उस रोड पर आनेवाले जो ब्रिजिज या पुलिया होती हैं, उन को छोड़ दिया जाता है। नतीजा यह होता है कि रोड तो बन जाती है, लेकिन उस पर ट्रैफिक खुल नहीं पाता। इस लिये मेरा सुभाव यह है कि सब से पहले उन ब्रिजिज को बनायें, जिस से कि रोड के बनने के साथ-साथ रास्ता खुल सके। ब्रिजिज वगैरह को सब से पहले प्राथमिकता देनी चाहिये, उस के बाद रोड बनाना चाहिये।

सभापति महोदय, गत वर्ष डा० राव साहब ने एक वक्तव्य दिया था जिसमें उन्होंने कहा था कि 50 करोड़ रुपये की एक यातायात योजना बनाई गई है। अब मैंने उस को देखा तो ऐसा मासूम हुआ कि उस के लिये एक बन मैन कमीशन नियुक्त किया गया है। इस के सम्बन्ध में क्या प्रगति हुई है, इस की कोई जानकारी मुझे नहीं मिली है। मैं आशा करता हूँ कि वह उस योजना को जल्द से जल्द लागू करेंगे ताकि सारे देश के अन्दर सड़कों का एक जाल बिछ जाय। इस प्रगतिशील देश के अन्दर सड़कों का बहुत महत्व है। देहातों में हम देखते हैं—जहां जंगल वगैरह हैं, वहां सड़कें बिल्कुल नहीं हैं। भले ही यह स्टेट का विषय है, किन्तु केन्द्रीय शासन को इस पर बराबर नजर रखनी चाहिये, उन को अधिक से अधिक ग्रांट देनी चाहिये, जिस से कि वे इन जंगली क्षेत्रों का विकास कर सकें तथा जहां खनिज पदार्थ पर्याप्त

मात्रा में उपलब्ध हैं, वहां यातायात की व्यवस्था हो सके।

मध्य प्रदेश में सड़कों की काफी कमी है—इस ओर ध्यान देना बहुत जरूरी है। दण्डकारण्य तथा बुन्देलखण्ड के क्षेत्रों में भी सड़कों की कमी है, इस ओर भी तुरन्त ध्यान देने की आवश्यकता है।

श्री नरदेव स्नातक (हायरस) : सभापति महोदय; अभी यातायात और जहाजरानी की डिमान्ड्स के सम्बन्ध में कुछ माननीय सदस्यों ने अपने विचार रखे हैं। यह बात सत्य है कि हमारे देश में जहाजों का निर्माण बहुत कम है। सामरिक दृष्टि से, व्यापारिक दृष्टि से और यात्रियों को इधर से उधर लाने ले जाने की दृष्टि से भी जहाजों का होना अत्यावश्यक है। परन्तु देखने में यह आता है कि इस मिनिस्ट्री के द्वारा जहाजों के ऊपर बहुत कम पैसा खर्च किया गया। यह सही है कि एक जहाज के निर्माण में दो ढाई करोड़ रुपये लगते हैं परन्तु जहाजों का होना भी अत्यावश्यक है। जिस समय हमारे देश में अन्न की कमी हुई और हमने विदेशों से अन्न मंगाया तो हमको काफी पैसा भाड़े में देना पड़ा विदेशी जहाजों को। यदि हमारे पास अपने जहाज होते तो मैं समझता हूँ हमारा वह पैसा बच सकता था और हमारे देश के निर्माण के काम में आ सकता था। इसलिये जहाजरानी का जो लक्ष्य रखा गया है 50 लाख टन का, वह ठीक ही है लेकिन उसमें तेजी आनी चाहिये। इस ओर मैं सरकार का विशेष रूप से ध्यान दिलाना चाहता हूँ।

अब दूसरी बात सड़कों के यातायात की आती है। जिस प्रकार शरीर के अन्दर नस नाड़ियां होती हैं और उनसे शरीर की रक्षा होती है उसी प्रकार से किसी देश की सुरक्षा के लिए सड़कों के यातायात का होना और एक स्थान से दूसरे स्थान तक सुविधापूर्वक पहुँचने का प्रबन्ध आवश्यक होता है। आज देखने में यह आता है कि समूचे देश में जितनी सड़कों

## [श्री नरदेव स्नातक]

की आवश्यकता है वह नहीं है। स्वतन्त्रता के पश्चात् पिछले 20 सालों में इस दिशा में इस देश में काफी प्रयत्न किया गया, काफी पैसा भी खर्च किया गया परन्तु फिर भी हमारे देश में सड़कों की जितनी आवश्यकता थी उसमें हथ सफल नहीं हो सके हैं। हमने देखा है कि गर्मी के दिनों में और जाड़ों के दिनों में तो गांवों और कस्बों के लोग किसी न किसी प्रकार शहरों तक पहुँच जाते हैं लेकिन वर्षाऋतु में बड़े बड़े शहरों का सम्बन्ध कस्बों से और गांवों से बिल्कुल टूट जाता है। क्योंकि जो छोटे-छोटे रास्ते और पमडण्डियां होती हैं वे टापू बन जाते हैं और इसलिये आने जाने में बड़ी दिक्कत होती है। प्रान्तीय सरकारें जो हैं वे ज्यादा खर्च नहीं कर सकती हैं इसलिए वे भारत सरकार से पैसे की मांग करती हैं परन्तु भारत सरकार कहती है कि हमारे पास भी पैसा नहीं है। मेरा इस सरकार से कहना है कि पिछले 20 वर्षों में, खासकर सन् 62 में जब चाइना ने हमारे देश पर आक्रमण किया हमारे देश में सड़कों की महत्त्वियत बहुत बढ़ गई है। खासकर उत्तर भारत का हिस्सा, कश्मीर से लेकर प्रायः तक और जो पहाड़ी स्थान हैं उनमें यातायात की बहुत ही असुविधाएँ हैं।

काश्मीर में तो हमारे बड़े-बड़े तीर्थ स्थान भी हैं। केदारनाथ, बद्रीनाथ, गंगोत्री, जमनोत्री आदि बड़े-बड़े तीर्थ स्थान हैं। हमारा देश एक धार्मिक देश है। उन तीर्थ स्थानों पर साल भर लाखों की तादाद में लोगों का आवागमन रहता है लेकिन यात्रियों को उन तीर्थ स्थानों तक पहुँचाने में बड़ी प्रशुविधा रहती है। यह हमारा दो हजार बम्बा चौड़ा जो पहाड़ी क्षेत्र है वह तीर्थ यात्रियों के अतिरिक्त सामरिक महत्त्व भी रखता है क्योंकि उस पार हमारा दुश्मन चीन बैठा हुआ है, उसको सुविधा हो सकती है, दो हजार पीव नम्बा चौड़ा पहाड़ है, वहाँ न कहीं से वह हमला करवे और तब देश पर बहुत बड़ा संकट आ सकता है। इसलिये मेरा निवेदन है

कि उन पहाड़ी स्थानों पर, तीर्थों की दृष्टि से भी और सामरिक दृष्टि से भी सड़कों के निर्माण की सब से अधिक आवश्यकता है ताकि हम दुश्मन को रोक सकें।

हमारे देश में और उत्तर प्रदेश में जी० टी० रोड कलकत्ता से पेशावर तक है जो कि शेरशाह सूरी से पहले की बनी हुई है लेकिन उसकी हालत बहुत खराब है। इतनी बड़ी सड़क हमारे देश में और कोई नहीं है। वह सड़क बहुत महत्वपूर्ण भी है। हमारे उत्तर प्रदेश से भी यह सड़क जाती है। हमने देखा है कि उसकी हालत बड़ी खराब हो रही है, वह सड़क आने जाने का एक बहुत बड़ा साधन है लेकिन सरकार का ध्यान उसकी ओर नहीं जाता है। जब प्रदेशीय सरकार केन्द्रीय सरकार से उसके लिए पैसे की मांग करती है तब केन्द्रीय सरकार कहती है कि हमारे पास पैसा नहीं है। इसलिये इस मन्त्रालय से मेरा निवेदन है और साथ ही डा० राव से भी अप्रार्ह है कि वह इस दिशा में प्रयत्न ध्यान दें और जो हमारी पुगनी जी० टी० रोड है उसका सुधार करने की व्यवस्था करें।

इसके पश्चात् मुझे यह निवेदन करना है कि पहली और दूसरी पंचवर्षीय योजना में मंगा और जमुना पर दो बड़े महत्त्वपूर्ण पुल बनाने की बात थी। कालपी जो कि एक बड़ा प्रच्छा कस्बा है, जो कि लखनऊ, कानपुर, और भाँसी को जोड़ता है, वहाँ पर जमुना पर एक पुल बनाने की योजना पहली और दूसरी योजना में मंजूर की गई परन्तु दुर्भाग्य है कि अभी तक उसकी तरफ कोई ध्यान भी नहीं दिया गया, बनाने की बात तो दूर रही। इसी प्रकार खे हरिद्वार एक बहुत ही महत्त्वपूर्ण तीर्थ स्थान है, वहाँ पर भी गंगा के ऊपर अभी तक पुल का निर्माण नहीं हो सका। प्रायः जानते हैं कि इस देश में नदियों का एक जाज बिछत हुआ है परन्तु बहुत कम स्थानों पर नदियों पर पुल बने हुए

हैं। गांवों और कस्बों को शहरों से जोड़ने के लिए अत्यावश्यक है कि बड़ी बड़ी नदियों पर पुल बनाये जाय लेकिन उसकी तरफ सरकार का ध्यान नहीं जाता है। इसलिये मेरा निवेदन है कि कम से कम जो बड़ी-बड़ी नदियां हैं उन पर, बड़े-बड़े शहरों को कस्बों से जोड़ने के उद्देश्य को लेकर अवश्य पुल बनाये जायें। सरकार का ध्यान इस तरफ बुरन्त जाना चाहिये।

इसके अतिरिक्त मुझे यह निवेदन करना है कि हमारी राजधानी दिल्ली के अन्दर डी० टी० यू० की बसेज चलती हैं। यह इतना बड़ा शहर है जिसकी आबादी करीब 40 लाख हो गई है और बराबर बढ़ रही है लेकिन यहां पर बसों का कोई उचित प्रबन्ध नहीं है। जब यहां पर कांग्रेस का बहुमत था, तब जो दशा थी, वही दशा आज भी है जबकि यहां पर जनसंघ का बहुमत हो गया है। जो यहां पर प्राइवेट बसें चलाई गई हैं उनमें सवारियों को ठूसा जाता है, खिड़की पर लोग लटके रहते हैं जिससे एकसी-डेन्स भी होते हैं। इसकी शिकायतें मंत्रालय के पास भी पहुँची होंगी। इसलिये कम से कम राजधानी में बसों का प्रबन्ध उचित रूप से होना चाहिये। कलकत्ता और बम्बई जो कि दिल्ली से कहीं बड़े शहर हैं वहां पर एक दो मिनट के बाद ही बसें आती जाती हैं, लोग आराम से बैठ जाते हैं और उतर जाते हैं, वहां पर कोई दिक्कत नहीं होती है। परन्तु हमारी राजधानी दिल्ली का दुर्भाग्य है कि यहां पर इतनी बड़ी पापुलेशन के होते हुए भी बसों का कोई ठीक प्रबन्ध नहीं है। इसलिए मेरा मन्त्रालय से निवेदन है कि वह यहां पर बसों का ठीक प्रबन्ध करे। जहां आप और शहरों के लिये प्रबन्ध करें वहां पर सबसे पहले राजधानी की बसों का प्रबन्ध करना चाहिये।

एक बात मुझे और कहनी है। पिछले वर्षों से हम देख रहे हैं कि हमारे जो पड़ोसी देश हैं वे हमारे मित्र नहीं हैं और अगर कोई थोड़े बहुत मित्र हैं भी तो उनका कोई विशेष महत्व नहीं है इसलिये हमारे देश की सामरिक दृष्टि

से अहमियत बढ़ जाती है। सुरक्षा की दृष्टि से हमारे यहां रोडस का होना अत्यावश्यक है। इसलिये मेरा मन्त्रालय से निवेदन है कि चाहे और कहीं कमी भी की जाय लेकिन सड़कों को अवश्य ठीक किया जाये ताकि हमारा युद्ध का सामान इधर से उधर जा सके।

उस के साथ-साथ खाद्यान्न और जो खाने, पीने की या और चीजें हैं वह भी एक स्थान से दूसरे स्थान तक ठीक तरीके से पहुँच सकें। देश की सुरक्षा की दृष्टि से भी यह आवश्यक है कि हमारा खाने, पीने का सामान व अन्य आवश्यक साज सामग्री इधर से उधर आवश्यक-दानुसार तेजी से भेजी जा सकें। इस के लिए मैं मन्त्री महोदय से निवेदन करूंगा कि वह इस ओर सबसे पहले अपना ध्यान दें और कहीं न कहीं से भी रुपया जुटा कर यह सड़कों का निर्माण करें। कस्बों को शहरों से मिलायें और गांवों को कस्बों से मिला कर इस तरीके से देश में आप एक सड़कों का जाल सा बिछा दें और ऐसा यदि हो जाता है तो आप निश्चित समझिये कि आप का देश सामरिक दृष्टि से खाद्यान्न की भी दृष्टि से सुरक्षित रहेगा। व्यापारिक उन्नति भी बिना समुचित यातायात की व्यवस्था के सम्भव नहीं है। इसलिए व्यापार को भी बढ़ाने के लिए हमको रोड्स की अत्यन्त आवश्यकता है। मेरा मन्त्री महोदय से निवेदन है कि यदि वह चाहते हैं देश सुरक्षित रहे, फले, फूले और व्यापारिक व अन्य दृष्टियों से यह देश समृद्धि-क्षाली बने तो वह देश में यातायात की व्यवस्था सुधारने की ओर तत्काल ध्यान दें और अधिक से अधिक सड़कों का देश में निर्माण करें। धन्यवाद।

SHRI KAMALANATHAN (Krishna-giri): Mr. Chairman, at the outset, I have to remark the allocations made for this Ministry appear to be very meagre to cope with the present-day needs of roads and shipping traffic. In spite of the huge revenue collected through road transport, Government still appear to be thinking in the same old orthodox manner, namely, the development of road communications

[Shri Kamalanathan]

is of secondary importance. In any talk or proposal for pruning government expenditure due to financial stringency, the axe never fails to fall on road and road transport development grant.

Many of the proposals made by the Government of India are yet to start. With particular reference to my State, Tamil Nad, I want to present the following facts for the consideration of the Minister in charge of Transport and Shipping.

During the last 15 years, the Government of Madras have been pressing for the construction of an East Coast Road connecting Madras with Cape Comerin along the coast in continuation of National Highway No. 5 which terminates at Madras. In 1965 the State Government had forwarded a preliminary estimate for Rs. 14 crores for the project. The total length of the proposed road is 450 miles. The State Government requested the Government of India to put this road in conformity with national highway standards. In spite of the best efforts made by the State Government, the Government of India appear to be thinking in a different way. It appears the Government of India are not willing to take up this project on the ground that this road runs almost parallel to the existing National Highway No. 45. I am strongly of the opinion that this contention of the Government of India is not correct. Of course, for a very short length upto Villupuram it runs parallel to National Highway No. 45, but after that point the existing National Highway No. 45 runs interior, far away from the coast.

Every year, as a regular feature, the east coast road of Madras is affected by cyclones in the month of October and November resulting in complete breakdown of the communication facilities. Therefore, an all-weather road is very essential to alleviate the sufferings of the people living in the coastal belt.

Moreover, the proposed coastal road will connect the harbours of Madras, Nagapattinam and Tuticorin and will serve the most backward area of Ramanathapuram District and will help moving the sea produce to the marketing centres,

It is really surprising to note that the Government of India considers a gravel road in this area as a road. I do not know how for this gravel road will serve the people in the area during the monsoon period. I request the hon. Minister kindly not to repeat the note put up by his office.

I can quote several instances where the Government of India have financed the construction of roads which are parallel to national highways. I should not be misunderstood as being against them.

MR. CHAIRMAN : That will take the hon. member's time. It is better he takes up his own point.

SHRI KAMALANATHAN - While I agree with these proposals, the Government of India must also consider the East Coast Road for economic considerations to develop the backward area, by taking up the project under the Inter-state Economic Development Scheme.

Yet another project hanging on undecided for the last several years is the construction of a road bridge, the Pamban Bridge, connecting Rameshwaram islands and the mainland of India. While inaugurating the Tuticorin Harbour Project, our late beloved Prime Minister had stressed the importance of the road project to Rameshwaram, but after his death I understand this project has been given low priority.

While commenting on allotments made to Tamil Nad Government in respect of grants controlled by this Ministry, I regret very much to point out that the allotments made during 1967-68 are very meagre. Initially they have given Rs. 4 lakhs and subsequently they raised it to Rs. 5 lakhs. Government may say there are no works and so the allotment was not given, but who asked them not to take up the execution of certain projects sanctioned by the Government of India. Is it not a fact that the construction of the overbridge near Tambaram on National Highway No. 45 sanctioned by the Government of India in 1966 because of the pressure of the Government of Madras was deferred by an order of the Government



of India? Is it also not a fact that a bridge on National Highway No. 5 near Madras sanctioned by the Government of India was not taken up for execution for want of clearance from the Government of India? There is no use of sanctioning it on paper and not executing it. The allotments given to Tamil Nad in respect of E & I and CRF (ordinary) Reserve schemes are very poor, and I am forced to believe that the reason for the poor allotment and resistance offered by the Government of India in sanctioning the projects is due to the existence of a non-Congres Government in Madras State.

