

I come to the last point which concerns you also, Sir. The other day you were good enough to say that there was some substance in what I had said, and Mr. Hiren Mukerjee also.

Mr. Speaker: That I am considering still.

Shri S. M. Banerjee: There was a request by some of us that May Day should be declared as holiday. The Business Advisory Committee considered this matter....

Mr. Speaker: The difficulty was, I thought that if May Day is to be a holiday, we will have to sit on the 8th, which is a second Saturday and the whole office would be closed.

Shri S. M. Banerjee: Many of us have to go back to our constituency on May Day, because that is the international solidarity day of the working class. We can sit on any other Saturday.

Mr. Speaker: I will consider it. Shri Yashpal Singh.

Shri Yashpal Singh (Kairana): What about my motion?

Mr. Speaker: I called him to continue his speech on the demands of Ministry of Transport.

13.13 hrs.

DEMANDS FOR GRANTS—contd.

MINISTRY OF TRANSPORT—contd.

Mr. Speaker: The House will now take up further discussion and voting on the Demands for Grants relating to the Ministry of Transport. 1 hour and 40 minutes remain.

Shri Indrajit Gupta (Calcutta South West): When will the minister reply?

Mr. Speaker: What time does the minister require for his reply?

The Minister of Transport (Shri Raj Bahadur): About an hour.

Mr. Speaker: That means only 40 minutes remain for the members. I can extend it only by a few minutes because we are so hardpressed for time.

Shri Harish Chandra Mathur (Jalore): After you have left, it will

be difficult for us to ask for more time, Sir.

Mr. Speaker: I can extend it by half an hour. Shri Yashpal Singh.

13.14 hrs.

[MR. DEPUTY SPEAKER in the Chair]

श्री यशपाल सिंह (कैराना) : भारत ही अकेला देश है जिस में बसों द्वारा, ट्रक द्वारा केवल छः परसेंट माल ढोया जाता है । इंग्लैंड में 69 परसेंट माल बसों द्वारा ढोया जाता है जब कि हमारे देश में केवल छः परसेंट ही ढोया जाता है । इस का कारण यह है कि पर माइल पर टन हम को रेलों के मुकाबले में साढ़े छः नए पैसे ज्यादा देने पड़ते हैं । इस का नतीजा यह है कि एक मिलियन टन ऐसा माल है जो कि बगैर ढोये पड़ा रहता है । सरकार ने आज तक कोई इस तरह के स्टैटिस्टिक्स नहीं दिये हैं कि कितनी ट्रक्स बिगड़ी पड़ी रहती हैं, कितनी बसें बेकार पड़ी रहती हैं । पिछले हफ्ते कृषि मंत्रालय ने बताया था कि चालीस हजार ट्रैक्टर देश में हैं जिन में से बीस हजार ट्रैक्टर हर वक्त बिगड़े पड़े रहते हैं और सिर्फ बीस हजार ही काम करते हैं । हमारे ट्रान्सपोर्ट के महकमे ने आज तक कोई रिपोर्ट ऐसी नहीं दी है कि 55,000 बसों में से जो कि यात्री बसें हैं कितनी खराब रहती हैं और कितनी चलती रहती हैं । देश के आंकड़ों को देखने से हमें पता चलता है कि चालीस लाख आदमी ऐसे हैं जो कि सफर करते हैं और सिर्फ 55,000 बसें हैं । इस का नतीजा यह होता है कि लाखों आदमी बगैर ट्रान्सपोर्ट के खड़े रह जाते हैं । अकेले दिल्ली शहर में यह हालत है कि शाम के वक्त हजारों आदमी इसलिए खड़े रह जाते हैं कि उन्हें बसें नहीं मिलती है । जब कैपिटल की यह हालत है तो बाहर का क्या हाल हो सकता है, इस का अनुमान आप आसानी से लगा सकते हैं ।

दिल्ली शहर में आज बसों का किराया बम्बई, कलकत्ता, मद्रास आदि शहरों में बसों के किराये से बहुत ज्यादा है ।

*Moved with the recommendation of the Presidents.

[श्री यशपाल सिंह]

पाकिस्तान के मुकाबले में यहाँ पर बसों का किराया ढाई गुना है। जहाँ पाकिस्तान में एक रुपया लिया जाता है वहाँ हिन्दुस्तान की बसें ढाई रुपया लेती हैं। किसी देश की बसों के ऊपर यह नहीं लिखा रहता है कि माल की हिफाजत की जिम्मेवारी बस के ऊपर नहीं है बल्कि जो अन्दर बैठा हुआ यात्री है उस के ऊपर है।

थोड़े से पूंजी पति हैं जिन के हाथ में आज सरकार खेलती है। आज देश को छोटी कारों की जरूरत है। मैंने पहले भी चिल्ला कर कहा था कि मेरा ताल्लुक रुड़की युनिवर्सिटी के साथ है और मैं पांच पांच हजार में एक लाख कारें आपको दे सकता हूँ। मैं एक लाख कारें खड़ी कर सकता हूँ जिन की कीमत भी पांच-पांच हजार हो और देश की जरूरियात भी जिन से पूरी हो सकें। लेकिन चूँकि लाखों रुपया इस तरह से इनके दत्तक पुत्रों को नहीं मिलेगा, बिड़ला, टाटा, डालमिया इत्यादि के पेट में नहीं जायेगा इसलिए हमारी उन कारों और बसों की आफर को मंजूर नहीं किया जा रहा है। इसका नतीजा यह है कि देश आज मुट्ठी भर लोगों के, मुट्ठी भर पूंजीपतियों के हाथ में बिक कर रह गया है।

हमें सोचना पड़ेगा कि देश किस तरह से उठता है। देश दो तरीकों से उठता है। देश या तो ईश्वर की भक्ति से उठता है या देश उठता है, देश प्रेम से, राष्ट्र प्रेम से। राष्ट्र प्रेम को इन्होंने उसी दिन खत्म कर दिया जिस दिन राष्ट्र के टुकड़े किये थे, पाकिस्तान और हिन्दुस्तान में इस की तकसीम को माना था। ईश्वर जिसे ईश्वर भक्ति कहते हैं उसे धर्म निरपेक्षता के नाम पर मिटाया जा रहा है। किस तरह से तब देश आगे बढ़ सकता है ?

जब भी कोई समस्या सामने आती है तो सरकार यह कह कर अपना पिंड छुड़ा लेती है कि देश की आबादी बढ़ रही है। हम यह जो बात है इसको चैलेंज करते हैं। अगर आप चैलेंज दो तो उसको भी एक्सैप्ट करते हैं। सरकार यह बता दे कि 45 करोड़ में से कितने लोगों का वह इंतजाम कर सकती है। अगर आप 30 करोड़ का इंतजाम कर सकते हैं तो बाकी पंद्रह करोड़ का इंतजाम हम करेंगे, हम साधन पैदा करेंगे। आप यह भी देखें कि आबादी बढ़ाने वाले कौन लोग हैं। सबसे ज्यादा बच्चे कांग्रेसी मिनिस्टर पैदा करते हैं। हम लोग बच्चे ज्यादा पैदा नहीं करते हैं और न ही हम आबादी बढ़ाते हैं। आप आबादी को बढ़ने से रोकने के उपाय भी कर रहे हैं। लेकिन आबादी तो आप बढ़ाते हैं और मुसीबत देश पर आती है। मैं चाहता हूँ कि इन से जवाबतलब किया जाय कि कितने मिनिस्टर ऐसे हैं जिन्होंने अपने ऊपर स्ट्रिलाइजेशन का प्रयोग किया है। अगर ये खुद नहीं करते हैं तो किस तरह से देश को ऐसा करने के लिए ये मजबूर कर सकते हैं। इन को चाहिये कि ये लोगों के ट्रांसपोर्ट का इंतजाम करें। शाम के समय जो 15-15 और 20-20 हजार आदमी बगैर सवारी के खड़े रह जाते हैं उन का आप को इंतजाम करना चाहिये। कोई बगैर सवारी के खड़ा न रह जाय, इसको आपको देखना चाहिये।

किस तरह से लाइसेंस बगैरह दिये जाते हैं, इसको भी देखा जाए। आज-कल लाइसेंस मुंह देख कर दिये जाते हैं, फेवरिटीज्म के आधार पर दिये जाते हैं, जिन को इन का जी चाहता है उन को दिये जाते हैं। लाइसेंस के ऊपर

सब से ज्यादा अधिकार पंजाबियों का था जोकि उजड़ कर ध्राये थे, डिस्प्लेस्ड परसंज बन कर ध्राये थे । उन को लाइसेंस नहीं दिये गये । जिन की कोठियां हैं, जिन के बैंक्स हैं, जिन के पेट्रोल पम्प्स हैं, जिन के फाइनेंशल कंसर्न हैं उन्हीं को बसों के लाइसेंस दिये जाते हैं । यही वजह है कि जनता खड़ी रह जाती है और लोगों को सुविधा नहीं होती है, उन को सवारी नहीं मिलती है ।

आज देश को इस स्वीकारोक्ति को खत्म करना पड़ेगा, जब तक देश में यह "नो" रहेगा, जहां देखो वहां नो एंट्री, नो वार इत्यादि लिखा रहता है, इस नो की आपकी जो मॉटेलेटी है, इसको जब तक आप नहीं खत्म करेंगे तब तक देश ध्राये नहीं बढ़ सकेगा । नैगटिव में सोचना आपको बन्द करना पड़ेगा । आपने जो फतहपुरी की नुक्कड़ घर लिखा है "नो एंट्री" इसके बजाय आप यह भी लिख सकते हैं, कृपया लाल किले की तरफ से ध्राइयेगा । नो का मतलब यह है कि सरकार नैगटिव में सोचती है और यह प्रेशानी का एक बायस है । कुदरत का यह कानून है, नीता माता का यह हुक्म है

"यो यच्छदः स एव स"

अगर माननीय मंत्री जी नकारात्मक में विश्वास रखेंगे तो देश ध्राये नहीं बढ़ सकेगा । नो को छोड़ कर बस में सोचना और काम करना आप शुरू कीजिये । वन वे ट्रेफिक के बजाय आप यह भी लिख सकते हैं कि इधर से ध्राइये, उधर से जाइये । वन वे ट्रेफिक का यह मतलब है कि देश का कोई हिस्सा देश में से निकल तो सकता है लेकिन देश में ध्रा नहीं सकता है । लोग जानते हैं, दुनिया जानती है कि बर्मा हम से निकल

गया, थांगला रिज निकल सकता है, पाकिस्तान निकल सकता है, ३५ हजार मुरब्बा मील जमीन निकल सकती है लेकिन एक मील भूमि भी कहीं से नहीं ध्रा सकती है । जो आप वन वे ट्रेफिक कहते हैं, नो एंट्री कहते हैं, तो इस से ध्राप की कमजोरी और ध्रापका दबूपन जाहिर होता है । दुनिया यही जानेगी कि हिन्दुस्तान कुछ ले नहीं सकता है, बे ही सकता है । इस वास्ते जो नैगटिव में सोचने की ध्रापकी मॉटेलेटी है, इस मॉटेलेटी को ध्राप दूर करें । जनता को ध्राये बढ़ने दीजिये ।

बसों का इन्तजाम नहीं हो सका, ट्रान्स्पोर्ट का इन्तजाम नहीं हो सका । मैंने अपनी ध्रांखों से जा कर देखा है सारे पाकिस्तान के अन्दर एक भी पैसेन्जर शाम के वक्त खड़ा नहीं रह सकता । एक भी पैसेन्जर कराची में, लाहौर में, रावलपिंडी में या पेशावर में खड़ा नहीं रह सकता । लेकिन हमारा देश है जिस के लिये सरकार कहती है कि ध्रावादी बढ़ती जा रही है । सरकार को इस का इलाज करना पड़ेगा । अगर ट्रान्स्पोर्ट की दिक्कत हल नहीं हुई तो ध्राप और क्या करेंगे । न ध्राप की सड़क नेफ्त में बन सकी न ध्राप की सड़क धामला रिज के पास बन सकी । चाइना अपने देश से ३२०० मील दूर ध्रा कर १७०० मील लम्बी सड़क बना सकता है लेकिन ध्राप अपने यहां सड़क नहीं बना सकते हैं । जो सरकारी ध्रांकड़े हैं, जो उस की स्टैटिस्टिक्स हैं, उन के मुताबिक मैं ध्राप से ध्राज करता हूं कि हमारे यहां ४५० हजार मील सड़कें हैं लेकिन उन में से सिर्फ १५ हजार मील लम्बी नैशनल हाईवेज हैं । लेकिन जिस देश में ४५० हजार मील लम्बी सड़कें हों वहां यह १५ हजार मील लम्बे नैशनल हाईवेज क्या करेंगे । ध्राप को इस का इलाज करना पड़ेगा ।

[श्री यशपाल सिंह]

दूसरी तरफ समुद्री जहाजों की हालत इस से भी ज्यादा बुरी है। आज हम १२४ करोड़ ६० विदेशों को देते हैं किराये के रूप में और देते ही चले जायेंगे। पिछले सत्तरह सालों में इस सम्बन्ध में कुछ नहीं हो सका है। अभी पाकिस्तान और चाइना में जो ट्रिटी हुई है उस के मुताबिक कल से चाइना और पाकिस्तान के जहाज चलने शुरू हो गये हैं। वह तो ट्रिटी कर सकते हैं और हम सिर्फ हाथ पर हाथ धरे बैठे रह सकते हैं। जो हालत समुद्री जहाजों की है वही सबमैरीन्स की भी है। छोटा सा मुल्क इंडोनेशिया है उस के पास ६ सबमैरीन्स हैं जबकि ४५ करोड़ आबादी वाला मुल्क हिन्दुस्तान है जिस के पास एक भी सबमैरीन्स नहीं है। हम कहते हैं कि हम जिन्दा रहेंगे उसूलों के सहारे, पचशील के सहारे, कोएंग्जिस्टेंस के सहारे। इस तरह से देश का निर्माण नहीं होगा। अगर देश का निर्माण करना है तो सब से ज्यादा जरूरत है ट्रांसपोर्ट की। आखिर यह जनता का काम है। जनता इस काम को करे। अगर जनता को यह काम करना है तो जरूरी है कि रेस्ट्रिक्शन्स हटाये जायें। परन्तु होता यह है कि अगर एक लाइसेंस के लिये रूकवास्त दी जाती है तो वह लाइसेंस की रूकवास्त दो साल तक पड़ी रहती है। उस के बाद कहीं जा कर मंजूर होती है। अगर आप इंग्लैण्ड में मेरे साथ चलें तो देखेंगे कि वहां बस लाइसेंस पन्द्रह मिनट में मंजूर हो जाता है, अगर पाकिस्तान चलें तो पायेंगे कि वहां एक दिन में बस का लाइसेंस मंजूर होता है। लेकिन यहां पर अगर बस लाइसेंस के लिये रूकवास्त दी जाती है तो दो साल तक बीस जगह रिश्वत देनी पड़ती है, छोटे से छोटे अफसर से ले कर बड़े से बड़े अफसर तक रिश्वत देनी पड़ती है, उस के बाद बस

लाइसेंस मंजूर होता है। जब तक आप इस का इलाज नहीं करवायेंगे तब तक कुछ नहीं हो पायेगा।

दिल्ली हमारे देश की कैपिटल है जहां ३० लाख आदमी रहते हैं। उन के लिये सब से बड़ा और जरूरी काम यह है कि यहां पर एक भी सवारी को खड़ी न रहना पड़े। इस साल का जो आप का बजट है उस में आप को इस का सबूत तो देना ही चाहिये।

आज ईरान के साथ जो समझौता हुआ है वह जो हमारी धारा १९२९ से चली आ रही है उस के खिलाफ है, संविधान की धारा जो सन् १९५८ से चल रही है उस के खिलाफ है। हम अपने कानूनों को खुद तोड़ रहे हैं। मेरा सरकार से यह अनुरोध है कि सब से ज्यादा जरूरत है कि हम अपने समुद्री बेड़े की तरफ अपनी निगाह दौड़ायें। हमारे पास जो जहाज हैं वह टूटे फूटे हैं। रोज अखबारों में पढ़ते हैं कि नौका डूब गई, नाव उलट गई, किश्ती डूब गई। किश्ती डूबती है पापी की, उस की डूबती है जो भजन नहीं करता, धर्म को नहीं मानता, ईश्वर के ऊपर विश्वास नहीं रखता। इसलिए आज जरूरत है कि नीति में आमूल चूल परिवर्तन किया जाये। यह काम जनता अपने हाथ से कर सकती है, देश के लोग अपने हाथ से कर सकते हैं। इसलिये सब से ज्यादा जरूरत इस बात की है कि इस काम में सरकार अपने चातुर्य को दिखलाये और देश के ट्रांसपोर्ट का अच्छा इंतजाम करे।

Mr. Deputy-Speaker: Shrimati Sharda Mukerjee—

Shrimati Sharda Mukerjee (Ratnagiri): Mr. Deputy-Speaker, Sir.....

श्री वृकम चन्व कछवाय (देवास) : उपाध्यक्ष महोदय, मेरा व्यवस्था का प्रश्न है। हाउस में कोरम नहीं है।

Mr. Deputy-Speaker: The hon. Member may resume her seat. The Bell is being rung.

I think there is quorum now. She may continue her speech.

Shrimati Sharda Mukerjee: Mr. Deputy-Speaker, Sir, the increase in our shipping tonnage which is expected to reach the figure of two million tons at the end of the Third Five Year Plan is indeed a matter of considerable satisfaction to us all. Shipping has become an essential national industry not only in terms of our growing external trade but much more in terms of moving important commodities along our internal waterways and along our coasts. And now particularly, in the context of present-day conditions, when both our defence efforts and our economic development require our concentrated effort and attention, shipping as an essential mode of transportation has assumed a new significance. Hence, no longer can we afford to let matters take their course, no longer can we afford to make the sort of mistakes we could have made had conditions been more normal, had our rate of progress been at a slow pace and had conditions permitted us the time to rectify our mistakes which would necessarily have been less important if we could have managed with a slower expansion rate.

Complex as the problem of shipping is, as it is inevitably connected with port facilities, dock labour, technical manpower, co-ordination with internal transport systems plus the vital need for the provision of at least adequate ship repair facilities if not of ship-building facilities, it is obvious that all aspects of shipping could not have been coped up with during the short post-independence period when Indian shipping really got going, before which there were mainly one or two private ship-owners who were operating. Therefore, while being fully cognizant—or, perhaps, I should say, sufficiently cognizant, as I am far from being a shipping expert—of the difficulties,

the complexity and the vastness of the problem, I submit that shipping in our country seems to follow a pattern of *ad hoc*, haphazard policies. It seems to be propelled more by the need of the hour than on a systematic and planned pattern.

In this connection, what is necessary to remember is that in shipping we are up against very strong and powerful international interests, long established and experienced interests which are well geared to keeping what they have and grabbing what is going. We are up against these interests. Nevertheless, we must effect a break through, if we want not only to see that there is a lesser drain on our foreign exchange resources but also to guard our coastal transport system from erosion by foreign interests. I say this not so much because of the present-day conditions which prevail, which are peaceful conditions, but because of what may happen tomorrow. When our peace is threatened and when there is a sudden demand for the movement of goods and equipment, at such a time if we are to depend on others we may find that we are stranded by virtue of not having sufficient spare parts for our ships, not sufficient technicians and so on. I would, therefore, say that this is a matter which the Government must consider.

In relation to this, therefore, I would say that the Government should primarily consolidate the coastal routes. Within the limited funds at their disposal they have to work out the best possible methods for the utilisation of these funds in terms of our present and future requirements.