I have been hearing about the Sethusamudram project for the last several years, but no tangible results have yet come up on the horizon. I understand that the detailed investigation of the project taken up in 1965 has been completed but the project report has not yet been finalised. This project is being postponed or delayed indefinitely, and this kind of delay in taking decisions will create doubts in the minds of the people about the sincerity of the Government. So, I request that the project may be taken up at least during the Fourth Plan.

Finally, while thanking the Government for giving the green signal for the Tuticorin Harbour Project, I have to express my disappointment because of the poor allotment made for the project in the current year's budget. At this rate of allotment, I fear the project may drag on for several years. For the early completion of this project, I request the Minister to again review the allotment made and see that some more allotment is given to this important project.

I am glad to know that the Minister is taking keen interest in the development of rural road. From my experience and as a member representing Krishnagiri constituency, mostly consisting of backward hill area where the rural population are not having the basic amenity of road communication, I request the hon. Minister to include some of the projects in Tamil Nad in Dharmapuri District under the project for improvement of national roads.

12.00 hrs.

MR. CHAIRMAN: I have an announcement about the cut motions. Hon.

Members may now move the cut motions to Demands for Grants relating to the Ministry of Transport and Shipping, subject to their being otherwise admissible.

SHRI Y. S. KUSHWAH (Bhind): I beg to move

That the Demand under the head Mercantile Marine be reduced by Rs. 100.

[Failure to develop mercantile marine to meet the requirements of the country (35)]

SHRI RAMAVATAR SHASTRI (Patna): I beg to move

That the Demand under the head Ministry of Transport and Shipping be reduced by Rs. 100.

[Failure to effect economy in the departmental expenditure (36)].

That the Demand under the head Ministry of Transport and Shipping be reduced by Rs. 100.

[Failure to reduce the number of secretaries (37)]

That the Demand under the head Ministry of Transport and Shipping be reduced by Rs. 100.

[Failure to increase the amenities given to class III and class IV employees (38)].

That the Demand under the head Ministry of Transport and Shipping be reduced by Rs. 100.

[Failure to check the misuse of staff cars (39)]

That the Demand under the head Roads be reduced by Rs. 100.

[Need to augment the Central Road Fund (42)]

That the demand under the head Roads be reduced by Rs. 100.

[Failure to intensify the construction of central roads (43)]

That the Demand under the head Roads be reduced by Rs. 100.

[Need for expansion of the central highways (44)]

That the demand under the head Roads be reduced by Rs. 100.

[Failure in spreading the net work of central highways in all the corners of the country (45)]

[Shri Ramavatar Shastri]

That the demand under the head Roads be reduced by Rs. 100.

[Failure to pay special attention towards repairs of national highways (46)]

That the demand under the head Roads be reduced by Rs. 100.

[Failure to pay adequate attention towards construction of border roads (47)]

That the demand under the head Roads be reduced by Rs. 100.

[Need to extend the construction work of border roads to strengthen the defence arrangement of the country (48)]

That the demand under the head Roads be reduced by Rs. 100.

[Need to pay utmost attention towards the maintenance of border roads (49)]

That the Demand under the head Roads be reduced by Rs. 100.

[Failure to pay adequate attention towards maintenance of national highways (50)]

That the Demand under the head Roads be reduced by Rs. 100.

[Failure to pay adequate attention towards development of roads (51)]

That the demand under the head Roads be reduced by Rs. 100.

[Need to speed up the work of constructing approach roads of national highways (52)]

That the demand under the head Roads be reduced by Rs. 100.

[Failure to sanction new works relating to national highways (53)]

That the Demand under the Head Roads be reduced by Rs. 100.

[Failure to grant adequate funds for the development of national highways (54)]

That the Demand under the Head Roads be reduced by Rs. 100.

[Failure to pay maximum attention to construct lateral roads (55)]

That the Demand under the Head Roads be reduced by Rs. 100.

[Failure to provide funds for the extension of inter-state roads (56)]

That the Demand under the Head Roads be reduced by Rs. 100.

[Need to further extend the inter-state roads (57)]

That the Demand under the Head Roads be reduced by Rs. 100.

[Failure in preparing a scheme for constructing a bridge over Ganga at Patna (58)]

That the Demand under the Head Roads be reduced by Rs. 100.

[Need to construct a bridge over Ganga at Patna to connect North and South Bihar (59)]

That the Demand under the Head Roads be reduced by Rs. 100.

[Need to construct a bridge over Ganga at Buxar (60)]

That the Demand under the Head Roads be reduced by Rs. 100.

[Failure to grant more funds to States from Central Road Fund (61)]

That the Demand under the Head Roads be reduced by Rs. 100.

[Need to give more grant to States for road building works from Central Road Fund (62)]

That the Demand under the Head Roads be reduced by Rs. 100.

[Need to increase the allocation of Rs. 400 lakhs in the Fourth Plan to States from Central Road Fund for road building works in States (63)]

That the Demand under the Head Roads be reduced by Rs. 100.

[Need to increase the allocation of Rs. 19 crores on building works for the five years ending in 1970-71 under Central Road Fund allocation (64)]

That the Demand under the Head Mercantile Marine be reduced by Rs. 100.

[Unsatisfactory transport arrangements for Haj pilgrim (65)]

That the Demand under the Head Mercantile Marine be reduced by Rs. 100.

[Need to step up maritime trade (66)]

That the Demand under the Head Mercantile Marine be reduced by Rs. 100.

[Failure to develop minor ports (67)]

That the Demand under the Head Mercantile Marine be reduced by Rs. 100.

[Failure to check thefts at ports (68)]

That the Demand under the Head Mercantile Marine be reduced by Rs. 100.

[Failure to improve unsatisfactory arrangements at ports (69)]

That the Demand under the Head Mercantile Marine be reduced by Rs. 100.

[Need for early completion of development work of major ports (70)]

That the Demand under the Head Mercantile Marine be reduced by Rs. 100.

[Failure to build merchant navy satisfactorily (71)]

That the Demand under the Head Mercantile Marine be reduced by Rs. 100.

[Failure to make the country self-dependent in building merchant navy (72)]

MR. CHAIRMAN ; The cut motions are also now before the House.

श्री ध्रुवज्य प्रसाद (बिहार/जंगम) : सभापति महोदय, मैं मन्त्री महोदय का ध्यान दो तीन बातों की ओर दिलाना चाहूँगा। पहली चीज तो यह है कि अभी तक नहीं मालूम क्यों सड़क परिवहन और रेलवे के बीच में सहयोग या समन्वय नहीं हो सका है बल्कि अक्सर में कम्पिटशन और चढ़ा उतारी रही, जिस से दोनों को नुकसान होता रहा है। अगर कोई ऐसा उपाय हो जाय कि दोनों में समन्वय रहे और सड़क परिवहन रेलवे की फीडर्स का काम करें तो अच्छा होगा और दोनों को लाभ पहुंचेगा। इस काम में आप रेलवे से हर तरह से मदद भी ले सकते हैं और पैसा भी ले सकते हैं क्योंकि ऐसे सहयोग से निश्चय ही रेलवे की कामदमनी बंद जायेगी।

वैसे ही यहां पर बात हो चुकी है समुद्री जहाजों की। मैं नदी जहाजों की तरफ आप का ध्यान दिलाना चाहूँगा। बिहार में पहले गंगा पर काफी जहाज चला करते थे। अब भी कभी-कभी दिखाई पड़ते हैं, परन्तु उन की संख्या बहुत कम हो गई है और नदी परिवहन घटता जा रहा है। उस में एक कठिनाई यह भी है कि खलासी, सारंग, भास्टर और दूसरे कार्यकर्ता अभी तक पूर्वी पाकिस्तान से ही आते रहे हैं। इस लिये स्थानीय श्रमिकों को जहाजों का काम सिखा कर तैयार करना पड़ेगा, नहीं

तो यह काम जैसा चाहिये बँसा नहीं हो सकेगा। यह प्रश्न सिर्फ बिहार का ही नहीं है, पूर्वी भारत में और जगहों पर भी, जहां बड़ी नदियां हैं, यह प्रश्न है, चाहे बंगाल हो चाहे असम हो।

सड़कों के बारे में मैं एक बात की तरफ आप का ध्यान दिलाऊंगा कि जी टी रोड पर बिहार में बैसे पुल नहीं हैं जैसे कि बंगाल में हैं। जी० टी० रोड की जिस तरह की स्थिति बंगाल और उत्तर प्रदेश में है वैसी बिहार में नहीं है। नतीजा यह होता है कि जी टी रोड पर बंगाल में लगभग 34 हजार पाउंड तक बोझ ढोने की परमिट आप देते हैं और शायद उतना ही भार आप उत्तर प्रदेश में भी ले जाने की परमिट देते हैं। बिहार ही बंगाल और उत्तर प्रदेश को जोड़ने वाली कड़ी है और बिहार में आप 24 हजार पाउंड से अधिक जाने नहीं देते। तब क्या बंगाल से माल लाने वाले बिहार की सीमा पर अपना माल उतार कर दो ट्रकों के बजाय तीन ट्रकों पर रखेंगे? और इसके लिये तीसरा ट्रक पहले से क्या वे तैयार रखते हैं? जी नहीं, कम से कम ऐसा होता नहीं है। इस के माने यह हैं कि बिहार की सड़क पर उसकी क्षमता से अधिक भार पड़ने के कारण वह खराब होती है और पुलों पर भी खतरा रहता है और जो कुछ रोक थाम आप करना चाहते हैं वह हो नहीं पाती यानी यह कि यहां से वहां तक सारा रास्ता ढंग से चले। इस लिये भी मैं आप से प्रार्थना करूँगा कि बिहार में जितने पुल हैं जी० टी० रोड पर उन की आप मरम्मत कराइये और उन की ताकत बढ़ाइये तथा साथ ही साथ पूरी सड़क की भी इतना मजबूत कीजिये कि वह कलकत्ते से दिल्ली तक एक समान भार ढो सके।

जी टी रोड पर बरही से राजेन्द्र पुल भोकारमा तक की अन्तर करीब 90 मील का है, और यह स्थानीय सरकार को सड़क है, आप की सड़क नहीं है। नतीजा यह हो रहा है कि जो अपना लैंटरल रोड प्रोजेक्ट का पुल है उस का सम्बन्ध जी टी रोड से जैसा चाहिये बँसा नहीं हो पाता, बीच में कमजोर और पतली सड़क पड़ती है। रजौली की घाटी में पुल टूटते

[श्री मृत्युंजय प्रसाद]

हैं गाड़ियां उलटती हैं, यातायात बीच बीच में बंद हो जाता है। अगर सिर्फ इस 90 मील की सड़क की कड़ी आप बिहार सरकार से ले लें, सड़क चौड़ी करें पुल मजबूत करें, और उस को जो टी रोड से मिला दे तो आप का बहुत बड़ा काम हो जाये।

लैटरल रोड प्रोजेक्ट जो उत्तर बिहार में हो रही है वह न सिर्फ उत्तर बिहार के लिये आवश्यक है बल्कि देश की सुरक्षा के लिये भी परमावश्यक है। किन्तु सुनने में आता है कि उस का काम रुक चुका है या उस को पूरा करने में कठिनाई पड़ रही है। यह बात अच्छी नहीं है। उस के रुकने से आप की सुरक्षा को भी खतरा पहुंचता है और जितने पैसे उस में लगाये गये हैं उन का पूरा सदुपयोग नहीं हो पाता है। इस लिये उस को चाहे जैसे हो, आप को पूरा करना ही चाहिये।

डेहरी में सोन नदी पर आप ने पुल बनाया है और साथ ही साथ सोन बराज पर 24 फीट चौड़ी सड़क हो गई है। अगर नदी की दोनों तरफ बंराज तक से अप्रोच रोड्स बना कर जी० टी० रोड से मिला दिये जायें और नये पुल तथा बंराज पर अप और डाउन ट्रैफिक अलग-अलग चालू कर दें तो आप वहां बहुत बड़ा काम कर सकते हैं, नहीं तो ऐसा मालूम पड़ता है कि एक और पुल बना कर के करोड़ों रुपयों का ऐसा खर्च किया जा रहा है जो आवश्यक नहीं था और उस को बचाया जा सकता था। साथ ही साथ डेहरी में जो सोन पर रेलवे का पुल है अगर आप उस में रेलवे के साथ एक सड़क की व्यवस्था कर लेते जैसा कि कोपतवर पुल पर है, तो आप का खर्च बच सकता था और बहुत काम निकल सकता था।

अब गंगा पर पटना में पुल का प्रश्न आता है। हमें यह जान कर बड़ी खुशी हुई है कि आप बक्सर में पुल बना रहे हैं। मैं उस पुल का स्वागत करता हूँ। मोकामा में पुल बन

चुका है, यह बात भी सही है। किन्तु पटना का सम्बन्ध उत्तर बिहार से स्थायी रूप से अभी तक नहीं हो सका है। अभी तक वहां जहाज के जरिये आना जाना पड़ता है, नहीं तो चक्कर काट कर जाना पड़ता है। इस लिये उत्तर बिहार और पटना का कोई सम्बन्ध हुआ ही नहीं यों कहा जा सकता है। जो काम आपके घंटे में हो जाता उस के लिये छः छः घंटे देने पड़ते हैं और बरसात में कभी-कभी तो दो-दो दिन तक रेलवे के जहाजों का चलना बन्द हो जाता है। इस के अनेक उदाहरण हैं कि रेलवे के जहाज बालू में धंस गये हैं और लोगों को चौबीस घंटे तक नदी के बीच में रुका रहना पड़ा है। इस लिये आप इस चीज को नजर-अन्दाज नहीं कर सकते कि पटना का पुल बनने से जो काम होगा वह न बक्सर पुल बनने से होगा और न मोकामा पुल से। इस लिये यह परमावश्यक है, ताकि आगे चल कर के लैटरल रोड मिलाये जाने पर हमारी सुरक्षा की दृष्टि से भी बाकी काम ठीक से हो सके।

इस के अलावा एक प्रशासनिक विषय की ओर भी मैं आप का ध्यान दिलाना चाहूंगा, और वह यह है कि जहां कहीं बजट के अनुसार काम होता है वहां पर पारकिसेन्स ला काम करता है। यानी 31 मार्च के पहले जो डिपार्टमेंट या जो अफसर जितना अधिक खर्च कर लेता है उसकी उतनी अधिक तारीफ होती है और जो किरफायत शारी से काम करके भी पैसे बचा लेता है उस की तारीफ नहीं बल्कि उस की शिकायत होती है। इस लिये सभी कोशिश करते हैं कि काम हो चाहे न हो, कागज पर खाना पूरी जरूर हो जाय और 31 मार्च तक अधिक से अधिक बजट के पैसे खर्च कर दिये जायें। अगर उसी को आप कुछ आगे डाल दें, खास कर के उस प्रोजेक्ट के लिये, उस चीज के लिये जिस की स्वीकृति आप ने दे दी है, अगर वह 31 मार्च तक पूरी नहीं होती है तो इस के लिये 3 महीनों का और समय दे दिया जाय

और वह भी पुराने बजट के पैसे से ही, तो बहुत सुविधा हो जाये और 31 मार्च की गड़बड़ी बहुत कुछ कम हो जाय।

श्री चन्द्र शेखर सिंह (जहानाबाद) : सभा-पति महोदय, हमारा देश बहुत विशाल देश है जिस में कांग्रेस हुकूमत बने हुए बीस वर्ष से अधिक हो गये हैं, लेकिन अपने देश की स्थिति आज भी ऐसी है कि देश के अन्दर बहुत से भागों में लोगों को लम्बे रास्ते पैदल ही चल कर तय करने पड़ते हैं। पहाड़ी इलाकों और बाढ़ से बरबाद इलाकों में आज भी लोगों को कोई सुविधा नहीं है। हमारे इलाके बिहार को ही लिया जाय तो उस की क्या हालत है? गंगा नदी में पटना के निकट पुल न होने के कारण उत्तर बिहार और दक्षिण बिहार के व्यापार, आवागमन तथा आर्थिक एकता तथा सुविधाओं में भारी बाधा पड़ती है। आज सारा बिहार इस बाध पर एक मत है कि पटना में गंगा नदी पर अविलम्ब पुल बनाया जाये।

दुर्भाग्य की बात यह है कि केन्द्र सरकार की ओर से और खुद मंत्री महोदय ने कई बार इस का एलान किया है, तो भी आज तक मालूम पड़ता है कि सरकार किसी कुम्भकरणी नदी में सोई हुई है और बिहार की जनता की इतनी महत्वपूर्ण मांग की ओर केन्द्र सरकार की भारी उपेक्षा है। इस लिये मेरा सुझाव है कि पटना में गंगा नदी पर पुल बनाने की जगह और मिट्टी की जांच समिति की कार्यवाही शीघ्रातिशीघ्र पूरी की जाय। इस के लिये फण्ड की व्यवस्था की जाय तथा इसी वर्ष में इस के लिये ठोस कदम उठाना चाहिये ताकि बिहार के लोगों में यह विश्वास पैदा हो कि केन्द्र सरकार बिहार की मांगों के प्रति सहानुभूति रखती है।

बिहार के दूसरे सवाल को लेते हैं तो देखते हैं कि बिहार की सीमावर्ती सड़कें जो बिहार की सुरक्षा के लिहाज से बहुत जरूरी हैं, उन में सारे काम ठप्प पड़ गये हैं। नेपाल से होती हुई चम्पारण और मुजफ्फरपुर को जोड़ती हुई नेशनल हाईवे के कामों की प्रगति एक दम