As an illustration of what I mean by foreign competition, I would like to quote here from a British journal entitled *Shipping World and Ship Builder*, wherein in an article written by Mr. R. A. Bartram he says with regard to the condition of world shipping:

“There are too many ships of all kinds for the trade of the

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world and too many shipbuilders to build them."

He is referring to the crisis in the British shipbuilding industry due to the remarkable and somewhat unexpected inroads made into the international ship-building market by Japan. To counteract this, the British Board of Trade has had to give certain credit facilities to the manufacturers of ships so that foreign customers can be accommodated. It is no wonder that when we go and ask Britain for a technical adviser for our Hindustan Shipyard, the only person we can get is a retired Rear Admiral. I speak subject to correction—I do not know how far it is true; the Minister would perhaps know better—but this is what I have read in one of the British shipping journals. For every ship that we build in the Hindustan Shipyard we have to import materials worth Rs. 90 lakhs. I do not know how far this is also true, because the Report does not give any details about this. This has also appeared in this magazine about world shipping.

As regards carriage of bulk cargo, especially food consignments from America, there also we are up against very big vested interests. Now we have settled to have control over the allocation of 25 per cent of the governmental cargo while 75 per cent of the cargo is to be allocated by the United States' Government. Here it is a matter of Hobson's choice and we cannot do very much about it. We have to settle for the best available terms.

The Government of the United States is in a position to give \$ 80 million a year as subsidy to its tramp fleet so as to provide remunerative freight rates for the carriage of cargo. So, in the international market we are up against an industry with which we cannot compete.

Then, we find that our shipping is hardly able to cope with 10 per cent.

of our foreign trade although about 50 per cent of our tonnage is utilized in it. Here again I would like to ask the Minister to give the correct figures because our information is mainly from press reports. Are we to understand that there are difficulties making a headway in the international routes? I quite realise that we cannot possibly go as fast as we would like to. But what one fails to understand is the delay in settling on some long-term policy about our coastal shipping. Perhaps, we are spreading our net too wide and we are dissipating our limited resources and energies on trying to cater to too many things.

Coming to coastal shipping, which was referred to by other hon. Members also, the report of the Committee on Public Undertakings on the National Shipping Corporation is not very encouraging. All I can say is that we have not gone very far since the Rail-Sea Co-ordination Committee gave its report eight years ago in 1957. The problems are the same; only, they are bigger. The solution does not seem to be in sight. To quote the report of the Committee on Public Undertakings, the explanation given by the Shipping Corporation is that:

"It was difficult to indicate at present the volume of coastal trade for future years."

The reason given is the lack of a firm and long-term commitment by the railways for the movement of coal. So, apparently no target for coastal trade has been set. Though four or five years have passed, we have the same reply that no target could be set.

Yet, in November 1964, a sub-Committee of the National Shipping Board has given an estimate of 50 lakh tons for coastal trade. Then, there is the same wrangle about the freight rate, which has not been finalised. The allocation of cargo bet-

ween shipowners and the Shipping Corporation is also yet to be finalised.

One can appreciate the Government's difficulties in making available about Rs. 55 crores for the replacement of ships. But, on the other hand, I would say: would it not be better to consolidate at least in one sector of shipping instead of having cargo passenger liners plying all over the international routes? And yet the Shipping Corporation says that theirs should be mainly a liner service. This is what the Committee on Public Undertakings has to say:

"Even though the Corporation entered the coastal trade in 1962, its operations on the coast were *ad hoc* and sometimes the coastal vessels were diverted to overseas routes in order to meet the commitments on the overseas trade."

The same situation obtains today, so far as our tramp shipping is concerned. The Srivastava Panel had recommended the acquisition of certain bulk carriers, the foreign exchange cost of which would be realised in seven years. There again, nothing has been done and we find charters have had to be arranged to carry the cargo. Then we find that private shipowners are permitted to bring in foreign capital, which in the long run will cost us dearly.

The need for the Shipping Corporation entering the tramp trade was admitted by the Chairman of the Corporation some years ago. But what do we find today? About 3 or 4 per cent of the tramp trade is handled by the Indian private shipowners and the National Shipping Corporation has not set its foot in this trade. I understand the Government's reluctance to enter the tramp trade. They get cargo only one way and there is always trouble over making arrangements for the procurement of cargo, loading and unloading, settling of freight rates etc. So, it is much better to have, it is easier to handle liner services which go from port A to port B. But with our present need

to import foodgrains and petroleum products and export iron ore, I just do not understand why Government is not making up its mind as to the routes on which it should concentrate. The trade to be handled by the tramp shipping in the form of iron ore and foodgrains is estimated to be 14 million tons a year and it is expected to rise to 25 million tons in 1970-71 according to the assessment of the Board of Trade.

Mr. Deputy-Speaker: She should conclude now.

Shrimati Sharda Mukerjee: As I have no time, I would like to ask for clarification in two or three matters. The Report on Shipping gives us no break-up at all regarding the utilisation of money in various branches. For instance, we are told that there is a Freight Investigation Bureau. But no information is given relating to payment of freight rates to national ships and foreign ships. Bits and pieces of information leak out through press reports. For instance, we hear that the agreement between the United States and our Government for the shipment of governmental cargo has been fixed at \$32.50 per ton as the minimum rate and that in the previous agreement it was \$35.00. We are happy to hear that. But what about the rate of freight for other products like petroleum, iron etc. which are going abroad?

Secondly, is there any method of obtaining the exact percentage of the share of Indian shipping in foreign trade and the contribution made by the Indian shipping to the foreign exchange pool? Surely, the Parliament has to know it. Yet, we are not told anything about it. When we say that 10 per cent of the foreign trade is carried in Indian ships, what does it mean? Does it mean Indian ships or ships which are chartered? That is not made clear.

Thirdly, what is the amount of foreign exchange paid to foreign ships in relation to overseas trade?

In conclusion, I would like to say that while we appreciate the handi-

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caps under which the Government has had to operate and also the dearth of material and financial resources and technical man-power, it is very difficult to understand the wide variance between the Government's proclaimed policies and their implementation. It is difficult to understand why there is delay over even immediate policy decisions concerning the allocation of cargo, freight rates etc. and re-organising of port facilities so that ships are not kept waiting for space for berthing for the loading and unloading of cargo. All such things could be greatly improved.

With these words, I support the Demands.

Shri Liladhar Kotoki (Nowgong): Mr. Deputy-Speaker, Sir, I rise to support the Demands for Grants relating to the Ministry of Transport. In the short time that I have, I would like to make a few observations with the hope that the Minister and his Ministry would consider them as seriously as I would be submitting them for their consideration.

Sir, the Calcutta port which is the heartline not only for West Bengal, Orissa and Bihar but mainly for the north-eastern region, is causing serious situation due to the fast deterioration of the Hooghly. The recent report of the Estimates Committee has made a lot of suggestions and recommendations and I hope the Ministry will try to implement them with the view to keep the Calcutta port going. We appreciate that Farakka Barrage, when it is completed in 1969 or 1970, will improve the Calcutta port. But till then, I think, a lot of things will have to be taken up urgently so that nothing serious may happen to this very vitally important port.

13.41 hrs.

[MR. SPEAKER in the Chair]

In this connection, I would suggest that it is time also to think of taking

up the construction of the Ganga-Brahamaputra Canal because sooner or later we will be faced with the grim reality that the Brahamaputra, at least the portion which goes through East Pakistan, may be closed to us. Therefore, this project will have to be taken up with all seriousness.

I welcome a few proposals that are indicated in the Annual Report. It is proposed to have Road Planning Boards at the national and State levels. I would submit that these planning boards should have been constituted long ago and if that was done, our road planning and development of roads would have been perhaps more efficient than it has been now.

The second proposal is for inter-State Road Transport Corporation to provide services on long distant routes across selected High ways. It is stated in the Report that this will ensure better coordination between the road transport and the Railways so far as the long-distance transport is concerned. In this connection, I would like to know from the Minister as to what has happened to the Neogy Committee which was supposed to have recommended how best the co-ordination amongst the various modes of transport in the country would be effected. We got the preliminary report. We do not know what has happened about the final report or what is the present fate or the position of the Committee.

There is also a proposal to set up a National Road Safety Council and a legislation is proposed to be brought up very soon. Here also, I would submit that that is a much needed measure from the point of view of the large number of incidents that take place in various parts of the country due to road accidents. I could not hazard any percentage but I have no doubt that the incidence of total accidents on the roads is much more

than the accidents either by rail or even by air.

Another thing is about the report of the Study Group appointed to consider measures for the promotion of the cooperative movement in the field of road and inland water transport. This report was submitted as early as in May, 1964 and it is stated that the report is still under consideration of the Government. I would like to ask the Minister as to whether the Ministry is serious about encouraging the cooperative movement in the field of road transport and, if so, what positive steps they are taking or they propose to take in order to encourage it throughout the country.

Another submission I would like to make is that although the Ministry has proposed Plan outlay for the Ministry to the extent of Rs. 1150 crores, the Planning Commission has agreed for an outlay of Rs. 750 crores only. From the trends of discussion in this House, what the Members expect is that more and more should be done in all sectors of transport. But unless the Planning Commission allocate sufficient funds to the Ministry, how could we expect the Ministry to fulfil our expectations? Therefore, I would plead with the Planning Commission to be alive to the urgency of the need for transport in the country and allocate funds accordingly.

Coming to the north-eastern region, I am thankful to the Ministry that serious attention is being given to this region particularly after the emergency. In particular, I am glad that a lateral road from Bareilly to Amingan has been taken up. It is phased to be completed in 1969. But I would request the Ministry and particularly the authorities concerned to see if the time-schedule for this lateral road could not be advanced, with a view to complete this important road earlier than 1969.

Then, I am glad that the Ministry has at least agreed to take up even

partially the management of the Rivers Steam Navigation Company. This was long awaited and I hope that the Government will soon take the full control of the management of this Company.