धीमी पड़ गई है। साथ ही साथ दरभंगा, सहरसा के सीमावर्ती इलाकों में नेशनल हाईवे के कामों में न विस्तार हो रहा है तथा जो भी काम होने वाले हैं, वे सब अस्तव्यस्त अवस्था में पड़े हुए हैं। इस लिये हमारा सुझाव है कि नेशनल हाईवे नं० 28, 30 और 32 आदि सड़कों के कार्य इस साल में ही पूरे किये जाय। मोतिहारी से मुजफ्फरपुर व मधुबनी होते हुए जो सड़क है, उस को केन्द्र सरकार अपने हाथ में लेकर पूरा करे। सीतामंडी से मेंहसी तक सड़क को पूरा करने के लिये केन्द्र सरकार की ओर से राज्य सरकार को विशेष अनुदान दिया जाय। रक्सौल से कोसी ब्रिज तक नेशनल हाईवे का एक लिक रोड बनाया जाय। क्योंकि ये सभी सीमावर्ती सड़कें हैं।

देश की पुरानी एतिहासिक सड़क ग्रान्ड ट्रंक रोड है, लेकिन आज कांग्रेसी राज्य में उसकी भी बुरी हालत है। उसकी देखरेख और मरम्मत पर पूरा ध्यान नहीं दिया जाता है क्योंकि उस रोड से जाने का कई बार मुझे मौका मिला है। इस लिये मेरा सुझाव है कि ग्रान्ड ट्रंक रोड की मरम्मत की जाय तथा उस को चौड़ा बनाया जाय। इस पर शीघ्र कार्यवाही की जाय, क्योंकि यह बहुत लम्बी रोड है जिस का दिल्ली से लेकर बंगाल तक नाता चलता है।

ब्रह्मपुत्र और गंगा में बहुत से जाहूज चलते हैं। सुनने में आया है कि पटना से चलनेवाले ऐसे जाहूजों को बन्द किया जाने वाला है। हम इस का जोरदार शब्दों में विरोध करते हैं। हमारा सुझाव है कि ब्रह्मपुत्र और गंगा में चलने वाले ऐसे जहाजों का हेड आफिस पटना में ही बनाया जाय और उन को बन्द न किया जाय, क्योंकि इससे हजारों मजदूर बेकार हो जायेंगे। इनके द्वारा सिर्फ आनेजाने का ही सवाल नहीं है बल्कि गंगा नदी के द्वारा व्यापार का बहुत बड़ा सम्बन्ध है। इस लिये मेरा सुझाव है कि गंगा नदी में जो जहाज चलते हैं, उनको न हटाया जाय, जब तक वहां पर कोई दूसरा प्रबन्ध न हो जाय।

[श्री चन्द्र शेखर सिंह]

बक्सर में जो पुल बनने की स्वीकृति दी गई है, उस कार्य को जल्द से जल्द पूरा किया जाय। बिहार में या देश के अन्दर अन्य भागों में जो सड़कें हैं, उनकी हालत दिन-ब-दिन बिगड़ती जा रही है, ऐसी तमाम सड़कों की मरम्मत की जाय। इस में सिर्फ बिहार का ही सवाल नहीं है मैं मध्य प्रदेश से आज ही आया हूँ-भिलाई-राजहौरा के इलाके में, नागपुर के इलाके में सड़कों की हालत, जिनको नेस्तल हाई-वे कहते हैं, उनकी भी हालत बहुत खराब है। इस लिये मैं चाहूँगा इन सड़कों के साथ साथ सीमावर्ती क्षेत्रों की जो सड़कें हैं, उनकी बड़ी पैमाने पर मरम्मत की जाय तथा उन का विस्तार किया जाय। देश की हिफाजत और विकास के लिये सड़कें बहुत महत्वपूर्ण स्थान रखती हैं। जब सीमा पर किसी तरह का हमला होता है, तब हम लोग चिल्लाते हैं कि वहां पर साघत पहुँचाने हैं, इस लिये उन इलाकों में ऐसी व्यवस्था की जाय जिससे दिल्ली और पटना का तमाम शहरों से सीमा के किनारे किनारे का नाता बनता चला जाय, इस लिये उस क्षेत्र में सड़कों का शीघ्रातिशीघ्र विस्तार किया जाय।

परिवहन तथा नौबहन मंत्रालय में उप-मंत्री (श्री जगत वर्मान) : आदरणीय सभापति महोदय, आपने कृपा करके जो थोड़ा सा समय मुझे प्रदान किया है, उसमें मैं केवल सड़कों के सम्बन्ध में कुछ विचार रखना चाहता हूँ। इसमें कोई सन्देह नहीं, जैसा कि अनेक सदस्यों ने बताया है, हमारे देश के आर्थिक विकास में सड़कों का सर्वाधिक महत्व है। इस मंत्रालय से जितने प्रश्न पूछे गये हैं, उनमें सबसे बड़ी संख्या सड़कों के सम्बन्ध में है। आज इस मंत्रालय के बाव-विवाद के अक्षर पर ही जितने कटौती प्रस्तावों की सूचना दी गई है, उन में से अधिकांश सड़कों के सम्बन्ध में हैं। इस लिये यह सिद्ध हो जाता है कि यह पूरा सदन सड़कों के सम्बन्ध में जागरूक है और उन्हें आगे बढ़ाना चाहता है।

मैं यह स्वीकार करने के लिये तैयार हूँ कि हम ने जितनी धाखा की थी उसके अनुकूल सड़कों का विस्तार वहीं हो पाया है। नागपुर में जो चीफ इन्जीनियर्स की बैठक हुई थी, जिसमें 1941 से 1961 तक 20 साल के लिये जो योजना बचाई गई थी, उसका जखम बहुत कुछ पूरा हो गया था, लेकिन 1961 से लेकर 1981 तक 20 वर्षों के लिये जो दूसरी योजना चीफ इन्जीनियर्स ने बनाई, मुझे बड़ा से है कि उसमें हम सफल नहीं हो पाये हैं। इसका कारण आप जानते ही हैं,—चीन का आक्रमण और फिर पाकिस्तान के आक्रमण के कारण देश की आर्थिक स्थिति बिगड़ती चली गई और इस के कारण सड़कों के अनुदान में काफी कमी हुई। इस सम्बन्ध में सदन से मैं यही निवेदन करना चाहता हूँ कि हमें सिविल को अच्छी तरह से समझना चाहिये। हमारा तो सेवा करने का मंत्रालय है; हमारी सर्विसिंग मिनिस्ट्री है। हमारे मंत्रालय को इस कार्य के लिये जो भी छपया दिया जाता है, हम राज्य सरकारों के द्वारा उसका सर्वोत्तम उपयोग करने का प्रयत्न करते हैं तथा सारे देश के अन्दर सड़कों का अधिक से अधिक जाल बिछाना चाहते हैं, परन्तु जैसा कि सदन की ज्ञात है इस बीच सड़कों के अनुदान में बहुत बड़ी कटौती की गई है। उदाहरण के लिये सन 1966-67 में जबकि 51 करोड़ 64 लाख रुपये इस मंत्रालय को केन्द्र की सड़कों के लिये मिला था, 1967-68 में केवल 42.62 करोड़ रुपया मिला और इस वर्ष के बजट में केवल 34.50 करोड़ रुपया रखा गया है। आप जानते ही हैं—हिन्दी की एक कहावत है—जितना गुड़ डाला जायगा उतना ही मीठा होगा। इस लिये इस घनराशि को दृष्टि में रखते हुए जितना भी सड़क विकास के लिये काब किया जा सकता है, वह करने का प्रयत्न किया जा रहा है।

लेकिन मैं एक बात जरूर कहना चाहता हूँ—आदर्शीय मन्त्री जी ने अपने भाषण में यह कहा था कि बहुत सी सड़कें केवल कल्पना-

लोक में है यह बात गलत है। मैं इस बात को स्वीकार करता हूँ कि सड़कों के निर्माण में जितनी प्रगति होनी चाहिए थी, वह नहीं हो रही है, लेकिन हम सब मिल कर यदि प्रयत्न करें और यदि हमें अधिक रूपया उपलब्ध किया जा सके तो मैं विश्वास दिलाना चाहता हूँ कि यह मंत्रालय राज्य सरकारों के सहयोग से सड़कों के निर्माण कार्य को तेजी से आगे बढ़ायेगा।

हमारे देश में जितनी सड़कें बन रही हैं, उन में राष्ट्रीय मुख्य मार्गों, अर्थात् नेशनल हाइवेज, का सर्वाधिक महत्व है और उन्हीं का सीधा उत्तरदायित्व इस मंत्रालय पर है। यह सदन जानता ही है कि जब हमारा देश स्वतंत्र हुआ था, तो ये सड़कें लगभग 13,400 मील लम्बी थीं। अब उन की लम्बाई बढ़ा कर 14,957 मील कर दी गई है। लेकिन अभी बहुत कुछ करना बाकी है। उदाहरण के लिए 250 मील के टुकड़े ऐसे हैं, जिन में अभी तक सड़क नहीं है, 17 नये बड़े पुलों का हमें निर्माण शुरू करना है, लगभग 350 मील सड़कों का स्तर ऊँचा करना है और करीब दस हजार मील लम्बी सड़कों को हम दोहरी (डबल लेन) बनाना चाहते हैं।

इस में कोई सन्देह नहीं है कि इस बीच में खर्च भी बढ़े हैं, रुपये की भी कमी हुई है और सड़कों का रख-रखाव नहीं हो सका है। इस लिए माननीय सदस्यों ने जो यह आलोचना की है कि सड़कों की हालत पहले से बिगडी है, उस को मैं इस आशा के साथ स्वीकार करता हूँ कि वे इस कार्य में हम को सहयोग देने की कृपा करेंगे।

फिर भी इस बीच में कुछ कार्य ऐसे हुए हैं जिन का उल्लेख करना मैं आवश्यक समझता हूँ। आप जानते हैं कि इलाहाबाद में गंगा पर पुल का निर्माण का कार्य बहुत दिनों से रुका पड़ा था। उस को इसी वर्ष हाल ही में शुरू किया गया है और मुझे आशा है कि अगले कुछ वर्षों में वहाँ एक भव्य, विशाल और अभूतपूर्व पुल बन कर तैयार हो जायेगा।

इसी प्रकार गुजरात में भरोच के समीप नर्मदा पर पुल की बड़ी कठिनाई थी। उसे हाल ही में स्वीकार किया गया है और यह आशा की जाती है कि अगले कुछ वर्षों में उस पुलके बन जाने से यातायात में बड़ी सुविधा हो जायेगी।

इतना ही नहीं, बंगाल में कोलाघाट के नजदीक से हल्दिया के नये बन्दरगाह तक एक नई सड़क बनाने की घोषणा केन्द्रीय सरकार ने की है। मैं हाल ही में स्वयं उस स्थान पर गया था। हम उस सड़क को तेजी के साथ बनाने का संकल्प कर रहे हैं और जब तक राष्ट्रीय मुख्य मार्ग बनता है, तब तक हम ने राज्य सरकार से अनुरोध किया है कि उन की वर्तमान सड़कों की हालत ठीक रखी जाये।

हमारे पास समय-समय पर सुभाव आते रहते हैं। हमें राज्य सरकारों से भी सुभाव मिले हैं और माननीय सदस्यों ने भी सुभाव दिये हैं। जैसे, श्री नरदेब स्नातक ने कहा कि काल्पी में यमुना पर पुल बनना चाहिए और जी० टी० रोड की हालत सुधरनी चाहिये। श्री अयरवाल ने भी कुछ सुभाव दिये हैं। यह सब कुछ इस बात पर निर्भर करता है कि चौथी पंच-वर्षीय योजना में हमें कितना रूपया मिलता है। यदि सब माननीय सदस्य प्रयत्न करेंगे, तो चौथी पंच-वर्षीय योजना में.....

श्री सु० कु० तापड़िया (पाली) : गवर्नमेंट को रोड टैक्स से 425 करोड़ रूपया सालाना मिलता है। क्या यह बात ठीक नहीं है ?

श्री भक्त बर्शन : इस बात का जवाब मन्त्री जी देंगे कि हमें टैक्स से कितना रूपया मिल रहा है।

SHRI S. K. TAPURIAH : Then why ask a question like that ? Let him reply.

श्री भक्त बर्शन : श्रीमन्, दूसरी तरह की सड़कों को कहा जाता है रोडज् आफ इन्टर-स्टेट और इकानोमिक इम्पार्टेंस, अर्थात् अन्तर्राज्यीय अथवा आर्थिक महत्व की सड़कें। इस में भी धन की कमी बाधक रही है, लेकिन फिर भी कुछ दो-तीन काम...

श्री सु० कु० तापुरिया : यह गलत स्टेटमेंट है वन की कमी नहीं है।

There is no paucity of funds. Why is he giving a wrong answer ?

MR. CHAIRMAN : The difficulty is that the hon. Member's estimate of the funds may differ from the Government's estimate.

SHRI S. K. TAPURIAH : Let him deny that the figure I give is wrong. The Government gets every year Rs. 425 crores by way of road tax.

श्री नरेश्वर वर्मान : सभापति महोदय, माननीय सदस्य ने जो बात कही है, उसे मैं स्वयं स्वीकार कर रहा हूँ कि सड़कों के टंकल से जितना रुपया मिलता है, वह पूरा का पूरा सड़कों पर नहीं लगाया जाता है। खुद हमारी यही शिकायत रही है, लेकिन हम क्या करें ? अगर हमें वित्त मन्त्रालय से ज्यादा खपचा मिल जाये, तो हम उसे खर्च करने के लिये तैयार हैं। हमारा काम तो खर्च करने का ही है।

मैं निवेदन कर रहा था कि रोडवेज ऑफ इन्टर-स्टेट और इकोनॉमिक इम्पीव्हेंस में सब से बड़ा काम (परिचयी सड़कें) बंस्ट कोस्ट रोड का हो रहा है। महाराष्ट्र, गोआ, मंसूर और केरल, इन चार राज्यों में अरब सागर के तटवर्ती क्षेत्र में यह सड़क बनाई जा रही है, जिस का काम बड़े पैमाने पर चल रहा है। कई विशाल पुलों का निर्माण किया गया है, जिन में से सब से बड़ा पुल मंगोली का पुल है, जिस का उद्घाटन हाल ही में किया गया है। इस के अलावा मंसूर में शारवती और काली नदी पर और गोआ में मंडोवी नदी पर बड़े पुलों का निर्माण किया जा रहा है और मह. उम्मीद की जाती है कि एक-दो वर्षों में यह काम पूरा हो जायेगा।

दूसरा सब से बड़ा कार्य जो इस योजना के अन्तर्गत किया गया था, वह था पाश्चवर्ती मार्ग अर्थात् लंदन रोड का। एक योजना बनाई गई थी कि उत्तर प्रदेश में बरेली से लेकर अस्साम में अमीनगांव तक करीब एक हजार मील लम्बी

एक सड़क बनाई जाये। पहले इस का काम बड़ी तेजी से शुरू हुआ। लेकिन मुझे खेद है कि अब उस के लिये खपचा कम होने की वजह से काम रुका पड़ा है। हाल ही में मुझे उस सड़क के एक बड़े भाग पर जाने का अवसर मिला था। मैंने देखा कि सामान जमा है, पुल अघूरे बने हुए हैं, एप्रोच रोडज नहीं बन रही है। करीब 45 करोड़ रुपया इस सड़क के निर्माण पर अब तक खर्च हो चुका है। लेकिन हम ने वित्त मन्त्रालय की जो योजना दी है, उस के अनुसार अगर हमें लगभग 28 करोड़ रुपया और मिल जाये, तो हम दो वर्षों में इस सड़क को अण्डा हलाल में कर देंगे, ट्रैकिंग के लिए खोल देंगे और इस सम्बन्ध में जो कठिमाई है, वह दूर हो जायेगी। मैं आशा करता हूँ कि सदन इस कार्य में हमें मदद देगा।

तीसरी कार्य इस योजना के अन्तर्गत यह हो रहा है कि वन्धर में गंगा पर एक बड़ा पुल बनाने की योजना हाल ही में स्वीकार की गई है। इस में उत्तर प्रदेश और बिहार की सरकारों और केन्द्रीय सरकार बराबर-बराबर खर्चा देंगी। माननीय मन्त्री जी ने स्वयं उक्त स्थान का निरीक्षण किया है और उसको जल्दी से जल्दी बनाने का प्रयत्न किया जा रहा है।

श्री कमलनाथ ने ईस्ट-कोस्ट रोड और पाम्बन ब्रिज का उल्लेख किया है। मैं बताना चाहता हूँ कि इस बारे में पहले से ही विचार किया जाता रहा है। हम इस में सहायता देने का प्रयत्न कर रहे हैं। आज जब उन्होंने इस ओर हमारा ध्यान आकर्षित किया है, तो हम अवश्य इस के बारे में दोबारा विचार कर के यथाशक्ति सहयोग देने का प्रयत्न करेंगे।

जहाँ तक सीमावर्ती सड़कों अर्थात् बोर्डर रोडज का सम्बन्ध है, उन के लिए एक अलग बॉर्ड बना हुआ है और हमारे डिफेंस मिनिस्टर (रक्षा मन्त्री जी) उन की देख-भाल करते हैं। इस लिए मैं उस सम्बन्ध में कुछ नहीं कहूंगा। लेकिन सामरिक महत्व की सड़कों, स्ट्रेटेजिक रोडज का काम इस बीच में बड़ी तेजी के साथ बढ़ा है, विशेषकर गुजरात, राजस्थान, पंजाब और



जम्मू-काश्मीर राज्यों में। पाकिस्तान से जो हथौड़ी सीमा मिलती है, वहाँ पर सड़कें बनाने का काम काफ़ी तेज़ी के साथ चल रहा है। इस सबसुर पर मैं उन राज्य सरकारों को धन्यनी और से धन्यवाद और बधाई देना चाहता हूँ कि उन के इंजीनियर आदि सब लोग मिल कर इन सड़कों के निर्माण में काफ़ी तेज़ी के साथ काम रहे हैं। मुझे उन के बहुत बड़े खंस पर स्वयं अपने का भ्रमसर मिला है और खरबकर बुजसभ में यह देख कर बड़ा संतोष हुआ कि वहाँ पर बड़े व्यवस्थित ढंग से कार्य किया जा रहा है। वहाँ कच्छ के छोटे रण पर हाल ही में जो नया विद्यालय पुल बनाया गया है। वह पूर्ण होने वाला है। मुझे आशा है कि उस का उद्घाटन कुछ ही दिनों में हो जायेगा। तब गुजरात और कच्छ के बीच के यातायात में बड़ी सुविधा हो जायेगी।

श्रीमान, दो माननीय सदस्यों, श्री अय्यवाल और श्री कमलनाथ ने काशीख क्षेत्रों में सड़कों (रूल रोड) के विकास की ओर हमारा ध्यान आकर्षित किया है। इस के लिए मैं उन को धन्यवाद देना चाहता हूँ। हमारा मन्त्रालय इस सम्बन्ध में पहले से प्रयत्नशील रहा है। अब चौथो-पंचवर्षीय योजना का प्रारूप तैयार किया गया था, तब उस में यह सुझाव दिया गया था कि राज्य सरकारें सड़कों के निर्माण के लिए निम्नी धनराशि निश्चित करें, उस का कम से कम बीस प्रतिशत आभील क्षेत्रों में सड़कों बनाने के लिए निश्चित कर दिया जाये। उसके साथ ही केन्द्रीय सरकार की ओर से यह आश्वासन भी दिया गया था कि आभील क्षेत्रों में जो सड़कें बनाई जायेंगी, उनके लिये चालीस प्रतिशत अंश केन्द्रीय सहायता के रूप में दिया जायेगा।

आप जानते हैं कि चौथी पंच-वर्षीय योजना नये सिरे से बनाई जा रही है। मुझे आशा है कि उस में भी आभील सड़कों के विकास के लिए काफ़ी धनराशि रखी जायेगी। जहाँ तक इस मन्त्रालय का सवाल है, हमारे पिछले डायरेक्टर जनरल, श्री एच० पी० सिन्हा की एक-सद-स्वीय कमेटी नियुक्त की गई है। उन्होंने प्रायः कई आन्तों का दौरा किया है और उन की रिपोर्ट

मिलने वाली है। मैं अपने मन्त्रालय की ओर से सदन को यह विश्वास दिलाना चाहता हूँ कि उन की रिपोर्ट मिलते ही उस पर विचार किया जायेगा और इस काम को तेज़ी के साथ आगे बढ़ाने का प्रयत्न किया जायेगा।

सभापति महोदय, मेरे लिए अब और अधिक कहने को नहीं रह जाता है; क्योंकि अब महत्वपूर्ण सड़कें माननीय मंत्री जी कहेंगे। लेकिन सिर्फ एक बात और कह दूँ।

श्री सुब्रह्मण्यम् महोदय ने श्री श्री चन्द्र शेट्टी सिंह जी ने पटना में गंगा के पुल का खयाल उठाना है। इस बारे में मैं यह स्पष्ट करना चाहता हूँ कि नूँ कि यह राष्ट्रीय मुख्य मार्ग पर नहीं है, इसलिए इसका सीधा उत्तरदायित्व केन्द्रीय सरकार पर नहीं आता। उसकी जिम्मे-दारी बिहार सरकार पर ही है। फिर भी चौथी पंच-वर्षीय योजना में यह व्यवस्था की गई है कि बिहार सरकार को साढ़े चार करोड़ रुपये के रूप में गंगा पर पुलों की बनाने के लिए दिया जायेगा। आदरणीय मंत्री जी पिछले दिनों पटना गये थे। वहाँ उन्होंने घोषणा की थी कि यह रुपये बिहार सरकार को उपलब्ध किया जायेगा, लेकिन निरर्थक बिहार सरकार को करना है। वे इस बारे में जांच-पड़ताल कर रहे हैं और मुझे आशा है कि उसके सम्बन्ध में शीघ्र निर्णय किया जा सकेगा, ताकि काम आगे बढ़ सके।

सभापति महोदय : श्री सुब्रह्मण्यम् महोदय।

श्री ए० सि० सहगल (बिलासपुर) : मैं मंत्री महोदय से एक सवाल पूछना चाहता हूँ। उन्होंने अभी फ़रमाया कि सरकार इन्टर-स्टेट रोड के लिए पैसा खर्च करती है। बिलासपुर से कटघेरा तक, कटघेरा से सरजूज तक और सरजूज से डाल्टनगंज तक जो बिहार में है, सड़क बनाने की योजना सरकार के ठंडे बस्ते में पड़ी हुई है। मैं यह जानना चाहता हूँ कि उस के बारे में क्या कार्यवाही की जा रही है।

कानपुर से हमीरपुर तक सड़क पर यन्त्रों पर पुल बनाने की योजना भी कई बस्तों से वहाँ के लोग इस की मांग कर रहे हैं। मैंने

[श्री अ० हि० सहगल]

वहाँ दौरा किया है। अगर मंत्री महोदय स्वयं जा कर मूआयना करें, तो उन को पता चल जायेगा कि वहाँ के लोगों को कितनी तकलीफ होती है और क्या वहाँ पर पुल बनाने की जरूरत है या नहीं।

**श्री गुणानन्द ठाकुर (सहरसा) :** सभापति महोदय, इस सरकार की पुरानी आदत है जैसी कि अंग्रेजी में एक कहावत है कि **आफ्टर बि डेथ दि डाक्टर कम्स**, मृत्यु के बाद डाक्टर बुलाती है यह सरकार। 20 वर्ष के इतिहास में मैं उदाहरण देना चाहता हूँ कि कब यह सरकार सोचती है इस बात को कि जब इसका कुछ भू भाग दूसरों के हाथ में चला जाता है। नेफा में सड़कें तब बनने लगी जब कि चीनियों ने हमारी जमीन पर कब्जा कर लिया। इसी तरह लद्दाख में तब काम शुरू हुआ, मुझे हाल में ही वहाँ जाने का मौका मिला, जब अक्सार्ड चीन को चीनियों ने ले लिया। लैट्रल रोड का मामला बहुत दिनों से चलता आ रहा है लेकिन जब हमला हुआ चीन का तो उसके ठीक एक साल के बाद लैट्रल रोड का निर्माण शुरू हुआ और बरेली भ्रमीन गांव सड़क बनाने की बात शुरू हुई। जब चीन का हमला खत्म हो गया तो सड़क बनाना भी बन्द हो गया। अब जब फिर हमला होगा और कुछ जमीन जायेगी तो फिर काम शुरू होगा। सभापति महोदय, वह सड़क उत्तर प्रदेश के बरेली से शुरू होती है और नेपाल की सरहद हो कर सीमा से दस बीस मील हट कर के दरभंगा और पूरिया के बीच में जा कर रुक गई है। स्ट्रैटेजी के दृष्टिकोण से, और सुरक्षा के क्वाल से वह सड़क बहुत महत्वपूर्ण है। वह काम आज रुका हुआ है। मैं डा० साहब को, राम सुभग बाबू को तो बधाई दूंगा, लोग कहते हैं कि मन्त्री हो जाते तो अपने यहां काम करवा लेते हैं लेकिन जहाँ कोई मंत्री न हो तो वह क्या करें? पटना में गंगा का लपु खटाई में पड़ा हुआ है। हमेशा इन्वेस्टीगेशन चलता है। कभी मिट्टी की जांच

तो कभी पानी की जांच, कभी किसी चीज की जांच चलती रहती है। मुझे खुशी है कि बक्सर का पुल देखने के लिए राव साहब चले गए लेकिन पटना बिहार की राजधानी है, वहाँ के पुल की यह स्थिति है कि वह अभी तक बैसे ही पड़ा हुआ है।

इस सरकार का काम जो होता है उस के बारे में टैक्सेशन इन्क्वायरी कमीशन ने जो रिपोर्ट दी है, राज्यों और केन्द्र को बंटा हुआ है यह सड़कों का काम, उस में कहा है कि जो राज्यों का काम है, राज्य उसके ऊपर ध्यान देते हैं लेकिन केन्द्र बहुत कम ध्यान देता है। मैं आप को केसकर साहब की रिपोर्ट से पक् कर सुनाता हूँ :

"It will be seen that States, by and large, spend more on road maintenance and development than the revenue they realise from the road transport industry, though there is a considerable divergence between the States. In the case of Central Government, the expenditure on road development and maintenance is considerably less than the revenue they realise from the road transport industry. As against a revenue of the order of Rs. 232 crores during the year 1964-65, the expenditure incurred by the Centre on road development and maintenance was only Rs. 67 crores."

उपाध्यक्ष महोदय, अगर इस दृष्टिकोण से और इस तरह से काम चलाया गया तो आप सोच सकते हैं कि कैसे काम चल सकता है।

आज बन्दरगाहों की क्या हालत है। आप देखिए। जिस देश की 3 हजार मील सीमा समुद्र के इलाके से जुड़ती हो, समुद्र के इलाके से आना जाना होता हो, वहाँ बन्दरगाहों की हालत दिन प्रति दिन बदतर होती जा रही है। मजदूरों के रहने के संबंध में एस्टीमेट्स कमेटी ने जो रिपोर्ट दी है, सभापति महोदय, आप को ताज्जुब होगा कि अभी तक सिर्फ साढ़े ग्यारह प्रतिशत मजदूरों के रहने के लिए घर की व्यवस्था हो सकी तो क्यों नहीं डिस्कन्टेन्टमेंट

होगा ? क्यों नहीं लड़ाई भगड़े की प्रवृत्ति होगी ? विकास का काम कैसे हो सकता है ?

सभापति महोदय, मैं एक ऐसे सूबे से आता हूँ जो सूबा हिन्दुस्तान का सब से पिछड़ा सूबा है और मैं ऐसे इलाके से आता हूँ जो इलाका हिन्दुस्तान के सूबों में भी सबसे पिछड़ा इलाका है। साढ़े आठ मील सड़क महेश्वर से सोनबरसा राय तक नेशनल हाइवे में जोड़ दी जाय तो सुरक्षा के दृष्टिकोण से और रेवेन्यू की बात हो तो रेवेन्यू के दृष्टिकोण से भी वह बड़े महत्व की सड़क होगी। लेकिन इतनी महत्वपूर्ण सड़क को भी आज तक यह मंत्रालय नहीं जोड़ सका जिससे लाखों लाख भ्रामदी इस सुविधा से वंचित रह जाते हैं। एक बाईलेटरल रोड की बात जो चल रही है, घाबरा नदी पर ब्रिज की बात उस में चल रही है, वह आज तक कम्पलीट नहीं हो सका।

सभापति महोदय, जिस देश के अन्दर 80 प्रतिशत लोग देहात में रहते हैं और 20 प्रतिशत शहर में वहाँ ट्रांसपोर्ट की यह व्यवस्था है, मैं टैंक्सेशन एन्क्वायरी कमीशन की रिपोर्ट से ही बता रहा हूँ, साल में 70 हजार दुघटनाएँ जहाँ होती हैं, आप अन्शाजा कर सकते हैं जहाँ 6 हजार इन्सान हर साल इनसे मर जाते हैं और 44 हजार घायल होते हैं, वहाँ के ट्रांसपोर्ट की क्या हालत होगी ? .....(व्यवधान)..... स्टेट गवर्नमेंट से क्या कहें ? स्टेट केन्द्र के ऊपर फौकता है और केन्द्र स्टेट पर फौकता है। मैं खास करके राव साहब से निवेदन करना चाहता हूँ कि आप जरा बिहार की तरफ ध्यान दें। बिहार बहुत पिछड़ा है और खास करके उत्तर बिहार बहुत पिछड़ा हुआ है। उस की समस्याओं को आप देखें। दो तीन जगह आप पुल बना दें, भागलपुर के पास गंगा में मंगेर के पास गंगा में और पटना का पुल तो उत्तर बिहार और दक्षिण बिहार का सम्बन्ध जुड़ जायेगा और औद्योगिक विकास के दृष्टिकोण से भी बिहार का ही नहीं सारे देश का बहुत बड़ा कल्याण होगा।

इन शब्दों के साथ मैं इन के बजट का विरोध करता हूँ चूँकि राव साहब जैसे अर्थ-शास्त्री कोई तरकीब या नई स्कीम इस देश के ट्रांसपोर्ट के विकास में नहीं ला सके।

SHRI R. S. ARUMUGAM (Tenkasi) : While I support the Demands for Grants under the control of the Ministry of Transport and Shipping, I want to say a few words.

First, I take up the Tuticorin port which is older than Madras. Among the existing minor ports, it stands first in trade in India. It is ideally situated. It has never been affected by cyclones. Government have decided to make Tuticorin port a major port and have sanctioned Rs. 5 crores in the Third Five Year Plan out of a total estimated cost of Rs. 24.40 crores. Shore works comprising of construction of staff quarters, roads and bridges, water supply, sewage and electricity and the railway access to the harbour were completed in 1965. Although the off-shore work of north and south breakwaters have been completed for 1000 metres, nearly 3000 metres long are yet to be completed. I recently visited the project and I found that the progress was very poor. This year, Government have sanctioned a sum of Rs 1 crore, as in the revised estimate. Out of Rs. 1 crore, only Rs. 57 lakhs would go to the works and the remaining would go to establishment and other expenditure.

The officers are very anxious to complete the project according to schedule. How will it be possible to do so with this meagre allotment of this year ? I would request Government to allot at least Rs. 4 crores in all this year.

On the Tuticorin-Tirunelveli road an overbridge is being constructed on the harbour railway track. With forethought, anticipating future train traffic to be more, the overbridge may be constructed for a double railway line there.

Meanwhile, I request the hon. Minister to visit Tuticorin as early as possible. Last time, the hon. Minister had postponed his tour. The citizens of Tuticorin are very anxious to welcome the Central Ministers. I request him that he need not please cancel the future programme.

[Shri R. S. Arumugam]

Now, I want to say a few words about the Sethusamudram project. The Sethusamudram Committee was set up by the Government of India in 1955. The committee had decided that the Sethusamudram project was feasible and desirable and had recommended to Government to complete this project within the Second Plan period.

The navigational expert, Capt. J. R. Davies, approving the feasibility and desirability had suggested some changes in the alignment. In August 1963, the then Madras Government had submitted a fresh report estimating the cost at Rs. 21.72 crores. The Estimates Committee of 1964-65 in their 69th. Report had recommended to Government to complete the project as early as possible. I understand this year a provision of Rs. 15,000 has been made in the budget estimate for the scheme.

Anyhow, now I request Government to complete the project work as early as possible so that not only the Tuticorin harbour will gain importance all the more, being the first harbour nearest to the Indian Ocean on the east coast with all facilities for watering, bunkering and repairing, but it will also reduce the distance by saving 434 miles from Tuticorin to Madras.

I am a member of the *T.S. Dufferin Committee*. *T.S. Dufferin*, Bombay, is very old. I request that *T. S.* ship may be replaced as early as possible.

There are many level crossings in the Madras-Cape Comerin National Highway. The closure of the railway gates causes inconvenience to road traffic. I request the hon. Minister to arrange construction of overbridges on this Highway.

Ten years back, the department decided on a by pass road in Koilpatti of Tirunelveli dist. to avoid the two level crossings. It is not completed so far. This may be done as early as possible.

In Tirunelveli Junction, the over-bridge construction is pending for a long time. Early completion will relieve the inconvenience of the public.

Generally, the allotment for the road works is not enough. I request Government to make more allotments.

Amendments to the Motor Vehicles Act are now under consideration. I want to urge five points in this connection.

The Road Transport Inquiry Committee appointed under the chairmanship of Dr. B. V. Keskar, recommended uniformity of tax structure on motor vehicles throughout India. There are variations in so many things including motor vehicles taxes and ordinary filing fees.

In Madras State, a bus operator has to pay Rs. 16,000 for a 50-seater bus per year and the fee for change of bus timings has been raised by the present Government from Re. 1 to Rs. 200. Are these not too much when compared with other States?

The fleet operators of buses which are nationalised by Government are allowed to ply in small bus operators' bus routes by giving temporary permits. Thereby the small bus operators are badly affected. This is the so-called nationalisation policy in Madras State.

16.45 hrs

[Mr. Deputy-Speaker in the Chair]

According to art. 46 of the Constitution the State shall promote the economic interest of the Scheduled Castes.

I request the hon. Minister to provide first priority to applicants form Scheduled Castes while granting permits under the Motor Vehicles Act.

A suitable amendment incorporating such a provision may kindly be made in the Motor Vehicles Act.

Finally, if any driver or conductor grossly misbehaves, there must be a definite provision to take action. Everybody knows that recently conductors and drivers in the Madras Transport system took the law into their own hands.

SHRI MUHAMMED SHERIFF (Ramanathapuram): These conductors and drivers were appointed in the Congress regime.

SHRI R. S. ARUMUGAM: They took out the buses for over 20 hours, mercilessly attacked the students, trespassed into the medical colleges, smashed the windows, ransacked the furniture and destroyed valuable articles belonging to the students

and set fire to the laundry and saloon in the hostel. I request the hon. Minister to bring an amendment to the Motor Vehicles Act which is comprehensive and uniformly applicable throughout India.

**SHRI S. C. SAMANTA (Tamluk) :** There being very limited time at my disposal, I shall only discuss Calcutta port, Haldia port and the navigability of one river Hooghly.

In reply to my Starred Question No. 1098 on 5th April, 1968 the hon. Minister informed me that the expenditure that is incurred annually for dredging operations in the river Hooghly with a view to keeping it navigable for vessels was Rs. 4.54 crores in 1964-65, more than Rs. 5 crores in 1965-66 and about Rs. 7 crores in 1966-67. This is the situation in the river Hooghly. So, Government has taken a decision to have a subsidiary port at Haldia, and Government has taken up the Farakka Barrage project, so that the silting that is there in the river Hooghly may be washed away by the flow from Farakka Barrage.