The Development of Pandu port that was taken up several years ago has staggered and I am sorry for that and I would request the Ministry to see how soon they can complete it.

I am also glad that they are taking up the Jogighopa port. In this connection, I would submit that now that the Ministry has taken greater and greater interest in the inland water transport, they will see that steps are taken to improve the navigability of the Brahmaputra river particularly from Neamati Ghat at least upto Dibrugarh which has been practically closed after the Great Earthquake of 1950.

In this connection, I am glad to observe that the Government invited the French Advisory Team to examine the possibility as to how to improve the navigability of this river and that the Team, after the preliminary experiments, found that it will be feasible. The final report of the Team is, of course, yet to be received. I hope, when it is received, the Government will take effective steps to make this river navigable right upto Dibrugarh.

The last submission of mine is that not only the roads on the northern border but also on the East Pakistan border should be taken up by the Border Road Development Board in view of the fact that they have become important as northern borders. The roads in the hills of Assam which are actually under the purview of the State Governments should also be attended to. Unless the Ministry make adequate allocations and also renders expert advice, it will be difficult to develop these areas which need urgent development for economic and also for political reasons.

[Shri Liladhar Kotoki]

With these submissions Sir, I support the Demands for Grants of the Ministry of Transport.

Shri Surendranath Dwivedy: (Kendrapara): Within the brief time at my disposal.....

Mr. Speaker: The time is certainly very brief.

Shri Surendranath Dwivedy: I know that. I am very conscious of that.

I shall only refer to port development and particularly to the development of the Paradip port in regard to which I have given a cut motion. It is agreed in this House that so far as port development in this country is concerned we have lagged behind and we have been far behind the schedule, and I find that the hon. Minister is in a complacent mood so far as port development is concerned. Considering the slow and sluggish manner in which this development is taking place, I do not know what will happen to our export trade ultimately.

Last time when we had discussed this matter and referred to this, the hon. Minister had said that the ports were doing very well. That was his attitude at that time. But it has been established now from the reports of the Estimates Committee and other committees that the moneys allocated for this purpose have not been spent. I do not want to go into the details of those things which are available in these reports, but I would only point out that these reports clearly show that no effort has been made by the Ministry to see that the work progresses according to schedule, in regard to the development of the major, minor or intermediate ports. Of course, it may be stated that the responsibility for the development of minor ports is that of the States, but we find no report here about the progress made in this regard. I would request the hon. Minister that he

should not merely plead that this is not the responsibility of the Centre and, therefore, they cannot do anything in regard to this matter. It is high time that if we want that all ports should be developed according to the requirements of our Plans a conference of maritime States should be called to see why they have lagged behind, what the difficulties which they have been facing are, and how these could be overcome and so on.

We have been urging in this House that in the eastern region we must have a port, and this is especially necessary after the loss of the Chittagong port. Several times, this matter has been raised in this House. In 1957 I had myself raised this question of including Paradip port in the Plan. At that time I had said that the Ministry had not shed its previous imperial attitude in regard to the development of ports. The hon. Minister was very unhappy at this and he said that that was not his attitude and that Government were taking proper steps. Again, in 1962, I had to move a cut motion for that port being included in the Third Plan. Even then, the facile statement that he made on that occasion was only this:

"Without having to fall back upon the resources of the Central Government he will be able to raise the necessary finance for the development of the port into an all-weather port, and he has got the scheme for that."

Who is that person referred to as 'he'? The hon. Minister only satisfied himself by saying that the Central Government was not going to take it over, but the Chief Minister of that State, who at that time was Mr. Biju Patnaik, had a scheme for it, and he was going to put it through. Although the Centre had sufficient finances, still they did not want to take it over but left it to the State Government to work it out even though it was beyond their means and beyond their resources. And what has happened ulti-

mately? I am glad that during this year, in the budget estimates, an amount of Rs. 5 crores has been provided for taking over the Paradip port. But I would submit that the Ministry should think over the matter seriously as to what has happened there. I do not know whether the Ministry has made any inquiries into the matter, about the waste, corruption and other things that have gone on there. The port started with an estimate of Rs. 12 crores. Now the budget estimate has increased up to Rs. 26 crores, and there is no project report published anywhere, and there has been waste and corruption to the extent of crores of rupees. Even in regard to the appointment of the person concerned who is in charge of the port, who is Mr. Srinivasan, the Chief Engineer of the Paradip port, they went out of their way; they did not advertise, and they did not wait for the advice of the Central Ministry of Transport in regard to the appointment and stated that this person was suitable although they did not give any clearance to the Orissa Government in regard to this matter, yet, this man was brought from the Neyveli project and was appointed as the Chief Engineer and he had no experience of the construction of ports etc.

Shri Harish Chandra Mathur: Is he not very dynamic?

Shri Surendranath Dwivedy: As regards the way in which he has been functioning, I shall just read out to you from the fuller CBI report, which I have already certified, and in which a reference has been made to his appointment....

Mr. Speaker: The hon. Member will have to certify it.

Shri Surendranath Dwivedy: I have already certified it.

Mr. Speaker: Today?

Shri Surendranath Dwivedy: I have certified it. I certified it the other day.

Mr. Speaker: Who knows that this is the same as that?

Shri Surendranath Dwivedy: It is the same report.

Mr. Speaker: Then it must be certified that it is the same.

Shri Surendranath Dwivedy: I have already certified it, and I am referring to the same thing.

Shri Raghunath Singh (Varanasi): If it is certified, then it can be laid on the Table.

Shri Surendranath Dwivedy: I am referring to the same thing.

Shri P. K. Deo (Kalahandi): It may be laid on the Table of the House.

Mr. Speaker: Is he referring to the document which has already been laid on the Table of the House?

Shri Surendranath Dwivedy: These are the same papers which I have already certified.

Shri P. K. Deo: Since he is making a reference off and on to the CBI report, I would request you that he may kindly lay a copy on the Table of the House, so that it will be of benefit to all of us and we shall be able to know what is there.

Shri Hari Vishnu Karanth (Hoshengabad): I submit that I shall have to refer to it when the Home Ministry's Demands are taken up on Thursday or Friday.

Mr. Speaker: All right. Let it be laid on the Table of the House. Now, the hon. Member should be very brief.

Shri Surendranath Dwivedy: Sir, I lay the documents on the Table of the House.*

(1) A copy of U.O. No. O-665/CBI/64, dated 15th No-

*The Member handed over the documents at the Table.

[Shri Surendranath Dwivedy]

member, 1964, from Shri D. P. Kohli, Director, C.B.I. to Shri L. P. Singh, Secretary, Ministry of Home Affairs. [Placed in Library, see No. LT-4200/65].

- (2) A copy of the Report of Preliminary Enquiry into allegations against some Ministers of Orissa Government. [Placed in Library, see No. LT-4201/65].
- (3) A copy each of the Statements No. I and II containing list of allegations. [Placed in Library. See No. LT14202/65].

In the CBI report, the appointment of this particular Chief Engineer has been referred to. Although charges of corruption were being investigated against him by the Special Police Establishment, he was brought to Paradip port from Neyveli, and the Orissa Government went out of their way to give him special allowance, special pay etc. Now that the entire CBI report is on the able of the House, I think the House will read it carefully and see what has been done. After his appointment, what has been the expenditure? That also has to be found out. Whether it is proper expenditure or not has also to be inquired into by this Ministry. I am not going to burden this House with further secret reports etc. But I would submit that the Transport Minister can get these things from the Government of Orissa. He can get these letters from them; they may be secret reports or whatever they may be, I do not know. For instance, he can get the report submitted by the Commerce Secretary who was in charge of port development. In reply to a communication received by him from the Additional Chief Secretary on the 4th September, 1964. It will be found from that report that he has commented therein that this man without any project report and without any estimate has been responsible for waste

of crores of rupees or millions of rupees. I shall give just one instance.

Shri Himatsingka (Godda): What is the total amount spent so far?

Shri Surendranath Dwivedy: They have spent for so long more than Rs. 10 crores. The comment runs thus:

"Trucks carrying stones have been paid haulage charges which are unheard of in this State. Against the usual rate of 23 per ton-mile, we paid a rate of 33 p. per ton-mile. This was done to expedite the despatch of stones. The extra expenditure on this account alone has led to an excess expenditure of a couple of millions of rupees."

I have also got a cutting from a private citizen. I do not know him. It may be that he was a contractor. He has sent me cutting of a letter which probably he has written in some newspaper in Hindi, in which he has said that no tenders were called for, and some favoured persons were selected who did this work. When the question of taking over of Paradip port by the Centre came into the picture, they have now rectified the whole thing, and now the very same stones which were hauled at the rate of 33 p. per ton-mile are now being hauled at 23 p. per ton-mile. Although this had been referred to previously by the Commerce Secretary himself, it had been ignored earlier. There are several other instances which are very clearly stated in that letter of the Commerce Secretary.

Mr. Speaker: I think one instance would be enough. The hon. Member can pass on to the next point.

Shri Harish Chandra Mathur: There is indirect responsibility here.

Shri Surendranath Dwivedy: As I have said, I welcome the Central Government taking over the Paradip

port. They should have done it much earlier. The question is whether when they take it over, they are going to make good the unnecessary expenditure, the irregular expenditure and waste that had been indulged in there. They must fix responsibility on the persons responsible in the State Government, because all other development work has been stopped on account of this. Let not the Ministry refrain from doing it on the plea that the Planning Commission will do it. The Transport Ministry should itself go into the entire matter thoroughly and fix responsibility for the wastage, corruption and bribery.

Shri P. K. Deo: All this money has gone into the gutters.

Mr. Speaker: Those gutters are in Orissa, not here.

Shri Hem Barua (Gauhati): Orissa is a part of India.

Mr. Speaker: I am talking of the House here and not of Orissa now.

14 hrs.

Shri M. S. Murti (Anakapalle): I rise to Support the Demands for Grants of this Ministry.