Every year we are spending more than Rs. 5 crores, while this port of Haldia will be completed at a cost of Rs. 40 crores only. This port which is now being constructed was proposed to be completed in 1967. Actually the construction was to be taken up in 1967.

What was the difficulty? Who is to be blamed for the delay? They say there is necessity; it is not for Bengal; it is for India. One-fourth of the population is being benefited by the Calcutta port. Government has benefited by export and import business through the Calcutta port. The Calcutta port is deteriorating and about the river Hooghly, so many foreign experts a hundred years ago were asked, but when we took it up, what have we been doing? For simple defects and for small reasons we are deferring it. Here, I have been following it up since 1950. This plea, that plea and every other plea has come in regard to this port and who will be responsible for this recurring expenditure on dredging, which runs to crores of rupees? Had it been completed in 1967, we would not have had to incur anything now for this dredging and other purposes. However, the Ministers have changed;

Ministers have come and Ministers have gone. We would expect that the Minister who comes would take it up earnestly and try to finish it, complete it, as early as possible. There should be no other plea to stand in the way of this work.

Just now the hon. Deputy Minister informed us that national highway No. 6 from Kolaghat to Haldia has been designated as highway No. 41 and the construction will go on. I would request you to read the proceedings of the consultative committee on transport. The Transport Ministry is a queer thing. From 1947, if you see, you will find that sometimes it has been Transport and Communication; sometimes transport is tacked with the railways; sometimes it is tagged on to civil aviation. Now, it is Transport and Shipping. This is the Ministry. But what did this ministry do? I was following it up the national highway connecting Haldia. They said, No, no, when they were ready to accept that a national highway should be constructed there, I opposed it. I said, "No; you do not construct one national highway. You expand the State highway." At one time the Minister told me that there will be no Haldia port, I then said "You move on." For five or six years no decision was taken, and when a decision was taken, who will pay the money? The national highway will be constructed, but who will pay the money? The national highway will be constructed, but who will pay the money? The Central Government will pay the money? I had seen the correspondence of the Transport Ministry with the West Bengal Government wherein it is written that you should pay something. For these four years nothing was done. Now it has been published fortunately in December last that it is a national highway and the Ministry has given orders for acquisition of land and other things.

Anticipating that this road will be constructed, the West Bengal Government gave notice some two years back for land acquisition. But when the money did not come, they had to stop it. Now fresh notice is to be issued.

If anybody goes from Kolaghat or Panskura to Haldia, he will be astonished to find the condition of the road. Tony

[Shri S. C. Samanta]

and tons of goods are now being transported by trucks for construction work at Haldia. This road should have been built by this time or the railway line should have been constructed by this time. When I pressed them hard, the Railways told me that when the port will require it, we shall give the railway connection. But when the port said, "Yes, you give it", the railways did not agree. Just now the Deputy Minister is asking the State Government to have the road repaired. Why should the State Government do it? It is your project and you must have your own road. Where is the mistake in calculation? Who has made the mistake? They should be punished. We spend money on the project, but we do not spend it in time. So, we have to incur so much losses. This is the condition of the country.

About ship-building, I have a few points for the minister's consideration. Ships are being built and the Cochin ship-building yard has also been established. Perhaps the minister knows that the proposal first was that a subsidiary port should be put up at Geonkhali. But because of the bars (shoals) beyond Geonkhali, it could not be constructed there and it was done beyond Diamond Harbour. This Geonkhali is at the confluence of the rivers Rupnarain and Hooghly. I would request the minister whether a coastal ship-building yard, a ship-repairing yard and a ship-breaking yard can be built there. If these three are constructed at Geonkhali all of us, including the Government, will be benefited. Geonkhali is connected with Haldia and it is beyond the river, 24 Parganas and Calcutta. The Calcutta Metropolitan Organisation are having the idea that Calcutta upto Haldia will be one city in future.

17.00 hrs.

Lastly, I would request the hon. Minister to see that on Highway No. 25 a road bridge is constructed at Kalpi on the river Jumna. This was included in the First Five Year Plan but yet not taken up for construction. From the defence point of view this is necessary. This is the most backward area of Uttar Pradesh—I am referring to Bundelkhand. I shall be glad

if it is enquired into as to why this bridge has not yet been taken up for construction and immediate action is taken to see that it is constructed so that the people will be greatly benefited.

**श्री हेम राव (कांगड़ा) :** उपाध्यक्ष महोदय, मैं आप का आभारी हूँ कि आप ने मुझे संचार विभाग की बजट डिमांड्स पर बोलने का मौका दिया है। मैं इस मंत्रालय की बजट डिमांड्स को सपोर्ट करने के लिए खड़ा हुआ हूँ। इस मंत्रालय के इंजांज जो मंत्री महोदय हैं, उन को दोनों चीजों का तजुर्बा हो गया है। प्लानिंग के काम का उन को पता चल गया कि किस प्रकार से रुपया फ़ाइनेंस मिनिस्टर से लिया जाता है। अब वह खुद इस संचार मंत्रालय के मन्त्री बन गये हैं तो वह जो उन का तजुर्बा है मुझे पूरी उम्मीद है कि अब उन का वह तजुर्बा काम आयेगा और वह ज्यादा से ज्यादा पैसा फ़ाइनेंस मिनिस्टर से ले सकेंगे।

आज थोड़ी देर पहले हमारे डिप्टी मिनिस्टर साहब ने एक यहाँ पर अपनी बेवसी जाहिर की कि हमारे पास पैसा नहीं है और इसलिए वह जो 20 साला एक प्लान बनाया गया था जिसमें यह रक्खा गया था कि कोई देहात हिन्दुस्तान का वह बड़ी सड़क से पांच मील से अधिक दूरी पर न हो तो वह सारा का सारा नक्शा मटियामेट हो गया और वह इस कारण हो गया क्योंकि पैसा नहीं था। लेकिन मैं आप से अर्ज करना चाहता हूँ कि आज समय आ गया है कि ट्रान्सपोर्ट मंत्रालय वह रुपया हासिल करे जो वह इम्पोर्ट ड्यूटी की सूत में ऐक्साइज ड्यूटी की सूत में, मोटर वैहिकल्स टैक्स की सूत में जो आमदनी हुई है वह 431 करोड़ रुपये के करीब है। यह मिनिस्टर इस बात पर जोर दे और मैं समझता हूँ कि हाउस को भी जोर देना चाहिए कि यह जो रुपया मोटर ट्रान्सपोर्ट से आता है वह सारा का सारा रोड बिल्डिंग और ट्रान्सपोर्ट में खर्च होना चाहिए। इन के डेवलपमेंट पर खर्च होना चाहिए। अगर

ऐसा होता है तो लाजिमी तौर पर सड़कों का जो मामला है वह बहुत हद तक हल हो सकता है।

इस के साथ-साथ मैं उन से एक बात और अर्ज करना चाहता हूँ कि जहां तक यह सड़कों का ताल्लुक है, अब हर एक जगह यह रेलें नहीं हैं।

लेकिन अन्दर के दूर, दूर के जो गांव हैं उन तक यह सड़कें बननी आवश्यक हैं और उन सूदूर गांवों तक मोटरों और बसों वगैरह जा सकती हैं।

बशर्ते कि सड़कें बन जायें और खास तौर पर जो हमारा पहाड़ी क्षेत्र है वहां पर तो ऐसी व्यवस्था होनी और भी आवश्यक है। अब यह रेलें वहां पर तो हैं नहीं और वहां पर सड़कें अच्छी न हों तो पहाड़ी इलाके छोपेन नहीं हो सकते और डिवेलप नहीं हो सकते।

अभी डिप्टी मिनिस्टर साहब ने अपने भाषण में एक लैंडल रोड का यहां पर जिक्र किया था जोकि बरेली से अमीनागांव जायेगी लेकिन उन्होंने ईस्टर्न विंग का ही जिक्र किया, वेस्टर्न विंग जिसका कि ताल्लुक बरेली, बेहराबून, हिमाचल प्रदेश से है और जोकि जम्मू कश्मीर तक जायगा उस का जिक्र उन्होंने नहीं किया। अब उस का भी उतना ही महत्व है। स्ट्रैटिजिक और डिफेंस प्वाएंट फ्रीड्यु से वेस्टर्न विंग का भी उतना ही महत्व है। इसलिए मैं समझता हूँ कि देश की सुरक्षा के लिहाज से इस लैंडल रोड का बहुत महत्व है और वह महज ईस्टर्न विंग की ही तरफ नहीं जानी चाहिए बल्कि वेस्टर्न विंग की भी तरफ जानी चाहिए। मुझे आशा है कि मन्त्री महोदय इस और अवश्य ध्यान देंगे।

एक बात मैं आप से और अर्ज करना चाहता हूँ और वह यह है कि हमारी यूनियन टैरीटरीज के मुताल्लिक इस रिपोर्ट में लिखा हुआ है कि ऐडमिनिस्ट्रेटर को 15 लाख रुपये तक खर्च करने का अधिकार प्राप्त है। हमारी

यूनियन टैरीटरीज का सीधा सम्बन्ध यहां के मन्त्रालय से है और जैसा मैंने कहा वहां के जो ऐडमिनिस्ट्रेटर हैं उन को 15 लाख रुपया तक अपने तौर पर खर्च करने का अधिकार हासिल है। अब हमारा हिमाचल प्रदेश का इलाका है तो वहां के लेफ्टिनेंट गवर्नर को केवल 15 लाख रुपया खर्च करने की इजाजत दी है। हम ने उस प्रदेश के लिए एक असेम्बली भी दी हुई है लेकिन वह इस से ज्यादा की रकम पास नहीं कर सकती है। नतीजा यह होगा कि वहां के जो वजीर हैं या सेक्रेटरीज हैं वह इस के लिए दिल्ली आयेंगे और 15 लाख से ऊपर की जितनी रकम की आवश्यकता होगी उस की मंजूरी वह यहां से करवायेंगे। मैं समझता हूँ कि यह 15 लाख रुपये का प्राविजन जो यूनियन टैरीटरीज के लिए किया गया है वह बहुत कम है क्योंकि पहाड़ में तो यह 15 लाख रुपया 2 मील के सड़क निर्माण कार्य पर ही खर्च हो जायेगा। अब अगर 20-25 मील की सड़क भी बनानी है तो उतना आवश्यक पैसा तो वह मंजूर ही नहीं कर पायेंगे और खर्च नहीं पायेंगे। इसलिए मैं समझता हूँ कि यह जो अधिकार आप ने ऐडमिनिस्ट्रेटर को 15 लाख रुपये का दिया है उसे बढ़ा कर कम से कम 1 करोड़ का कर देना चाहिए ताकि वहां के लिए आवश्यक सड़कें जल्द से जल्द बन कर पूरी हो सकें। यह चीज इसलिए भी आवश्यक हो जाती है क्योंकि वहां पर सीजन बहुत थोड़ा होता है।

यहां पर जो यह इंटरस्टेट ट्रान्सपोर्ट कमिशन बनाया गया है मैं समझता हूँ कि या तो उस के पास पावर्स नहीं हैं और अगर हैं भी तो वह बहुत कम हैं। मैं समझता हूँ कि इंटरस्टेट ट्रान्सपोर्ट कमिशन के पास पूरी ताकत होनी चाहिए ताकि एक स्टेट और दूसरी स्टेट के दरमियान जो भगड़ा है उस का वह निबटारा कर सके।

हमारे यहां एक मंडी कुल्लू रोड ट्रान्सपोर्ट कारपोरेशन है और वह सारे का सारा कुल्लू और हिमाचल प्रदेश से ताल्लुक रखती है लेकिन

[श्री हेम राज]

सस में हरियाणा के भी शेर्यर्स हैं और पंजाब के भी शेर्यर्स हैं। अभी तक उस का फंसला नहीं हो पाया है कि वह किस के पास जायेगी? मैं समझता हूँ कि अब यह एक फंसला कर देना चाहिए कि यह जो इंटर स्टेट ट्रान्सपोर्ट कमिशन है उस के पास पूरे अखत्यारत होने चाहिए ताकि वह जल्दी से जल्दी इन मामलों का फंसला कर दे।

इस के साथ-साथ मैं आप से अर्ज करना चाहता हूँ कि जहाँ तक ट्रिज्म का सम्बन्ध है इसे सरकार ने भी महसूस किया है और मुल्क भी इसे महसूस कर रहा है कि ट्रिज्म से बहुत सारा फारेन ऐक्सचेंज अपनी सरकार के पास आ सकता है। अब यह ट्रिज्म भी ट्रान्सपोर्ट की मार्फत ही बढ़ सकता है। हमें इस के लिए रोड ट्रान्सपोर्ट को बेहतर बनाना है और उस काम को करने के लिए अधिक मे अधिक रुपया खर्च करना चाहिए। अगर इस रोड ट्रान्सपोर्ट के काम को अधिक से अधिक बढ़ावा नहीं दिया गया तो मुल्क का ट्रिज्म का जो काम है वह अधूरा रह जायेगा।

हमारी इस हिन्दुस्तान तिब्बत रोड के मुतालिक आज सुबह एक सवाल हुआ था। वह रोड नारकंडा से होकर जाती है। नारकंडा जोन की ऊंचाई 9000 या 10,000 फुट है जहाँ कि बर्फ पड़ती है और इस बर्फ पड़ने की वजह से वह सड़क कुछ महीनों के लिए बंद हो जाती है दो साल हुए तो पार्लियामेंट के मम्बरों का एक डेलिगेशन इस रोड को देखने के लिए गया था। मैं भी उस डेलिगेशन में गया था। उस डेलिगेशन ने यह सिफारिश की थी कि एक रोड बहाँ कीरतपुर से सोनी जूरी होकर के सलुभज के किनारे किनारे हिन्दुस्तान तिब्बत रोड से मिला दी जाय। मैं समझता हूँ कि उस रोड को हिन्दुस्तान तिब्बत रोड का हिस्सा बन जाना चाहिए ताकि किसी वक्त भी अगर किसी बुझन का हमला हो तो उस हमले को रोकने के लिए यह रोड काम में आये। यह रोड सारा

साल खुली रह सकता है। वह रोड खाल बंदे रोड बनेगी और देश की सुरक्षा के लिहाज से उस का महत्व होगा। इन शब्दों के साथ मैं इस मंत्रालय की बजट डिमांड्स को सपोर्ट करता हूँ।

SHRI C. K. CHAKRAPANI (Ponnani): Mr. Deputy-Speaker, Sir, the Government have asked for grants totalling Rs. 75 crores in the name of development of transport and shipping, which is the most neglected aspect of our planning. The bulk of our international trade is being carried on foreign bottoms and every year we are losing crores of rupees worth of foreign exchange.

So, my charge is that if we have not made our country self-reliant with regard to transport and shipping, it is because of the policy of this Government.

Then, the Government has given about Rs. 110 crores as loans to the shipping development fund during the first three plans and provided Rs. 86 crores for the Fourth Plan, but during the first three plans they did not utilise this amount for building ships indigenously but spent it abroad for the purpose of purchasing ships. At the same time, the invested capital of Hindustan Shipyard is Rs. 6 crores. If the Government had utilised the amount spent for purchasing ships abroad on the manufacture of ships within India, we would have saved a lot of foreign exchange.

The performance of Hindustan Shipyard is not up to the standard. This company produced ships of the value of Rs. 4.91 crores during 1966-67, but to sell these ships a subsidy of Rs. 2 crores had to be given to the customers. This subsidy works out to be more than 40 per cent of the cost of production and this year the Government wants Rs. 2½ crores in the name of subsidy. This is the position of Hindustan Shipyard.

The callousness of the Government towards the second shipyard in Cochin also highlights the total refusal of the Government to march forward towards self-reliance in ship-building. The House has discussed this issue many a time. We do not know what will happen with regard to the Co-



chin shipyard. The Central Government is quite indifferent towards Kerala probably because it is located in Cochin. When other ministries are ignoring Kerala, the Minister of Transport and Shipping is also trying to live up to the notorious reputation.

In this connection I want the Government to pay more attention to minor ports in Kerala. The State Government has approached the Central Government with various developmental programmes. I want that the Central Government should give more funds for the development of minor ports like Ponnani, Azhikkal, Badagara, Cannanore, Beypore etc.

The Cochin shipyard project was to be undertaken during the Second Plan but because out of the estimated cost of Rs. 36 crores, the draft outline of the Fourth Plan has earmarked only Rs. 15 crores, I wonder whether this amount will be made available to the project.

When the public exchequer is spending money for the development of the shipping industry, the private shipping companies are minting money like anything. During 1966-67 Scindia Steam Navigation Company earned a profit of Rs. 2.27 crores; the Great Eastern Shipping earned Rs. 2.29 crores; India Steamship earned Rs. 83 lakhs and Chowgule Steamship earned Rs. 46 lakhs. All these profits were the direct result of fantastic assistance given by the Government from the public exchequer.

With regard to inland transport, the Government has failed to utilise the navigation potential in our country. After taking over the Rivers' Steam Navigation Company, Calcutta, Government did not take any steps to develop inland water transport, with the result that about 3,000 workers should not be absorbed after nationalisation. Instead of giving them alternative jobs, the Transport Ministry behaved like a silent spectator of the starvation conditions of these retrenched employees.

Regarding the road transport industry, the Government has not taken any steps to regulate the conditions. The Motor Transport Workers Act is implemented in its breach. Even the minimum wage recommendations of the various committees are not being implemented. The Central Wage Board for road transport workers have just made a mockery of interim reliefs.

The conditions of port and dock workers are also deteriorating fast and here also wage board recommendations have not been implemented in full.

The Transport Ministry is moving at snail's pace. Strikes of road transport workers and port and dock workers are breaking out in various parts of the country. If the Government persists in its adamant attitude, it will have to face a total paralysation of the transport apparatus sooner or later. I can hope the Government will mend its ways before it is too late.

**SHRI CHINTAMANI PANIGRAHI** (Bhubaneswar): Mr. Deputy-Speaker, Sir, as a professor, Dr. V. K. R. V. Rao understand the problems of shipping very well and, as a planner, he can plan them on the paper also very well but, as a Minister, when he came to implement them, perhaps, he feels himself most helpless.

You will find that whatever problems we have discussed here, Dr. V. K. R. V. Rao himself, as a professor, has expressed himself very often during the last so many years and has understood the shortcomings in the way of development of shipping and he has himself said that at least there should be a ten-year programme for its development and planning. He himself is thinking of it. But so far as I have gone through all the papers, I find that, when he has tried to implement it, perhaps he has failed the most.

I would just take up one or two aspects of it as I have not much time at my disposal. During the last 20 years, the Indian shipping is only having 13 per cent of all our overseas' trade. Even in the case of coastal shipping, we thought that we must be self-sufficient by this time. From 1957 to 1968—I have gathered information upto March—nearly we have paid Rs. 50 crores to the foreign shipping interests for coastal shipping. I want to draw the attention of the hon. Minister to this aspect that by 1971 we are going to import at least 14 million tonnes of crude oil and we shall also be exporting some of the petroleum products by that time. Now, the freight that we are going to pay to the foreign shipping interests only on this one item will be between Rs. 24 to 30 crores. It is hard currency in foreign exchange. We know what a huge drain of foreign exchange amounts to only on one item.

[Shri Chintamani]

of our trade in the import of crude oil and in the export of our petroleum products. If we could have a million tonnes of tankers capacity by this time, if we had planned like that, we could have saved a lot and, if it is Rs. 30 to 40 crores annually, you can imagine how much it comes to in 20 years time.

It has been estimated that during 1965-66 alone—I hope Dr. Rao will correct me if I am wrong—the freight payments for the Indian overseas cargo amounted to Rs. 210 crores and Rs. 170 crores were paid in foreign exchange. Therefore, in view of all the shortcomings, we would like to know, as to the ambitious programme that the hon. Minister is now thinking of for a ten-year period, whether we will be increasing our trade from 13 per cent to 50 per cent. I would like to know at least how much he has progressed. Has he progressed by at least 1 per cent out of this 50 per cent by this time ?

In this connection, I would like to refer to the port of Paradeep. Now, that port has 2 million tonnes capacity. But you will be surprised to know that only 6 lakh tonnes have been exported by now and today a large quantity of iron ore and manganese ore are being diverted to Calcutta and Vizag. It is very well known that the congestion in Calcutta and Visakhapatnam I have got the figures here but I have no time to read them—is terrific. But still, because there is a lack of planning, its capacity of 2 million tonnes is not being utilised. It came as a gift to this Government, because it was not in the Plan, and still the entire iron ore reserves in those areas are not going to be exported even in another 3 or 4 years through Paradip. In the meantime, Japan is exploring other markets, other countries, to have iron ore. But our iron ore will be lying idle in those areas. Therefore, I ask the hon. Minister to look into this problem.

There is the question of diversion of ships. At the Paradeep Port, 60,000 tonnerships can come and carry goods. In 1967, only six ships were there ; by 1968, one or two ships may be there. Therefore, this must be looked into. Paradeep Port is languishing and efforts must be made to improve that facilities, so that all the 2 million tonne capacity can be utilised. We

are glad that the Railway Ministry has sanctioned the construction of the railway line from Cuttack to Paradeep. But at the same time the hon. Minister should impress upon the Railway Minister to have another railway line, from Bimalgarh to Talcher which will cover the entire iron ore belt. What should be the policy of the Transport Ministry ? It should be that wherever there is coal, wherever there are minerals, wherever there is forest, wherever there is industry, at least in those areas, road communications and other communications should be developed...

MR. DEPUTY-SPEAKER : The hon. Member may conclude.

SHRI CHINTAMANI PANIGRAHI : I will conclude in two minutes. I again request the hon. Minister to look into this aspect of the problem.

Then comes the question of minor ports. Looking to the Annual Report for 1967-68, you will be surprised to find that the name of Orissa is not there. There are three or four minor ports including Chilka. I do not know how could the Minister miss this. Perhaps he wants to fill up this missing link while replying and, therefore, he has kept it.

I would again urge upon the hon. Minister to look into the road transport problem. He himself has said, and this is evident from the fact that while there has been a considerable progress in the extension of road mileage, nearly 70 per cent of Indian roads are not motorable all the year round, not to speak of heavy truck movements ; most of the mileage is accounted for by unsurfaced roads. As a Professor, he understands the problem. What do we find here today ? We find that the share of roads in the country's traffic is only a little over 22 per cent whereas it is as high as 92 per cent in USA, 72 per cent in Italy and 59 per cent in U. K. At what point of time—two or three or four years—we can make up this gap ?

MR. DEPUTY-SPEAKER : The hon. Member may please conclude.

SHRI CHINTAMANI PANIGRAHI : One more point and I will finish.

According to the National Development Council, it has been suggested to the State Governments that 20 per cent of the State Plan allocation for roads should be available for rural roads. I would like to know which State Government has really allocated this 20 per cent.

I express my gratitude to the hon. Deputy Minister, Shri Bhakt Darshan, for this. There is one important road of economic importance in my State; for twenty years they have not looked into this. One road from Kandapada to Kantilo, a place of pilgrimage, requires only a minor bridge on the river Kuanria. I am glad, the hon. Minister has taken up this question with the State Government, and I hope the State Government will construct this road and bridge with the assistance of the Ministry here.

MR. DEPUTY-SPEAKER : The hon. Member should conclude.

SHRI CHINTAMANI PANIGRAHI : Only one minute, Sir.

Even in regard to Central Road Fund Allocation, you will find this. I will again draw the attention of the hon. Minister to the last page of this Report. He will find this in the last page. He will find that Orissa got only Rs. 1,13,72,000 and it has spent only Rs. 81,61,000 in 1966-67. It is at the lowest rung in the ladder of all the States. The hon. Minister can find it out.

श्री राम चरण (खुर्जा) : उपाध्यक्ष महोदय, आप देखिये कि बीस साल की आजादी के बाद आज भी हमारी क्या हालत है जहाँ तक सड़कों का सम्बन्ध है, जहाँ तक जहाजरानी का सम्बन्ध है, जहाँ तक शिपिंग फैसिलिटीज का सम्बन्ध है। हमारी कोस्टल लाइन 5600 किलोमीटर है और रूस की 57,000। अब आप देखिये कि रूस के पास कितने बसंज हैं और हमारे पास कितने हैं। रूस के पास 1300 बसंज हैं जबकि हमारे पास केवल 52 बसंज हैं और 29 बसंज के लिए हमने आर्डर दिये हैं। इतने बसंज से केवल चौदह परसेंट माल ही हम अपने बसंज में ढोते हैं और 86 परसेंट जहाजरानी विदेशों जहाजों द्वारा होती है।

अब आप आयल कारगो की बात को लें केवल बीस परसेंट के लिए भारत के पास टैंकर हैं। हम इम्पोर्ट जो करते हैं उसका अस्सी परसेंट तेल विदेशी जहाजों द्वारा इम्पोर्ट होता है। इस से साफ जाहिर है कि बीस साल की आजादी के बाद इस सरकार ने हम को विदेशी जहाजों पर निर्भर बनाये रक्खा है और विदेशी जहाजों से जो हम माल इम्पोर्ट करते हैं या अपना माल एक्सपोर्ट करते हैं उसकी वजह से हम को करोड़ों रुपया फारेन एक्सचेंज में विदेशों को देना पड़ता है।

अब आप टूटीकोरिन को लें। इसका इन्होंने सर्वे किया था। लेकिन सर्वे रिपोर्ट आने के बाद भी उसको इन्वेलमेंट करने की कोशिश इन्होंने नहीं की है। इसी तरह से मैंगलोर पोर्ट की स्कीम को इन्होंने एप्रूव किया है। छोटी प्राजैक्ट है लेकिन फिर भी उसको अभी तक इन्होंने कार्यान्वित करने की कोशिश नहीं की है।

कांडला पोर्ट का जो पाँचवाँ बर्थ है उसको कमिशन होने में छः साल लग गए हैं। अभी तक भी वह पूरा नहीं हुआ है और इसकी वजह से लॉडिंग और अनलोडिंग की बड़ी परेशानी होती है।

जहाँ तक बम्बई और कलकत्ता पोर्ट्स का सम्बन्ध है वहाँ पर डाई डाकिंग फैसिलिटी बहुत ही कम है। इस बात को एस्टीमेट्स कमेटी ने भी अपनी 97 वीं रिपोर्ट में कहा है।

आपने एक प्लान बनाया था कि समुद्र के नमकीन पानी को पीने के काबिल बनाया जाएगा। लेकिन सरकार ने उस स्कीम को ड्राप कर दिया है। इसका कारण यह बताया गया है कि कास्ट बहुत आएगी। यू० एस० ए० ने एक स्कीम बनाई है जिस के अनुसार कम कीमत पर समुद्र के पानी को कनवर्ट कर के उसको पीने के काबिल बनाया जा सकता है। हमें भी ऐसा ही कुछ करना चाहिये और उस पानी को पीने के काबिल बनाना चाहिये।

जहाँ तक जहाजों की रिपेयर की बात है

## [श्री राम चरण]

भारत में जहाजों की रिपेयर करने के लिये कोई खास सुविधा नहीं है। इस ओर भी हमारा ध्यान जाना चाहिये।

शिपिंग की जो हमारी कंपैसेटी है। वह बहुत कम है। जो लाइट हाउसिज हैं वे प्रोल्ड टाइप के हैं और उनका प्रापर रिपेयर और मेंटेनेंस नहीं होता है। इसकी वजह से जो इनफिशोसी है वह बढ़ती जा रही है। लोडिंग और अनलोडिंग का भी सवाल आता है। वह भी कास्टली होता चला जा रहा है। जहां जहाज आ कर ठहरते हैं पोर्ट पर कंपैसेटी न होने की वजह से उनको ज्यादा अर्सा रोकें रखना पड़ता है और उसकी वजह से व्हारफेयर चाजिज पांच सौ परसेंट बढ़ जाते हैं।

अब मैं रोड ट्रांसपोर्ट पर आता हूँ। केसकर कमेटी ने जो रिपोर्ट दी है उसको आज तक अमल में नहीं लाया गया है। बहुत सी स्टेट्स में तो पेंसेंजर टैंक्स पच्चीस परसेंट है जैसे पंजाब में है और कहीं कहीं पर जैसे हिमाचल प्रदेश में वह सवा आठ परसेंट ही हैं। जहां तक फ्रेट टैंक्स का सम्बन्ध है राजस्थान में वह पच्चीस परसेंट है और गुजरात में तीन परसेंट ही है। उड़ीसा और वेस्ट बंगाल में तो कोई टैंक्स है ही नहीं। मैं चाहता हूँ कि या तो सब स्टेट्स में आप इसको समान कर दें या फिर इन टैंक्सों को माफ कर दें।

**श्री रत्नधर सिंह (रोहतक) :** राज् कैसे चलेगा।

**श्री मोल्ह प्रसाद (बांसगाँव) :** आपको हरियाणा की बात कर रहे हैं।

**श्री राम चरण :** एक सा इसको क्यों नहीं करते हैं।

अब आप कीटिकल्स की कीमत को लें। यह भी एक स्टेट और दूसरी स्टेट में डिफर करती है। महाराष्ट्र में जहाँ उसकी कीमत 69,000 है वहाँ राजस्थान में उसकी कीमत

35,000 है। यह जो फर्क है इसको भी खरम किया जाय।

जहां तक बोर्डर रोडज का सम्बन्ध है। मैं कहना चाहता हूँ कि बरेली से अरुम तक जो सड़क बन रही है इसको जल्दी पूरा किया जाय। इस में आपके अफसरों की वजह से रुकावट पैदा की जा रही है। वे चाहते हैं कि इसको डिले किया जाए। लेकिन आप देखेंगे कि अगर इसको डिले किया गया तो इसकी कीमत बढ़ जाएगी। पहले ही इसकी कीमत तीन गुना हो गई है। आप ओरिजिनल एस्टीमेट को देखें और जब यह तैयार हो जाएगी तब आप देखेंगे कि इसकी जो कास्ट है वह फोर टाइम्स हो जायगी। इसको बनाने में अगर हमने और देरी की तो हमें भारी कीमत चुकानी पड़ेगी। डिफेंस आफ दी कन्ट्री के प्वाइंट आफ व्यू से भी यह बहुत जरूरी है कि इस रोड को जल्दी से जल्दी कम्पलीट किया जाय। आप यह भी देखेंगे कि जो मेंटेनेंस कास्ट है वह भी बहुत बढ़ती जा रही है और पी० ए० सी० ने भी इसको प्वाइंट प्राउट किया है। इस तरफ भी ध्यान जाना चाहिये।

अब मैं अपने क्षेत्र के बारे में थोड़ा सा कहना चाहता हूँ। मेरा क्षेत्र दिल्ली के नजदीक है। दिल्ली को सरकार सुन्दर बनाती जा रही है। गुजराल साहब बैठे हुए हैं। दिल्ली को सुन्दर रानी बनाते जा रहे हैं। जमुना के पार मेरा क्षेत्र है जो कि यहां से कोई 15 मील पर है। वहां सड़कें बहुत बुरी हालत में हैं। दिल्ली का तो एरिया 15 ही मील का है और यहां जमुना पर तो चार-चार और पांच-पांच ब्रिज बन सकते हैं। लेकिन दिल्ली और मथुरा के बीच अस्सी मील का टुकड़ा है और वहां पर एक भी ब्रिज नहीं बनाया है। मैं सरकार से प्रार्थना करता हूँ कि जेवर टाउन के पास जो कि बिल्कुल मिडल में है एक जमुना ब्रिज बनाया जाय। यह जमुना पुल डिफेंस के प्वाइंट आफ

व्यू से भी यह बहुत आवश्यक है। अगर इस बीच में कोई एमरजेंसी घा गई और जमुना पुल नहीं बना तो इसका समियाजा सरकार को भुगतना पड़ेगा। जेवर टाउन के पास दोनो सड़कों को लिंक करने के लिये, दिल्ली भागरा रोड को लिंक करने के लिये, जी० टी० रोड को लिंक करने के लिये ओ स्टार्टेड स्ट है तथा मेरठ में जो डिपेंस का हैडक्वार्टर है, उसके लिये स्प्ललाई को बरकरार रखने के लिये इस जमुना पुल से बहुत सुविधा होगी। जेवर पर जब जमुना ब्रिज की मांग की जाती है तो फाइनेंसिस्त का बहाना किया जाता है। मैं समझता हूँ कि नीयत ठीक हो तो फाइनेंसिस्त की कमी नहीं है। अगर आप इस पुल की बना दें तो मैं विश्वासपूर्वक कह सकता हूँ कि जो पुल की कीमत है उसको पांच साल के अंदर पैसेजर्ज पर टैक्स लगा कर या फ्रंट पर सैबी लगा कर बसूल किया जा सकता है। एक पैसा भी आपको अपने पास से खर्च नहीं करना पड़ेगा। यह आप पर भार नहीं होगा। इस लिये मैं कहता चाहता हूँ कि जेवर के पास जिला बुलन्दशहर में इस पुल को तो अब तक जरूर ही बना दिया जाना चाहिये। यह डिपेंस के प्वाइंट आफ व्यू से तो जरूरी है ही तथा कर्मशियल प्वाइंट आफ व्यू से भी जरूरी है, फ्लड कंट्रोल के प्वाइंट आफ व्यू से भी जरूरी है और साथ ही साथ हमारे एरिया का इससे डिपेलेपमेंट भी हो जायेगा। क्रासला कुछ नहीं है। सिर्फ़ आठ मील सड़क बनानी है, जिस से ये दो बड़ी सड़कें मिल जायेंगी। इस समय हमारे जिले में लोगों को आने-जाने के लिये इस रुपये और दो दिन बर्बाद करने पड़ते हैं। इस से उन को राहत मिल जायेगी और साथ ही राजस्थान, पंजाब, मध्य प्रदेश और दू० पी० मिल जायेंगे। इतना ही नहीं, हमारा सारा बार्डर सेफ़ हो जायेगा। मैं ने यह भी सुना है कि इस बारे में एक सरवे भी किया गया था, लेकिन दू० पी० की कांग्रेस सरकार ने इस को ड्राप कर दिया। इस बारे में जल्दी कार्यवाही करनी चाहिये, वरना इन्टरनेशनी के वक्त हमें

समियाजा उठाना पड़ेगा। मैं यह भी कहना चाहता हूँ कि जिला बुलन्दशहर की सड़कें बेकार पड़ी हैं, उन को जरूर बनाया जावे।

**SHRI DATTATRAYA KUNTE** (Kolaba) : We are told that the State has taken over transport by air, railway and road, but as far as my State is concerned, I find that the coastal passenger traffic is not taken over by the State. I really do not know why the State has not taken it over.

Very recently, I made enquiries of the State Minister. He said that they were not taking over this coastal shipping or shipping within the Bombay harbour or the creeks nearby; it is the Centre which is concerned with that and the Centre must agree to it and must think about it.

You will be surprised to find that while we have such a fine harbour in Bombay where annually millions are spent for the betterment of the harbour, once you leave the harbour and go to any of the other harbours on the Bombay coast, conditions there remind us of Vedic times. If at all any changes have come about, the money spent on these harbours upto 1948 came out of the wharfage fee. The wharfage fee was levied, and is being levied, for passenger amenities. Instead of being devoted to that purpose, Government used all this money for building a few piers that are there whether at Rewas, Dabhol or other places. It was in 1948, that Government realised that they owed some responsibility to the public and this money was being used by them wrongly.