The year before last when I spoke on this subject. I had to bring before this House the defects pertaining to the construction of ships in the Hindustan Shipyard, Visakhapatnam. It is painful for me again to bring this matter and some other points for rectification by the Ministry.

During the course of 1964, the Finance Minister visited this port and remarked that the project was being implemented most inefficiently. He said that in Bhubaneswar, Delhi and Madras also. On three occasions, he said that the Hindustan Shipyard is working most inefficiently. This caused grave concern among the local public and also the people working in the department and also the shipyard people.

I wish to point out certain aspects for rectification by the Minister. The major factors responsible for the low production in the Shipyard are lack of foreign exchange, failure to utilise properly indigenous material, inefficient supervision and lack of incentives to labour. I shall take one by one.

As regards foreign exchange difficulty, there are three ships lying in jetties, undelivered. One has been delivered last year, but three are lying for want of imported materials. Otherwise, four ships would have been delivered during the last year. These three ships are held up because the Finance Ministry is not kind enough to allot the foreign exchange required for importing certain components.

Coming to inadequate utilisation of indigenous material, in 1960 they held an exhibition in the shipyard premises about this, but after that no follow-up action has been taken. Only indigenous timber is being used. As regards other available indigenous materials, no action has been taken to utilise them.

Steel is an important component in shipbuilding. Certain private sector people are able to get steel without recourse to the procedure laid down by the Iron and Steel Controller. But Hindustan Shipyard, although a public sector undertaking, is not able to get steel direct. Government are giving permission to other parties to purchase steel direct, but the Hindustan Shipyard is not able to get these things direct. Therefore, there is delay in construction and utilisation of local materials.

The third point is about inefficient supervision. Today there are certain training courses in the Shipyard for skilled artisans only. But no orientation or refresher courses are held for the supervisory staff. So much so that there is no proper supervision. Nobody is responsible for any-

[Shri M. S. Murti]

thing going wrong. There is only shifting of responsibility.

The present man in charge is a technical man. He asked for an assistant to look after the administrative job so that he could look after the technical aspect of the work fully. The post was sanctioned one year back, but steps have so far not been taken to fill it. Probably no suitable candidate was available. I would like the Minister to look into this matter and appoint somebody to look after these things so that there is efficient supervision.

Coming to lack of incentives for labour, labour has been giving good cooperation for the last two or three years. They have reduced the working man days for the construction of a ship. What has not been possible to do so far has been done by them. The management has not been able to do this for the last 15 years. But labour have done it. They have reduced the ferry late hours it from 900 to 40.

But what is it that they are getting in return? They get their remuneration based on the 1948 rates. Some rules were framed. But even today their position is what it was before. I think before last year we had to bring the matter to the notice of the Ministry to give them DA. It was just Rs. 5 for one slab. Now again the cost of living index is rising. They are now asking for other slab in allowances—which rose to 18. Their counterparts in Heavy Electricals, the Heavy Engineering Corporation etc. get Rs. 260 whereas they get only Rs. 130. Here I would like to draw attention to the Estimates Committee's report on the personnel policy of public undertakings wherein they have said that equal work should get equal wages. The Minister in the course of his reply to the debate in 1963, assured me thus;

"I would like to assure Shri Murti that the interests of the

workers will be fully taken care of and we shall not allow their interests to be jeopardised or to suffer in any way. If some of them have a feeling that they are not given a fair deal, that feeling has to be removed".

But I regret to say that no action has been taken in spite of Minister's assurance in this House.

As we know, a wage board has been set up for the engineering industry. This includes the Hindustan Shipyard also. But till today neither the labour union or the shipyard management know that this is so. Only yesterday, it was brought to the notice of the labour union by the Labour Minister that that the shipyard is also included within the terms of reference of that wage board.

Then again, I would like to point out that there are no joint management councils there in spite of the repeated requests of the labour union. There are no safety committees, no bipartite committees. In spite of the fullest co-operation that labour are giving to the management, they have not been able to get full quota that is due to them in return. I would request the Minister to go into these things and see that labour get their due share in respect of wages.

One more thing. There are certain projects going on in a big way in the port at Visakhapatnam. But people are rather anxious about the implementation of those schemes. With regard to the Caltex oil refinery, works which were started in the first Five Year Plan have not yet been completed. The construction of ore handling berths is incomplete. The export target has been reduced from 2 million to 3½ million tonnes. But the construction of four berths under the Second Plan is not yet complete even though we are at the fag end

of the Third Plan. These are not going to be completed during the course of the Third Plan. So much so we are losing valuable foreign exchange. I would like to bring this matter to the notice of the Minister so that this may be investigated and early action taken.

I support the Demands for Grants and request the Minister to go into the details I have mentioned and see that justice is done to labour working in the shipyard and the other matters are also attended to.

श्री अचल सिंह (आगरा) : अध्यक्ष महोदय, मैं मंत्री महोदय का ध्यान आगरा की ओर आकर्षित करना चाहता हूँ जोकि एक हिस्टोरिकल सिटी है। आगरा को देखने के लिए विदेशी यात्री भी और देशी यात्री भी बहुत बड़ी तादाद में आते हैं। करीब एक ट्रेड लाख विदेशी उसको देखने के लिए आते हैं और कई लाख देशी यात्री उसको देखने के लिए आते हैं। मैंने देखा है कि वहाँ पर यात्रियों का ठीक तरह से प्रबन्ध नहीं होता है। जो होटल हैं उनकी हालत बहुत खराब है, उनकी हालत बहुत ही बदतर है। 1886 में एक इज एक्ट बना था जोकि सरायों पर लागू होता है। अब ये जो सरायें हैं वे होटल बन गए हैं और मैं चाहता हूँ कि इस एक्ट को होटल्स पर लागू किया जाए। अभी तक इसको उस पर लागू नहीं किया गया है।

हमारे शहर में जो होटल इस वक्त हैं वे बहुत ही खराब हालत में हैं, उनकी व्यवस्था बड़ी खराब है। उनमें जो रेस्ट वगैरह हैं वे भी नियत नहीं हैं और काफी ऊंचा चार्ज किया जाता है। जो देशी पर्यटक आते हैं उन पर इसका बहुत ही खराब असर पड़ता है। छोटे होटलों में भी बहुत सी और खराबियाँ आ गई हैं वहाँ पर शराब वगैरहा चलती है और तरह तरह के दूसरे बुरे कर्म होते हैं। इनकी वजह से बहुत ज्यादा बदनामी होती है। मैं मंत्री महोदय से प्रार्थना करूँगा कि इस खराब

हालत की ओर वह ध्यान दें। होटल वाले जो ज्यादा चार्ज करते हैं, बैसा वे न कर सकें, इसकी कोई व्यवस्था करें। मंत्री महोदय हो सके तो वहाँ जाकर देखें कि किस तरह वे यात्रियों को ज्यादा सुविधा मिल सकती है और इन सुविधाओं को दिलाने का वह प्रयत्न करें।

हम देखते हैं कि वहाँ पर रिक्षा वाले, तांगे वाले, मोटर वाले दूकानदारों से मिल कर यात्रियों को बहुत लूटते हैं। जो मास यात्री खरीदता है उस माल में से व्यापारी के साथ मिल कर वे चार आना रुपये में अपना कमीशन लेते हैं। ऐसा भी देखा गया है कि जो शाल या जो दरी या कोई दूसरी चीज सादा रुपये की होती है कभी कभी उसको बीस बीस और पच्चीस पच्चीस और तीस तीस रुपये में यात्री को बेचा जाता है।

इस तरह से हमारे व्यापार को भी काफी नुकसान होता है। इसलिये मैं चाहूँगा कि मंत्री महोदय इस को ठीक से हैंडल करें। इससे हमारी बड़ी बदनामी होती है और भ्रष्ट-चार भी फैलता है। मंत्री महोदय को होटल ट्रेड पर पूरी तरह से ध्यान देना चाहिये तथा नियंत्रण रखना चाहिए ताकि उन के रेस्ट वगैरह ठीक हों और गाइड्स वगैरह भी ठीक काम करें। मोटर, रिक्षा और और तांगे वाले जो ज्यादा पैसा चार्ज करते हैं वह न कर सकें और हमारे यात्रियों को हमारे ऊपर आस्था बनें। अगर इस की पूरी पूरी व्यवस्था की जाय तो कोई भी होटल वाले, गाइड, तांगे, रिक्षा वाले किसी यात्री के साथ ज्यादाती नहीं कर सकता है।

इन शब्दों के साथ मैं इस मंत्रालय की माँग को सपोर्ट करता हूँ और आशा करता हूँ कि मंत्री महोदय इन बातों पर पुरा ध्यान देंगे।

श्री ब्रज बिहारी मेहरोत्रा (बिल्हीर) : अध्यक्ष महोदय, इस विभाग की तरफ से जो

[श्री अज बिहारी]

वड़ बड़े काम हो रहे हैं जैसे की एक बरेली से अमीनगांव की सड़क, बड़े बड़े ढलाई करने वाले जहाजों का निर्माण, इत्यादि, इन का जिक्र कर के मैं समय बरबाद नहीं करूंगा। मैं मंत्री महोदय का ध्यान देहातों की उन सड़कों की तरफ दिलाना चाहता हूँ जो कि बड़ी सड़कों से उन को मिलाने वाली एप्रोच रोड्स ग्राम दान से बनी हैं। वह सब कच्चे हैं। अगर थोड़ा रुपया उन के मेन्टेन करने के लिये अलग से रख दिया जाय और उन की दुरूस्ती का इन्तजाम कर दिया जाय तो मुझे आशा है कि उन सड़कों को मेन्टेन करने में भी देहात के लोग मदद करेंगे। वहाँ जो इंस्ट्रीज लगाई जा रही है या वहाँ जो उपज को बढ़ाने का प्रयत्न किया जा रहा है उन से उपज अच्छी होने पर उसको माकट में साने के लिये वह छोटी छोटी सड़कें बहुत मदद देगी।