I may state that on the west coast, steamers came about 7-8 years before the railway came to Bombay. The House will recollect that the first time the railway came to this country was between Bombay and Thana in 1853. That was also through private enterprise. Since 1888 this wharfage fee is being levied and for about 80 years nothing was being done. Even today what is being done is very tardy. I would really like Government to take over this transport and hand it over to the State transport department. It will not be a difficult economic proposition.

At one stage there was a subsidiary of Sindia's plying between these harbours. But for one reason or other, the Govern-

[Shri Dattatraya Kunte]

ment of Maharashtra quarrelled with them and pushed them out saying that they would not agree to the raising of whatever tariff was there. Then Chougule came in. What do we find? He is asking for a raise of the tariff. Therefore, the position is that one company which was there for 50-60 years was pushed out and another which has come is not interested. He is mainly interested in cargo traffic, not in passenger traffic.

Therefore, it is time the Government of India took this over. I may say that during wartime ships of the BSN were impounded by Government for war work. From that point of view also, taking over of the shipping in the coast is necessary.

Coming nearer Bombay, there is a place called Mandva Rewas from which place annually as many as 6 lakh passengers come to Bombay.

What is the landing facility there? First of all, there are 21 small launches plying, but till last year there used to be a big steamer or a steam launch which could carry 500 passengers in one trip. Even for the small launches there are occasions when the passengers must go out into still smaller boats to reach the so-called pier which is there, and the State Government is not looking after it. They are really daily passengers in one way because most of them have left their families there and work in Bombay. The Maharashtra Government want these people to do the travelling in those 21 launches when they get their turn, when a man would like to go in the morning and return the next day or in the evening. That traffic ought to be taken over. If there are six lakhs passengers per year, the Government will find that it is a paying proposition.

Similarly, across the Uran harbour, the Navy has constructed a wharf at a cost of Rs. 3 crores, but when it comes to passengers traffic, what do we find?—that they must go in small launches and those launches are not able to touch the passenger wharf because the water has receded. I really do not know why the Transport Minister cannot persuade the Navy to allow this passenger transport to use a small part of their wharf. I do not know whether the wharf is fully used at all,

Uran could be a place from where people could go to Bombay. It is across the harbour, only six miles from Bombay, they can carry their cars also. Electricity, water, everything is there. When Bombay is congested, this should be looked into. But somehow or other we find that when we ask the State Government, they say the responsibility and the authority is with the Centre, and when I requested the Central Minister last year, he just said he was asking the Moghul Line whether they could take over the Rewas traffic. He got a reply from the Government of Maharashtra saying that there are 21 launches, and he quietly told me that he is satisfied that the needful is being done. Till 1st April, 1967 there was one ship which carried 500 to 600 passengers in one trip, and now we have 21 launches, the biggest of them having a capacity of only 200, and they are not at all seaworthy. One does not know when they may capsize. This is the condition of areas round about the city of Bombay. People will not believe that this could be possible in the State of Maharashtra which is so advanced.

Coming to roads, the Bombay Poona Road has the highest traffic in the whole of India.

AN HON. MEMBER : No.

SHRI DATTATRAYA KUNTE : You take the statistics, and you will find. It is no use saying no.

Even then, what is the width of the road? It remains as it was. The amount of money collected by way of petrol duty would be so immense, especially from vehicles plying on this road, that the road could be properly widened, but nothing is being done as far as the travelling public is concerned.

Then, it has got a ghat which is four miles, you have to rise as high as 1600 feet. In some places the gradient is as much as 105 feet in one furlong. We were told that new plans are drawn and the steepness would be reduced on this main entry. It is not only between Bombay and Poona, it is really a highway leading to Hyderabad, Bangalore, Madras and other places, but nothing is being done.

Coming to the coastline, we have got the Bombay Goa Coastal Road. I really do not know why it is called a coastal road, because sometimes it is as much as 40 miles away from the sea. If you even get a glimpse of the sea, it is only for 4 or 5 miles out of 200 or 300 miles. I am glad that a highway is being built from Bareilly to Dibrugarh, but when you have such nice scenery on the coast and we have such important ports like Bombay, Morma-gao and Cochin, and smaller ports like Mangalore and Ratangiri are coming up, it is a pity these ports are not properly connected by road.

Secondly, even from the point of view of tourist traffic, if there was a road all along the west coast, from Bombay to Kanya Kumari, it would be really a pleasant drive and it will give relief to the public that stay in those areas. I really do not know why the Government do not make any efforts. As I said, when there are paying propositions such as shipping around the Bombay harbour, either in the Dharamtar creek or Bombay to Uran, why does not Government make an effort where it is a paying proposition? As a matter of fact, I would really say that all this passenger traffic on the sea ought to be taken over and handed over to the State Transport Authorities, and I want to say here that the Minister concerned in the Maharashtra State said that he cannot take it over and give it to the State Transport even if he wanted to unless Delhi agrees to it and thinks about it.

Therefore, these are the difficulties in my part of the country, in my constituency, and I am told by my people there that these are in respect of the Bombay-Poona Road, a national highway, then the Bombay Goa road which is a national highway and then the coastal shipping which we have. This is the tragedy in which the advanced State of Maharashtra lives.

**THE MINISTER OF TRANSPORT AND SHIPPING (DR. V. K. R. V. RAO):** Sir, I must begin by thanking my hon. colleagues especially on the opposite Benches for treating this Ministry with a considerable degree of kindness. Only one hon. Member tried his best—and that too I could not detect enough confidence in his attitude—to show that nothing was really

quite right in this Ministry. I think I would find myself in agreement with some of the points which have been raised by the hon. Members who have spoken on this subject. My hon. friend Shri Masani who opened the discussion stated that his report had been completely ignored and so is the report of the Tarlok Singh Committee and I think he was not sure what has happened to the Keskar Committee report. I am sure Shri Masani knows it; many of the important recommendations made by his Committee have been implemented; for example, the setting up of a separate Planning and Development Wing in the Transport Commissioners' offices in the States, setting up of Motor accidents claims tribunals under the Motor Vehicles Act, setting up of transport advisory committees grant of public carrier permits with State-wide validity, liberalisation of the issue of inter-State and intra-State permits for public carriers and reorganisation of the Transport wing in the Ministry of Transport and Shipping. I am not saying that everything that he has said has been implemented, because as he knows there is the very comprehensive Motor Vehicles (Amendment) Bill that we have introduced. It is waiting for full construction of the Select Committee by the appointment of some Members of the Lok Sabha on it. But we have not ignored the report of which Shri Masani was the distinguished Chairman. In fact, it is not possible, even if you want, to ignore Shri Masani!

About the figures that he gave about the enormous increase that has taken place in road taxation, taxation of road vehicles and road-users and of the failure of expenditure on roads to expand side by side with the increase in taxation, I would not dispute it. There is no doubt that the increase that has taken place in regard to road expenditure has been much less than the increase which has taken place in the revenue obtained by the Central Government and the revenue obtained by the State Governments from various kinds of users of roads.

But simultaneously Mr. Masani also wanted a big reduction in taxation on roads. He knew actually he was leading himself up into a contradictory position. On the one hand he wanted more money to be spent on roads, where I entirely

[Dr. V. K. R. V. Rao]

agree with him. I have not the least doubt that we need to spend much more money on both national highways and State highways than we are doing at the moment. I am not talking of strategic roads or lateral roads, on which we have been incurring substantial expenditure during the last two or three years, but I am very distressed at the sharp deterioration that has taken place during the last two or three years on roads intended for civilian traffic.

He says we must spend more money on roads and simultaneously he says, we must reduce the taxation, excise duty on petrol, etc. Of course, the question is how to balance the two things. His answer was Dr. Rao should show political courage. What political courage? I should go and fight my colleague, the Railway Minister? It is not even an inter-Cabinet quarrel, but it will be a quarrel between two children of the same State, because the Railway Minister happens to come from the same State I come from. It would be most inappropriate for me to hold up some kind of charge against the Railway Minister that his investment is excessive. As a matter of fact, the report to which he referred of the committee presided over in its later stages by Mr. Tarlok Singh, is not at all in conformity with the point of view Mr. Masani has advanced.

SHRI M. R. MASANI: I was referring to the PAC report.

DR. V. K. R. V. RAO: He also mentioned the Tarlok Singh Committee's report, that it has been shelved, etc. That committee on transport co-ordination set up by the Planning Commission of which Mr. Negy was the Chairman for some years and then Mr. Tarlok Singh, who finally drafted and submitted the report—that report does not take the view suggested by the hon. member that we have been overspending on railways and railways are the villain of the piece, that we can save money from railway investment and use it for further road construction. I would suggest, let us not mix up railway investment with investment needed for roads. We should really try to find out in what way additional funds can be made available for the purpose of construction and

maintenance of roads at the national and State level. I do not know what precisely is meant by political courage in dealing with the Finance Minister. One can make representations, argue, discuss, etc., but I am sure Mr. Masani knows, though he has not been a member of the Government, the Finance Minister cannot be bullied, certainly not the Finance Minister who is presiding over the destinies of the finances of the country today. But I am glad he and so many other colleagues of mine took the same view about the need for much more money being spent on roads at the national and State level. I hope I will be able to use this strong opinion expressed in this House to strengthen the consistent and persistent efforts I have been making since I came into this field to see that more funds become available for roads.

I would simultaneously discuss the position about rural roads, of which a number of friends have spoken. The house knows rural roads are entirely within the State sector. There are also so many agencies are in charge of constructing the rural roads.

There are the village panchayats, the zilla parishads, the community development organisation and so on. When I was a member of the Planning Commission dealing with agriculture I took this view very strongly that rural roads form an essential input for agricultural production and therefore it is very important that more money should be spent for rural roads. The Planning Commission recommended to the State Governments that 20 per cent of their outlay on roads should be reserved for rural roads. I think this decision was communicated to them but all sorts of things have happened since the Draft Plan was submitted and the House knows all that very well. I do not think anything significant has emerged so far, as far as strengthening of rural road programme in the country is concerned. We hope that when the new Fourth Plan comes to be drawn up and Shri Sinha's report will be available my Ministry will try its best to see that in the new Fourth Plan a special recommendation is made to see that rural transport gets a much more effective place in the road transport planning.



SHRI CHINTAMANI PANIGRAHI : What about the crash programme that you proposed.

DR. V. K. R. V. RAO : It is no good thinking about crash programme because it is entirely in the State sector. We have to induce them and create public opinion. That is the one thing that I have been trying to do in this connection, and that is why I am grateful to hon. Members who have spoken about it, it is necessary to create some kind of a pressure, some kind of public opinion even in the States because rural roads do not command much importance as far as political opinion is concerned. The reason is that rural opinion on this subject is not sufficiently articulate and even if it is articulate it is not sufficiently organised. Therefore, it does not carry importance in the same way as, for example, roads in more important political centres.

Shri Masani demanded consideration of the Keskar Report. We have given notice of a motion for discussion of the Keskar Committee Report in this House. So far the Business Advisory Committee has not given us any time for this. I do hope some time will be available in this House for a discussion of the Keskar Committee Report. Anyway, the House will be glad to know that the report has been sent to all the State Governments and they are being reminded to send their comments. Probably some time in June I propose to have a meeting of the Transport Development Council at which both the Ministers of Roads and Road Transport from all states will be present to discuss the recommendations of the Keskar Committee Report, and to the extent there is agreement we will try and see that they get incorporated in the amending Bill that will be placed before the Select Committee on the Motor Vehicles Taxation Bill.

I must also refer to a number of suggestions which have been made by hon. Members. They have spoken about a bridge here or a bridge there, a road there or a highway here and so on. Obviously, it would not be possible for me during the course of a brief reply to refer to each individual case that has been mentioned. But I would like to give them an assurance that we will make a very careful study of

the records of this discussion and whenever any specific reference has been made to any particular national highway or a bridge I shall see that all those cases are speedily investigated by the Ministry and to the extent any action is possible, of course subject to the financial limitation that is there, necessary action is taken.

I would like in passing to express my sympathy to this business of lack of communication between North Bihar and South Bihar. There is no doubt in my mind that bridge facilities in our country are not adequate compared to bridge facilities that exist in many other countries. Similar is the case about proportion of roads to total area. All that to some extent is part of the fact that our country is under-developed. Regarding Patna bridge my colleague Shri Bhakt Darshan has already spoken. There the position is that the State Government has not yet made up its final plans. They had a consulting firm. I think their report is ready. It is going to cost a lot of money, probably something like Rs. 20 crores to Rs. 25 crores. I think they are trying to find some method by which this could be financed. As far as the Central Government is concerned, we have already given a promise of Rs. 4½ crores. Rs. 9 crores will be available for Ganga Bridges—Rs. 4½ crores to Uttar Pradesh and Rs. 4½ crores to Bihar. It is open to the Government to spend all that money on the Patna Bridge.

Then I come to the question of shipping. A number of hon. Members have referred to the fact that we have not done enough to increase shipping, that we are still carrying so much of the cargo in foreign bottoms and so on. We are very much aware of the need for increasing the shipping fleet in this country. Just one thing I want to mention here. We have increased our shipping. As a matter of fact, if we take the position which obtained some time ago, even 5 or 6 years ago, the share of Indian ships in the overseas trade was only round about 6.5 per cent. Now it has gone up to 13.5 or 13.6 per cent and this, mind you, when the trade is expanding. Our intention is to try to take it up to 30 per cent, if possible, in the course of the next few years and then, ultimately, to 50 per cent which is

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normally the maximum that one can get of the traffic in overseas shipping. So, the progress which has been made by Indian shipping is not unsatisfactory. As a matter of fact, we have already reached 2 million tons GRT and about 6 lakhs tons of shipping are on order, and the composition of the ships is exactly on the lines which have been suggested. We are ordering more tankers, more bulk carriers and larger ships than was the case before.

Incidentally, a point was made by my hon. friend, I think it was Shri Panigrahi, who was good enough to refer to me as a Professor and planner and assumed that a professor-cum-planner can be a bad implementer. I do not think it necessarily follows. I would like to tell my hon. friend that as a matter of fact we are doing exactly what he is suggesting. With the co-operation of my colleague in the Ministry of Petroleum and Chemicals, and also following business principles, already we have arranged for the tankers. When the Cochin refinery comes up, our tankers in the public sector will be supplying the crude oil. Regarding the Madras refinery also, orders have been placed for 77,000 ton tankers which will be ready by the time the Madras Refinery comes into existence. The harbour is also getting ready for larger ships. Similarly, we have got plans to see that before the Haldia Refinery comes into existence the necessary tankers are made available in the public sector. Therefore, I should like to ask my hon. friend Shri Panigrahi, for whom I have great regard, that he should not think quite so sceptically about professors and planners just because they have been teaching, just because they have sat on the Planning Commission. It is quite possible even for a Professor and planner sometimes at least to be reasonably effective.

Then, a question was also raised about Dufferin. I want to inform the House that a policy decision has already been taken that Dufferin will be replaced by a floating ship. There was some discussion going on whether it should be a floating ship or a stationary ship, but now a decision has been taken to replace it by a floating ship and orders will be placed as soon as financial clearance comes from the Government.

Regarding Konkan, I knew that my

hon. friend, Shri Kunte, whom I have known for, I do not know, probably 40 years, would refer to this question. As soon as he came to the House I knew that he was bound to raise this question. As far as Uran is concerned, about which he referred to I could only state what I have been told by his own government, a government of which he was a distinguished ornament, because he was keeping all the Ministers in order, for a course of nearly five years, I think. Since he has again reverted to the subject and has expressed dissatisfaction. I am prepared to make a further investigation. I will ask both the Mughal lines and the Shipping Corporation line to see whether it is possible that anything could be done.

Regarding the larger question of the coastal shipping in Bombay he says that the Maharashtra Government says that they cannot do anything unless the Central Government gives them permission. The position is not so easy as all that. When Shri Kunte says "take it over and give it to them" what does he mean? Do I take it over? Do I nationalise coastal shipping? Is that the proposal? If I nationalise it do I nationalise it in the Central sector? Do the Central Government run it or do I give it over to the State Government? And what are the economics of it? As a matter of fact, the coastal shipping economics at the moment is, as has been pointed out already by one or two speakers, rather in a difficult position.

18.00 hrs.

The coastal freight and passenger rates have not been increased. The decision has been pending—I hope, soon I will take a decision—on the 7 per cent rise which has been suggested by the committee. During the same period, I think, the Maharashtra Government has raised the fare on the road transport by 50 per cent covering the same route. They are not particularly happy even at the idea that we accept this committee's recommendation of raising the rate by 7 per cent. They are trying to put all sorts of conditions and ifs and buts if their consent is to be obtained for raising the rate by 7 per cent.

Therefore the problem is not easy. I think, one has got to go into it because no service can run unless it is economic. Certainly, if the Maharashtra Government wants to go in for coastal shipping, there is nothing to prevent them from doing so. So far I have not had any indication from them to the effect, but I do recognise the difficulty not so much because of the high rates but, as you also know because you also come from that part of the world, it is really the difficulty of these minor ports where the coastal boats cannot touch, where they have to stand at a distance and people I am told, have to jump from the ships into the boats. It is very unpleasant, specially when a man is ill or old.

MR. DEPUTY-SPEAKER : It is an ordeal.

DR. V. K. R. V. RAO : I can well believe it. That is largely because these ports have not been dredged. There has not been proper looking after these ports. The jetties must be there and the ports must be dredged. The vessel must go alongside and be given that facility.

We are trying to see whether a dredger could be located but it will take a little time. But certainly we are seized of the proposal. However, I must say that it is entirely the responsibility of the State Government. The minor ports are the responsibility of the State Government. We are prepared to give them technical assistance. We are prepared to help them and see that they get foreign exchange for the purpose of getting a dredger or help them in getting a dredger constructed within India. But the State Government, I am afraid, cannot escape its responsibility of seeing that the minor ports in Maharashtra are kept in such a condition that it is possible for coastal vessels to go alongside and they are given the facilities that are required for passengers.