दूसरी बात जिस की तरफ मैं आपका ध्यान आकर्षित करना चाहता हूँ वह है कि कानपुर से बम्बई की तरफ जाने के दो रास्ते हैं जिन के बीच में यमुना का पूल पड़ता है। वहाँ पर दो और पूल बनाने की आवश्यकता है। एक पूल तो कालपी में है। मैं सन् 1957 से 1962 तक असेम्बली में था। वहाँ बराबर सुनता रहा कि पूल बनेगा। लेकिन 1957 के बाद अज 1965 हो गया मगर उस पूल के बनने की नौबत नहीं आ रही है। वह बहुत आवश्यक पूल है। प्रतिरक्षा के अ्याल से भी वह बहुत महत्वपूर्ण है। कालपी का यह पूल जरूर बनना चाहिए। यहाँ पर रेलव का जो पूल है बरसात के दिनों में उस पर से छोटी मोटर गाड़ियां तो पास हो जाती हैं लेकिन अ्रवाम को वहाँ से जाने का मौका नहीं मिलता है। सरकार खुद कहती है कि वह पूल पुराना हो गया है और ज्यादा इस्तेमाल नहीं हो सकता है। इसलिये यह मंत्रालय इस पूल को बनाने की व्यवस्था करे। यह बहुत बड़ा काम होगा जिससे हमारी आवश्यकता पूरी होगी।

विठुर को टुरिस्ट सेन्टर बनाने की मांग के बारे में मैं ने पिछली बार भी निवेदन किया था और स्टेन्डिंग कमेटी का भी ध्यान दिलाया था कि विठुर एक महत्वपूर्ण स्थान है। हमारी आजादी के लड़ाई की महान् सेनानी नाना हासब की यह जन्म भूमि है, रानी लक्ष्मी बाई की यह क्रीड़ा स्थली है। वहाँ पर यात्री बहुत बड़ी मात्रा में प्रतिदिन यात्रा करने के लिये आते हैं। मनुस्मृति में भी इसका जिक्र है जिसमें कहा गया है कि :

एतत् देश प्रसूनस्य सकासा दप्र जन्मनः ।
स्वं स्वं चरित्रम शिषोरम् पृथ्वीभयाम् सर्वं
मानवाः ।

इस तरह से पृथ्वी के प्रारम्भ ही जब हुआ था उस स्थान का श्रोगणेश हुआ था। वहाँ बहुत से तीर्थ यात्री जाते हैं, टुरिस्ट्स भी जाते हैं। इस लिये उस को टुरिस्ट सेन्टर बनाया जाये तो वहाँ पर एक बहुत बड़ी कमी की पूर्ति हो जायेगी।

विठुर के पास ही गंगा पर एक पुल बनाया जाये। गड़ मुक्तेश्वर के बाद सिर्फ कानपुर में ही गंगा का पूल मिलता है। वह भी इतना पुराना हो गया है कि बरसात के दिनों में अक्सर वहाँ वन-वे ट्रैफिक हो जाता है और घंटों तक गाड़ियों को खड़ा रहना पड़ता है। जब एक तरफ की गाड़ी चली जाती है तब दूसरी तरफ की गाड़ियां चलती हैं, और उन गाड़ियों में बैल गाड़ी, भैंसा गाड़ी ट्रक सभी होते हैं। इस लिये विठुर के पास दूसरा पूल बनाया जाये तो वहाँ की एक बहुत बड़ी आवश्यकता पूरी हो जायेगी।

कानपुर जिले में एक सड़क बारा सि-कन्दर बनी है सेन्ट्रल गवर्नमेंट की तरफ से। वह एक नेशनल हाई-वे है जिस की तरफ मैं आपका ध्यान आकर्षित करना चाहता हूँ। वहाँ पर सड़क तो बन गई है लेकिन

बीच जो सेगुर नदी पड़ती है उस पर पूल नहीं बनाया गया है। लाखों रुपये लगा कर सड़क तो बन गई है लेकिन उस पर पूल बनाने की नौबत नहीं आ रही है। कभी कह दिया जाता है कि रुपये की कमी है, कभी यह कि टेंडर ऐस्टीमेट से ऊंचे हो गए, कभी कोई और इसी तरह की बात कह दी जाती है। सात वर्ष हो गये हैं मगर पूल नहीं बन सका है। जब उत्तर प्रदेश के सार्वजनिक निर्माण मंत्री यहां आये थे और वहां की से-क्रेटेरियट के लोग आये थे, उन्होंने इस सम्बन्ध में एक नोट भी दिया था। लेकिन यह हमारी बदकिस्मती है कि केन्द्रीय सरकार का पहिया नहीं घुमता है और इस पूल के बनने की नौबत नहीं आ रही है। मैं आशा करता हूं कि केन्द्रीय सरकार इस पूल के बनाने में अवश्य सहायक होगी।

इन चन्द शब्दों के साथ मैं इस डिमांड का समर्थन करता हूं।

Shri Harish Chandra Mathur: Even without any argument or elaboration, this House will accept that this Ministry has failed to get a fair deal for road transport—fair deal from the Central Government, and fair deal from the State Governments where there are so many bottle necks and barriers, and the railway, which is the elder brother, continuous to bully road transport.

14-15 hrs.

[MR. DEPUTY-SPEAKER in the Chair.]

Shri Masani had recapitulated the various recommendations made by the Road Transport Reorganisation Committee, where in we had given expression to the various inhibitory factors which are responsible for suppressing road transport. Nothing seems to have happened. It is neither commendable nor edifying for the Ministry here or for the State Governments. I think we must find a way out, and I would suggest to the hon. Minister that he take up this matter with the Prime Minister and the Finance Min-

ister, have a meeting of the Chief Ministers, and get through all these various important recommendations which have been made in this report, which will go a long way for the development of road transport. Otherwise, this stalemate, which has been there for the last five years, will continue.

I do not think I can blame the hon. Minister for any disregard or disrespect for the wishes of this House. This Road Transport Reorganisation Committee's Report was discussed on the floor of the House, and it got support from almost all the quarters in this House. I feel that his difficulty is that he cannot break through these barriers which have been put by the State Governments in their narrowminded approach to the entire problem. If you travel on the Continent, you can easily go from one sovereign country to another sovereign country, but here we find ourselves handicapped in going from one State to another. Inter-State permits are not there, and there are so many restrictions being imposed all the time.

I would further like to share the anxiety which was expressed by my hon. friend Shri Samanta who opened the discussion from this side, when he mentioned about the border roads in Rajasthan. It is not only my hon. friend Shri Samanta who feels so anxious and so worried about it, but all the 20 Members of Parliament who had visited this State very recently felt extremely exercised and agitated over the entire question, and I understand they have written to the Prime Minister about it. I hope there would be a little realisation on the part of the hon. Minister about the dangerous situation, and about his responsibility in the matter.

He cannot escape his responsibility by saying that the border roads are the responsibility of the Defence Ministry. The Defence Ministry has a definite say in the matter, that is perfectly true, but he is also a member of that Board, and he should

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know what to do. It is no use getting wise after the event, when there is some intrusion or aggression, and then rushing to build roads. On the other side of this border of Rajasthan, Pakistan has built roads; not only roads as a ring for this border, but also lateral roads to approach all the parts. But here we are missing it completely.

I will not charge the hon. Minister with this indirect responsibility for these border roads. Even in respect of the national highways, what is the position? I would like the hon. Minister to enlighten this House on this point. The all-India average is 1.2 miles of road per square mile. There are States where it is more than 2.2 or 2.3. When I looked at the map, I was really surprised to find where Rajasthan stands in this matter. I thought the backward State of Orissa might offer some solace to us, but I found that the figure for Orissa was 1.45 miles of road per square mile. I thought that possibly Madhya Pradesh which is considered to be the most backward State might be comparable to Rajasthan. Even there, I found that it was—it was no doubt less 0.9 mile per square mile. That is so in Madhya Pradesh where the total area is 1.71 lakh miles. In the case of Rajasthan, it is 0.4 mile per square mile, less than half of Madhya Pradesh. How does the hon. Minister justify his responsibility that he has to discharge towards this matter. He comes from Rajasthan. It is not a parochial matter. It is not from that point of view that my hon. friend Mr. Samanta spoke about it. It is not only a question of border roads. We have failed in discharging our responsibility even in respect of the national highways. I had suggested to him a national highway from Abohar to Kandla via Jodhpur, Nagour, Jalore—leading up to Kandla. It will serve as a very good border road. It would be a national highway, it will be an inter-State road and it will also develop the hinter-

land of Kandla port. Possibly, they are living ten years back. They do not know that there is a scheme like the Narbada scheme, to exploit the waters of the Narbada river. This road will serve the area which will be served by the Narbada river's waters. Therefore, this road has an economic value and serves the backward areas. This road also serves the hinterland for Kandla; this road will serve Punjab, Rajasthan and Gujarat. It is not only a Rajasthan road. There were certain roads from Abu and Raiwara to Dessa but they are not useful because there are many weak links and you have to spend hardly a few lakhs of rupees to make them useful. I hope the hon. Minister will pay proper attention to this matter.... (Interruptions.)

I am finishing in two minutes, Sir, We have not been able to give a fair deal to the road transport industry I talk about road construction and national highways and the Minister's direct responsibility in this matter, particularly in Rajasthan. Now, I pass on to tourism. Much has been said on this point by my friend Mr. Masani. We have an organisation and he mentioned that we have a superfine director-general who knows his job who is respected abroad—I do not know whether he is respected here or not—who has been elected President of the Pacific Areas, and who is in demand in the United Nations and in some other countries also. but I ask whether we have got a full and clear view about our tourism. Of course the foreign exchange is important; people who are well versed in tourism and know something about it, the tourist associations, etc. they tell us that if during five years, you spend about Rs. 50 crores of foreign exchange to meet tourist demands, you could get Rs. 500 in return; even as an investment it is a very good thing. But apart from foreign exchange, there is the social aspect and the cultural aspect which are far more important aspects of tourism.