Regarding the general question of coastal shipping, we have received the report of the National Shipping Board Sub-committee and we are going to examine it. Again, it involves very complicated questions of economics and finance and I do not quite see how we are going to solve those problems. But we shall examine it in consultation with ministries concerned. At a later stage I hope it will be possible to see that

something effective is done regarding coastal shipping.

Then, regarding the Cochin shipyard, I think, my hon. friend, Shri Chakrapani—I do not think I see him here—suggested why we spent all this money on buying ships and that if we had spent the money on constructing ships we would have saved so much foreign exchange and so on. I am sure, he is aware that it is not a question of immediate substitutability, buying ships from abroad or using that money for constructing ships within the country. I do not want to go into the controversy because the House has been extremely generous. I will simply say that we are trying to see that we go ahead with the Cochin shipyard project. We have received the revised lay-out of the shipyard from Japan and we have asked them a number of questions regarding further negotiations not only for completing the revised project but also for consultancy in ship construction and so on. If a satisfactory reply is received, as I hope we will get one, I hope to send out a team from this country to Japan to have negotiations with the company with whom we want collaboration. So, I would again assure my hon. friends from Kerala about that.

I thought, they would give a pat on the back as I was concerned, I am going to the Kerala State in the next few days at the invitation of a very respectable member in the Kerala Cabinet, Shri Imbichi Bawa, who is going to go round with me. I am sure, his name is very well known to Shri Jyotirmoy Basu. I am going to see all these minor ports and to the extent that anything can be done by us, we will certainly do so. I do not think that it is right to say that the Ministry of Transport is going like a snail. You may say that we are not going like a greyhound, but going like a snail is a little too much to describe the pace at which the Ministry of Transport and Shipping is working.

SHRI INDRAJIT GUPTA (Alipore) : What does he mean by a respectable member of the Cabinet? Are there some members who are not respectable?

DR. V. K. R. V. RAO : I am surprised, my hon. friend, Shri Indrajit Gupta, for whose linguistic proficiency I have got the highest respect, should have tried to put this interpretation on what I said. It only

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shows that even in the case of such a sophisticated and scholarly colleague like Shri Indrajit Gupta some times this happens. I do not know; it may be party feeling or it may be due to the distance that separates the two benches. But I am sure, he knows that I was not trying to draw any distinction between members of Cabinet. All that I wanted to say that Shri Imbichi Bawa is a distinguished member of the Communist Party (Marxist) and a member of the Kerala Government and, I do not think, he is so dissatisfied with what the Government of India is doing for Kerala.

Then, regarding the Tuticorin project; I entirely agree that the money that has been provided this year is adequate and I am not happy with only Rs. 1 crore. I hope it will be possible to get more money to be provided. But I can assure my hon. friend that it is not going to be Rs. 1 crores a year. If it is Rs. 1 crore a year, it will take a decade and a half before the Tuticorin project gets completed. That is not going to be the case. Even this year, we hope the financial position will improve and, as far as I am concerned, we shall try and see what can be done to improve the allotment for the Tuticorin project.

Regarding the invitation to Tuticorin, I am going to Tuticorin on the 6th and 7th June. I will also look at the eastcoast road to which a reference has been made by my hon. friend. But from what I have studied from the files, I am not really satisfied that on the basis of present moment of priorities, the eastcoast national highway is needed. But we are considering the construction of all the missing links. In any case, I am going to look into it.

Regarding the Sethusamudram project, I would request the House to forgive me. I think, the Sethusamudram project report is ready. I am not sure whether it has been received. I have not seen it; it has not come to my table. But I should like to point out to House that the Tuticorin project is not linked with the Sethusamudram project. I think, it is very important for us to remember that. If I had got it linked the Tuticorin project would never have gone under way. The Tuticorin project is a project by itself.

The Sethusamudram project is a very big project. It involves a great number of considerations. It involves not only a very heavy investment but it also involves national and international questions and so on. I would beg of my friends in the Opposition because I do believe that all of us, ultimately, have the national interest at heart even though we may have party differences let the Tuticorin project go through. It is difficult enough that we are trying to set it on foot. The money we have got is most inadequate. Let the Tuticorin project get completed. In the meanwhile, let us not rouse further dissatisfaction and distrust and frustration by putting before them things which are not capable of immediate implementation. I think, my friends in the Opposition, certainly, the D. M. K. friends will agree because they constitute a Government and they are becoming aware, as we are aware in in the Congress Government, that public dissatisfaction and frustration, whatever may be the cause, is not helpful to the maintenance of law and order and does create problems for those who sit on the Treasury Benches. I would like to request my friends in the D.M.K.—I have said it in Madurai; I am repeating here what I said there and it has been published in Tamil papers—not to start the Sethusamudram project now. Let them wait. After all, it is bound to come sooner or later. Let them pay their concentrated attention on the Tuticorin project and, after a year or two or three let them come back to it. But just now, in view of the situation in the country, I would request them not to put this proposal forward as something which is urgent. They can go on record and I do not think they should press for it.

**SHRI G. VISHWANATHAN** (Wandiwash) : What is the international question involved ?

**DR. V. K. R. V. RAO** : I do not know. This is a vague idea that I have gathered by reading here and there about it because, I think, Ceylone is there, India is there, and, I think, it will either go round Ceylon or cut the distance. I do not know.

SHRI V. KRISHNAMOORTHY (Cuddalore) : You want to benefit the Ceylon Government by allowing the ships to cross the island.

DR. V. K. R. V. RAO : I do not want to get involved in international discussions. I should not have mentioned the international aspect. But all that I want to tell you.....

SHRI V. KRISHNAMOORTHY : You are serving the interests of the Ceylon Government.

DR. V. K. R. V. RAO : I strongly repudiate what my hon. friend says. I am surprised at Shri Krishnamoorthi saying that. I am not standing here to serve the interests of Ceylon. He knows very well. I am here to serve the interests of India. All that I have said is that this is a project on which we should go slow. That is what I said.

Regarding Haldia, I was highly impressed by the energy and the feeling that was shown by hon. friend, Shri Samanta. I have looked at him as an extremely benign and completely non-violent person. But seeing the amount of enthusiasm and passion that he showed, I can assure him that even if I had not myself intended to go all out to see that the Haldia project gets completed in time, after listening to him, I shall, certainly, see that I go all out to get it completed.

I can say that the Haldia project is proceeding according to plan, and the latest thing, which I am sure will please him, is that the contract has been given for the construction of ore-loading as well as coal-loading plant in Haldia. As he knows, we have sanctioned the only new national highway leading to Haldia; nothing else has been sanctioned during the last two years. I can assure him that we are very much interested in seeing that the Haldia project is completed as quickly as possible because the Calcutta Port is in a very bad way, and, as I said, Farakka on the one hand and Haldia on the other will certainly make the position of Calcutta Port very much better and much more viable than has been the case so far.

DR. MAITREYEE BASU (Darjeeling) : I want to know whether Haldia is going to

be separate port or a part of the Calcutta Port, (Interruptions) Is it going to be a separate port or a dock system ?

DR. V. K. R. V. RAO : I am a little nervous because Dr. Maitreyee Basu is the head of a big labour organisation. When she says 'dock labour', I do not know what the implications are. What I want to tell the House is this that organisationally and financially, Haldia Port has been treated as a port of Calcutta Port; it will be a satellite of the Calcutta Port; it will not be an independent port trust...

DR. MAITREYEE BASU : It is not even an auxiliary port ?

DR. V. K. R. V. RAO : I do not know.

I think, I have, more or less, covered most of the problems that have been raised by the hon. members, and I would like to take a few minutes to say one or two things myself, regarding bridges, regarding laden weight, etc.... (Interruptions).

श्री सिद्ध नरामय्य (बस्ती) : राम जानकी रोड बनाने का भी जापको इंतजाम करना चाहिये। It is a very important road.

श्री रामावतार शास्त्री : इनलैंड रिबर नैविगेशन के बारे में भी कुछ कहिये।

DR. V. K. R. V. RAO : I have already said that, as far as roads and other things are concerned, they will be looked into.

SHRI SHEO NARAIN : It is a very important road.

DR. V. K. R. V. RAO : What Mr. Sheo Narain has said is also on record. That will also be examined.

SHRI SHEO NARAIN : Today the Central Government is responsible for U.P. There is President's rule there. The road must be completed within nine months.

MR. DEPUTY-SPEAKER : He has already given an assurance on the floor of the House. What Mr. Sheo Narain has said will also be looked into. This is a firm assurance.

DR. V. K. R. V. RAO : Normally, Mr. Sheo Narain is always present in the House, but today he must have been a little busy outside. I have already said this and I will repeat it because I do not want to offend him; he is a good and sincere person. I said that there are so many important points which have been raised on individual bridges, roads and so on; it is not possible for me to deal with all of them in the course of my reply. As I have said, the record is there which contains what exactly the members have stated, and wherever a reference is made to a specific road or bridge, it will be fully examined by the Ministry and such possible action, as is consistent with the financial resources, will be taken.

Regarding inland water transport, I am very glad that my attention has been redrawn to that particular question. I think, there is some misunderstanding...

SHRI SHEO NARAIN : I want to tell Dr. RAO that the Prime Minister and our speaker, when he was the Minister of this portfolio, went to Faridabad and saw this. It is a very important road. I think, Government will pay attention to it.

MR. DEPUTY-SPEAKER : He wants to put this on record.

SHRI SHEO NARAIN : Let him not take it in such a simple way. The record alone will not solve the problem.

DR. V. K. R. V. RAO : Regarding the question of inland water transport, the whole question of the development of inland waterways, as far as the Constitution is concerned, in the State sector. Unless the Centre declares an inland waterway as a national waterway, it is in the State sector. But we have been feeling that something has got to be done to look into the development of inland waterways. For that purpose, if the hon. Member will see the report, he will find that not only have we set up an inland water transport directorate within the Ministry which provides technical assistance, but we are also going to formulate specific schemes in selected regions so designed that inland water transport functions as an integral part of a composite transport network serving the region as a

whole. The States particularly concerned are Assam,—for which we have already appointed a committee under the chairmanship of Shri Bhagvati, a member of Parliament, to look into the question of water transport there,—Bihar, and West Bengal; I think Orissa comes in a little bit, and Andhra Pradesh comes in a little bit, and Kerala also comes in. So, we are trying to look at the question from the regional point of view to find out the regions where inland water transport can be developed. We have set up a steering committee in the Ministry, consisting of the representatives of the Ministry of Transport and Shipping, the Ministry of Railways, Ministry of Irrigation and Power and the Planning Commission to study the potentialities of inland water transport in selected regions.

Two things are taken up. The first one is on the Ganga and the second one is on the Brahmaputra. Actually, I am myself so much interested in the subject, and I know that several of my colleagues in this House are also interested in it. I propose to have a committee set up on the subject to go into the possibilities of developing inland water transport. I also propose to request some Members of Parliament to serve on this committee because I think this is not a question which should be looked at only from the experts' angle, but I want a little bit of sentiment and enthusiasm to be brought into it. So, I do propose to set up a committee on the subject.

Regarding shipping, I would like to tell the House that the kind of changes that have taken place in the course of the last three or four years in shipping technology and harbour technology are such that unless we also fall in line with these changes, we are going to find ourselves in great difficulties, because our exports depend very much on the competitiveness of freight rates.

Therefore, we have got a big programme for modernisation of our ports and also for modernisation of our shipping fleet. A major ports commission has been set up, as the House knows, under the chairmanship of Shri Venkataraman, Member, Planning Commission, in charge of transport, to go into it.

In the meanwhile, we are not merely setting up a commission and planning only for the future, but we are going ahead with the programme of some ports. Already, Haldia dock has been mentioned. Then, there is the Madras outer harbour. Only a few days back, the dredging contract has been given, and the dredging has started for the outer harbour in Madras, and we hope that the work will now go ahead and we shall be ready in time for the refinery.

In the case of Mormugao our application for loan is now pending before the World Bank; all our schemes are ready for the purpose of modernising the Goa port not only for having mechanical loading facilities and so on but also for having a draft which will enable ships not only of 60,000 tonnes but even of 100,000 tonnes possibly to come into the port. Recently, a Japanese team came to this country. They wanted to increase the exports of iron ore from India to Japan. In fact, I asked them one thing, and I want to say this for the benefit of my hon. friend Shri Chintamani Panigrahi; because I have got a small soft corner for Orissa, I had been to Paradip myself. Having been to Paradip, I saw that there was nothing there except the port. I asked those Japanese people whether it was not possible to have the extra iron ore go through Paradip port. They said "You do not know your geography", and they showed me the map and said that Bailadilla ore was very much nearer to Visakhapatnam; it was nowhere nearer to Paradip. Therefore, a detailed report is now awaited, and we are contemplating to construct an outer harbour in Visakhapatnam.

So, quite apart from the recommendations that may come from the major ports commission, as it is, work is going on in Haldia, work is going on the Madras, and I hope that the work will shortly commence in Goa, and I hope the work will also commence fairly soon in Visakhapatnam. We have also got two new ports at Tuticorin and Mangalore on which we are working.

Therefore, we are going ahead with port development.

**SHRI SRINIBAS MISRA (Cuttack):** Is Bailadilla nearer to Visakhapatnam? Is that the report of the Japanese team?

**DR. V. K. R. V. RAO:** Very much so.

**SHRI SRINIBAS MISRA:** No, never. You cannot change geography.

**DR. V. K. R. V. RAO:** I know Shri Misra has got great affection, naturally, for Paradeep. I share that affection with him. But on this I must say this that I myself went into this with those people and we see therefrom that Bailadilla in Madhya Pradesh with the facilities that now exist for the purpose of transporting the material is nearer to Vizag.

**SHRI S. S. KOTHARI (Mandsaur):** The UK and US Conference Lines freights discriminate against India relatively to Singapore, Hong Kong and other ports. Would he deal with it if there is time?

**DR. V. K. R. V. RAO:** Unfortunately, I am not in a position to answer that. I have got only four or five minutes more. I will make a note of it and give the member an answer.

As regards Orissa, I was told that we had forgotten minor ports. I just looked up the report and found Gopalpur mentioned therein. I have an impression it is in Orissa.

**AN HON. MEMBER:** Yes.

**DR. V. K. R. V. RAO:** So I would request Shri Panigrahi to read the report again where he will find Gopalpur mentioned. So we have not neglected Orissa in the matter of minor ports.

Regarding the question of shipping fleet, as I have already told the House, we are going ahead with expansion and diversification of the fleet. As Shri Mahida has said, it is a question of getting finance for the purpose of expansion on the fleet. At the same time, we are trying to see what can be done to liberalise credit conditions. In this connection, as the House is aware, one of the few matters where UNCTAD-II was at least successful to a reasonable extent was in Committee IV which dealt with shipping and invisibles. The Conference unanimously adopted a resolution recognising the need for development of mercantile shipping in backward countries and the resolution for liberalising

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credit to 8-9 years has been sent to the UNCTAD Executive Board and we hope to follow it up so that it becomes possible for us to bring about the expansion we want.

I think you are getting anxious about time and you are perfectly right. So I will not trouble you with the other points in my notes. There is only one thing I would like to say before I conclude. I would like to thank members on both sides for the great co-operation they have given me and the great kindness that almost invariably they have shown in their dealings with me. I would like to assure them that as far as I am concerned, as long as I remain in this Ministry, I shall try to do my best to expedite and get things done as quickly, impartially and nationally as possible.

I would also in conclusion like to place on record my very deep appreciation of the work which is being done by the officers and other personnel in my Ministry as well as in the other attached offices and units.

**SHRI S. K. TAPURIAH :** How does it come here ?

**DR. V. K. R. V. RAO :** This is where the professor comes in.

**MR. DEPUTY-SPEAKER :** It came in when he told Shri Krishnamoorthy 'Please sit down'.

**DR. V. K. R. V. RAO :** I have heard in this House sometimes attacks on the administration and so on, but I think it would not be a bad thing if sometimes we appreciate their work also.

**SHRI V. KRISHNAMOORTHY :** I am not allergic to it. He is a professor and I was a student.

**SHRI S. K. TAPURIAH :** The professor did not ask him to stand up on the bench.

**DR. V. K. R. V. RAO :** I am finding that there is both an advantage and a disadvantage to have had a past. But I should like to put on record my expression

of appreciation of the really good work which has been done by the staff of the Ministry as well as the other organisations connected with my Ministry.

**MR. DEPUTY-SPEAKER :** I shall with the permission of the House now put all the motions together to the vote of the House.

*All the cut motions were put and negatived*

**MR. DEPUTY-SPEAKER :** The question is :

"That the respective sums not exceeding the amounts shown in the fourth column of the order paper, be granted to the President, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1969, in respect of the demands entered in the second column thereof against Demands Nos. 79 to 83 and 128 to 130 relating to the Ministry of Transport and Shipping".

*The motion was adopted*

18.25 hrs

#### HALDIA-BARAUNI PIPELINE

**SHRI S. C. SAMANTA (Tamluk) :** The object of my raising this half-hour discussion is as follows.

In February last it appeared in the newspapers that in the pipeline from Haldia to some places like Mahishadal and Kolaghat which are in my constituency, some defects were found. So, I wanted to know the facts and I put a short notice question, but the hon. Minister was not kind enough to accept it. So, it was turned into an unstarred question. It came on 4th March, 1968, and after that on 16th March I went to my constituency with the answer that was given to my unstarred question.

The reply that was given to me came as an astonishment to me because in the reply it was stated that there was only one leakage in one mile, and that the pipes were being dug and sealed, but when I went there I found that ten miles of pipes