It will always have to be a two way traffic. I wish that we had a better appreciation of the entire problem.

I would ask the hon. Minister one question about the Rajasthan canal. We were told on the floor of the House, it was repeated, that Rajasthan Canal was going to be navigable Canal. I want a reaffirmation from the hon. Minister whether we are proceeding in that manner and whether we are taking steps so that it becomes a navigable canal. It is not only a Rajasthan affair. It is a national project; it is being taken over from Rajasthan by the Centre because of its extreme importance to the entire country. I want to know whether it continues to be so.

Having offered this criticism, I would like to say one word of appreciation also for the extremely good work which they have done in the matter of shipping. They have exceeded the target; they have done exceedingly well and earned encomiums the industry as well as the Ministry and the Government. But there is one snag and that is about the public sector. The public sector expansion has not been as was planned. I hope the hon. Minister will give particular attention to that also.

Shri Raj Bahadur: Mr. Deputy-Speaker, I am grateful to the hon. Members who have participated in this debate and have offered valuable criticisms and suggestions and made a number of observations which require careful consideration and reply. There are a number of questions raised during the demands made and a number of criticisms offered, information sought and if I were to go into the details I would be consuming at least two hours of the House. So, I would confine my remarks to more important points and would assure the Members that if I have not touched any point, it is not that I am indifferent to it but I would revert to it in correspondence or otherwise.

Opening the debate Mr. Masani levelled a charge against the Government and said that Government had created a transport bottleneck. I wish he had looked at the facts in a more up-to-date manner. It was a fact—it was not Government's creation—some years back but we can confidently say that the transport position has considerably eased. He levelled a charge that wagons are not going abegging. I am not here to defend the Railway Ministry; they have done it very well. I ascertained the position from the Railway Board and I am told that there is no shortage of wagons except during very occasional peak periods and that also is a very short lived one. We cannot provide for peak periods. There are slack months and the Railway Board informs me that in the summer of 1964-65, they had as many as 20,000 BG wagons and 5000 MG wagons lying idle. It means so much of capital, so much of idle capacity, locked up.

Shri Harish Chandra Mathur: That is because there is shortfall in industrial production.

Shri Raj Bahadur: I am not complacent about it. To pin that blame on the transport industry or on the Railway Ministry for shortage in the industrial sector would hardly be fair.

May I just cite a few facts and figures for the road transport to show what exactly is the position. During the years since 1951, the number of motor vehicles had increased from 3 lakhs to 9.5 lakhs. The volume of traffic carried in 1961 was 17.08 billion ton Kilometers. It rose to 32 billion kilometers in 1963 against the Third Plan target of 40 billions. This is just one aspect of the picture.

Often the Inter-State Transport Commission is blamed and I think it is blamed rather unfairly because all that it can do is to co-ordinate the activities and the efforts of the various State Governments in order to arrive at settlements for the

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introduction and operation of inter-State transport facilities.

Now, here it is where the Inter-State Transport Commission has achieved a good deal of success. They have been able to chalk out and get the agreements therefor, for all the inter-State transport routes—long-distance inter-State transport between one State and another say, over 300 miles. That was so far not so on a regular basis. But even there an agreement has been arrived at, and a ceiling of 506 permits for such inter-State routes has been arrived at with common consent. I am happy to say that 128 permits have already been issued.

An Hon. Member: Only 128?

Shri Raj Bahadur: Because of certain reluctance on the part of the operators coming in. That shows that there is capacity, it shows that the Government operation is a little ahead of the entrepreneur.

Similarly, if you take into account the production of automobiles, which he criticised, well, the production has gone up from 25,401 in 1961 to 31,829 in 1964. Demands for vehicles are not stagnant, as he said. The act of the matter is that all vehicles have been sold out, and on 31st October, 1964 orders for 2,212 vehicles were pending in the case of Ashok Leyland and 42,395 vehicles in the case of Telco (Mercedes), which shows that there is enough demand; and if we were having enough foreign exchange for the automobile industry that would come in.

An hon. Member: There is a lot of blackmarketing.

Shri Raj Bahadur: In the case of inter-State permits themselves between two States, the picture is still more encouraging, because in 1962 the number of such regular inter-State permits was only 6,599. It rose

to 17,825 in 1963, and on 1st December, 1964 there were as many as 21,490 inter-State regular permits in operation: which shows, contrary to what Mr. Masani alleged that day, that road transport has not been stagnant. We have been going ahead.

Sir, I am grateful to Mr. Mathur. He hit the nail on the head when he said that this Ministry of Transport has to undertake a number of vicarious responsibilities. It has to share the burden of blame for all faults of omission and commission on matters which are not really within its power. The question is whether we can persuade the State Governments to allow us to take certain measures, and measures with their consent, which may help us in organising the road transport industry in a satisfactory manner. There it is where his suggestion that the matter should be dealt with at the highest level is welcome to me. Left to me, I will do that. But it is not that we have not been doing it. We have got a Transport Development Council. The Transport Development Council has been considering all such questions.

In regard to the report of the *ad hoc* Committee to which he has referred, the Transport Development Council which consists of all Ministers of Transport of State Governments means that the State Governments are represented thereon. They agreed to most of the recommendations and a few in respect of, subject to certain modifications.

Now comes the question of its implementation. I may say that the account is not all on the negative side. They have done something. So far as taxation is concerned, they have all agreed in regard to single-point taxation. But another thing that has been brought in by the back door is goods and passenger tax which initially was imposed only by three States, and now as many as twelve States have imposed it.

Another question was having compact and small regional transport authorities. Most of the States are falling in line. Similarly, State transport authorities with a Chairman having judicial experience. That also has been done.

I am making all these points not because I want to say that all that should be done has been done. But we can say that something has been done, but a good lot has to be done. I would not go into the details of the various recommendations of the *ad hoc* Committee, because time and again questions have been asked on the floor of this House, and I have given detailed information in regard to each one of them from time to time.

Shri Harish Chandra Mathur: Why do you call it *Ad Hoc* Committee?

Shri Raj Bahadur: It is called *ad Hoc* Committee on Transport Re-organisation, and therefore it was *ad hoc*.

Shri Harish Chandra Mathur: You made it *ad hoc* afterwards, not when the committee was appointed.

Shri Raj Bahadur: The policies were not *ad hoc*, but the recommendations were made by an *ad hoc* body, and therefore we called it *ad hoc* Committee.

Mr. Masani made a point that an assurance was given that there would be a moratorium on nationalisation of road transport, goods road transport, till the end of the Third Plan. And he has taken exception to our setting up in the eastern sector a road transport corporation which operates between Calcutta and Assam. Hon. Members would remember that it was created in the wake of the strike by the Pakistani crew of the river steamer services. It was an essential "must". It was at the time of the emergency, and we had to do it. And I am happy that that experi-

ment has succeeded. In fact, it has encouraged us to go further.

Even in the Third Plan it was clearly laid down that the public sector would enter the goods transport industry also to the extent desirable. But entering a particular industry does not mean nationalisation. And why should the private sector be so chary or so worried about it? Because, we know in the case of passenger transport, even up to the end of the Third Plan, the total extent of the nationalised sector for passenger transport will be only of the order of 33 per cent and 66 per cent will still be in the private hands. In the case of goods transport, well, there is practically nothing. In the Fourth Plan proposals also, that we have got before us today, the extent of nationalisation in the case of passenger transport will go up from 33 per cent to 40 per cent. That means that the number of buses owned by the public sector will be 51,000 out of a total of 1,28,000. And in the goods sector, out of a total of 417,000 trucks expected to be put into operation at the end of the Fourth Plan, the public sector will have only 6,000 vehicles, which constitutes only 1½ per cent. And yet there is some sort of a nightmare always about the public sector. I think we are very anxious that something has to be done to assure the private investor, particularly because we appreciate and we realise that in the goods transport service or in the passenger transport service, small investors are coming. It is not an industry where big capitalists are engaged—by and large, I am speaking generally. It is the small man who comes with his savings and asks for a permit, and he gets a permit and operates it. That is the usual thing.

But we have also to take care of the fact that we are not exposed to the criticism of the type that is offered time and again against us, that we have not done enough for road transport, for its development, for its

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promotion and all that. And therefore the public sector has to step in to fill in the gaps. And that is what we propose to do.

Shri Himatsingka: If both sectors are allowed to function, no one will object.

Shri Raj Bahadur: So far as functioning is concerned, it will be apparent from what I would quote just now.

What are the investments? In the Third Plan, in the public sector, the investments in road transport are Rs. 40 crores. In the private sector they are Rs. 250 crores. For the Fourth Plan, the proposed investment by the public sector is Rs. 100 crores. And that leaves for the private sector Rs. 650 crores. Let it mobilise all the resources to the extent of Rs. 650 crores to augment road transport. My grievance is, I am between the devil and the deep sea.

Shri Bade (Khargone): This Rs. 100 crores can be used in other industries.

Shri Harish Chandra Mathur: Even 650 crores is not coming.

Shri Raj Bahadur: Even Rs. 650 crores is not coming. Then at least let us not keep the gates closed. On the one hand you criticise us, saying that we have not developed road transport, and on the other you say that we do not allow private people to come at all.

Shri Harish Chandra Mathur: We support you.

Shri Raj Bahadur: We cannot follow a dog-in-the-manger policy.

Shri Himatsingka: If you do not stop the private sector, nobody objects.

Shri Raj Bahadur: Nobody is stopping the private sector. I have bene-

fited from my experience in shipping. In shipping we did not hinder the private sector, and we also did not hinder the progress of the public sector in shipping. (*Interruption*). I will prove that we have not hindered; I will come to that. I can assure you that there we have achieved good results, good dividends have been secured, and we hope the same thing will be done here also.

There was another question, of taxation. It is true, by and large, that the level of taxation on motor vehicles in our country is among the highest in the world. Additional levies have been imposed in the form of passenger and goods tax. As I said, up till 1960 only three States were doing it, and now twelve. States are doing it. The average revenue yield per vehicle in India in 1963 was as much as Rs. 2,817, as against Rs. 1,266 in U.K. and Rs. 671 in the United States. This is per year. The absolute burden of taxation on a passenger bus is still higher. In U.K. it is Rs. 6,068; in France Rs. 11,526—this is for the year 1963; in West Germany Rs. 13,100 and in Madras—in India—the absolute burden of taxation on passenger bus is as high as Rs. 19,245 per annum.

Shri Bade: What is the remedy?

Shri Raj Bahadur: Since 1951 and even before that we have been trying to find out ways and means to curb the tendency of ever increasing rates of taxation on goods and passenger motor transport. As far back as 1950 there was a committee set up—the Dalal Committee or the Motor Vehicle Taxation Enquiry committee—which recommended that the level of taxation at any stage should not go beyond 75 per cent of the then obtaining level of taxation in Madras. That was far back in 1950. Many illustrious predecessors in this Ministry have been there and that recommendation remains unimplemented to this day. Why? Because, under our

Constitution transport is a concurrent subject and the executive responsibility for the administration of transport and operation of transport entirely rests with the State Governments. Because of this indirect taxation, motor transport comes in handy and it is very convenient—no protest and no hue and cry—and it has been going on. It is not that we do not appreciate it, and that is why I twice welcome the observations made by Mr. Mathur. In fact he is quite right that it is time that we do something about it. Therefore, we have proposed after very good deal of consideration to do something. I will shortly come to that.

Shri Harish Chandra Mathur:
Thank you.

Shri Raj Bahadur: Mr. Masani also referred to the need for legislation on single point taxation. Here is another bee in somebody's bonnet. Legislation so far as taxation is concerned is in the State sector. We can only legislate in respect of principles. That is the advice given by the Law Ministry. When it is the quantum of taxation, we are helpless. Therefore, the ultimate power in this respect vests in the State Governments. It is their frontier and if the smooth movement of road transport is impeded, well feverish thinking has to be done about it and everybody concerned will join Mr. Mathur in making this appeal.

Here it is I would like to say that the Transport Development Council in its last session in July at Srinagar gave a good deal of thought to it. The PWD Ministers and Transport Ministers of State Governments were there and they recommended that a high-level committee or commission should be appointed to go into the question of taxation on motor vehicles. I am happy to announce that our Finance Ministry also agreed to this matter because this thing particularly concerns the Finance Ministries in the State Governments and the Finance Ministry in the Centre and naturally they have to accept in

principle the institution of this committee. It has been agreed now that a committee will be appointed to go into all aspects of motor vehicles taxation and to examine whether taxation on motor vehicles has become a disincentive to road transport in India. The growing incidence of taxation on motor vehicles has been causing us concern. Coupled with this are problems of multiplicity of taxes and multiple agencies for collecting them which act as a clog on the development of road transport. Representations have been received from all parts of the country that these difficulties are crippling the road transport industry which provides employment to a large number of our countrymen. The terms of reference of this committee will be comprehensive enough to enable a detailed examination of all aspects of motor vehicles taxation with a view to recommend procedural, legal and constitutional remedies for the ills that the industry is beset with. The Committee will include senior officers of Central and State Government Ministries of Transport and Finance and eminent non-officials. I hope that this committee would do useful work. We have appointed this committee after a good deal of waiting for the co-operation of the private sector. We told them: Let us know what exactly you want. We in the Road and Inland Water Transport Advisory Committee asked them in what concrete way they wanted relief. We have not yet got any reply or representation or memorandum from them.

So far as the automobile industry is concerned the point was made that the main difficulty is availability of foreign exchange and that is hindering the growth of road transport. In the Fourth Plan period the Ministry of Industry and Supply have sanctioned expansion proposals of all the automobile manufacturers. These manufacturers are also being assisted in getting foreign exchange. In fact their requirements for the year 1965 have already been met in full. The

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manufacturers have also been granted loans under the AID programme for importing capital goods required by them.

Another important decision we have taken is that we want to appoint two study groups—one to make a comprehensive examination of the problem of providing finance to road transport operators and the second one to examine all aspects of the question of promoting viable units of motor transport operators and the inducements and concessions required to encourage the formation of such units. It has also been decided to undertake central legislation to provide for the establishment of a national road safety council. The rapid development of road transport in the last few years has necessitated amendment of the Motor Vehicles Act of 1939 and the Amendment Bill for this purpose will be introduced in Parliament shortly. This will cover many aspects.

I will now come to the point made by some hon. members that transport in the capital is unsatisfactory. The Delhi Municipal Corporation is fully empowered to deal with road transport. In fact, it is entirely in their power and we assist them in whatever way we can. We can give loan assistance, technical assistance, advice, etc. I think that the programme that they have on hand will enable the Delhi Municipal Corporation to get over its difficulties.

I now come to the national highways. Out of 14,900 miles of national highway, as many as 2,100 miles of road were not there. They were missing road links upto the end of the Third Plan. We should have built them all except 250 miles. Out of 215 major bridges, we should have either completed or taken in hand construction of as many as 201 bridges by the end of the Third Five Year Plan. As many as 250 miles of road and 14 bridges will be taken up in

the Fourth Plan. About 3,000 miles have been developed to two-lane width. The road from Barauni to Gauhati covering 560 miles is really a good achievement and in fact has been completed to that particular standard in a remarkably short period of time. I may say that so far as expenditure on national highways is concerned, the amount for original work as also maintenance together was of the order of Rs. 47.89 crores in the First Plan; of the order of Rs. 67.22 crores in the Second Plan; and of the order of Rs. 172.37 crores in the Third Plan. From Rs. 67.22 crores in the Second Plan it has gone up to Rs. 172.37 crores in the Third Plan.....

Shri Bade: Out of that total what is the percentage for maintenance alone?

Shri Raj Bahadur: I have not got that. But I can tell you that it is roughly about 30 per cent or something like that.

Complaint was made by Mr. Masani against certain IDA works. He also complained about bad patches of road. I admit that where water-logging has occurred, or where floods have come or where there has been a steep rise in traffic, there has been considerable difficulty. Otherwise our national highways are in good shape. I may refer to Bombay-Poona Road—National Highway No. 4—Bombay-Nasik Road, Bombay-Surat Road, Nellore-Vijayawada Road and Delhi-Karnal Road.

An hon. Member: Delhi-Karnal Road is under repair for over a year.

Shri Raj Bahadur: Hon. Member knows that the executive agency for this purpose is the State Government. We have been pressing that they should expedite the work on this national highway. There is such an amount of expansion work and original work that each one of the

States is also involved. If there are delays and shortcomings, let us realise that we have inherited them to a large extent. I am not apologising for that. So far as funds are concerned, we are at their disposal. For Bombay-Poona Road we have sanctioned Rs. 60 lakhs for improvement. For Bombay-Nasik Road, we have sanctioned Rs. 37 lakhs. So far as Bombay-Surat Road is concerned.

Dr. M. S. Aney (Nagpur): The programmes are such that the State Governments are unable to carry out their part.

Shri Raj Bahadur: There are only two remedies. Either we cut down the programmes, or do not have national highways at all. We shall have to put up with some delays which sometimes will be inevitable and we shall try to improve matters and try to eliminate the causes of such delays. One of the causes may be the non-availability of finance. We are trying to provide sufficient finances.

I think particularly a wrong and distorted picture was given when it was said that so far as IDA work is concerned, we are lagging behind, and although there has been some delay, 85 per cent of the work will be completed by 1965. Certain percentages were quoted by Shri Masani. He said that on the Calcutta to Saptagram section, it is only 15 per cent of the work that has been done; on the Godbunder-Manor section, 16 per cent and on the Bassein-Creek bridge, only 4 per cent. I think that is mistaken and incorrect information. The fact of the matter is that on the Calcutta-Saptagram section, the overall progress is 43.6 per cent; in the case of Godbunder-Manor road, it is 66.32 per cent; in the case of the Bassein Creek bridge, the overall progress is 41 per cent, against the four per cent that he mentioned. Since Shri Masani seems to be fond of statistics, may I say that the figures quoted by him are wrong and incorrect and out-of-date to the extent of 300 per cent in the case of Calcutta-Saptagram, about 400 per cent in the

case of Godbunder-Manor Road and 1,000 per cent in the case of Bassein Creek bridge. I would not say much about it. I would only say that it is not correct when he mentioned that they were spending less than 25 per cent on roads out of what they collected from the road transport by way of taxes and levies. If we take into account the State Governments' resources from road transport, it will be found that they have been spending more or less equal to what they realise. If we include the Centre, the overall percentage comes to 50 as against the 25 per cent which he mentioned. I say this because it is the considered view of the Finance Ministry that in this matter, the fuel, or lubricants etc., do take part in it and they are in the nature of mobilisation of the resources on an all-India basis. So, that aspect of the matter must be taken into account. The advice was that we should increase the Plan allocation from Rs. 750 crores to Rs. 1,500 crores; he said it may be doubled. I would very much like to see that that is done. But on the one hand, we are told by the Members of the Swatantra party that we have kept our goal or target of the financial outlay for the fourth Plan too high, and on the other hand, we are being advised that we should increase the allocation. There it is.

Now, I come to the border roads. I am in entire agreement and sympathy with what has been said by Shri Samanta, and I quite realise the powerful plea made by Shri Mathur, and I realise with a great deal of pain and sympathy what they have felt, and I also feel what they feel, about Rajasthan and Gujarat.

Shri Iqbal Singh (Ferozpur): Rajasthan and Punjab. We have to suffer.

Shri Raj Bahadur: Rajasthan, Punjab and also Kashmir. The Border Road Department is essentially concerned with the advice given to it from the Centre. I must say that

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they have done wonderfully well; so far as the execution of the programme is concerned, it is a question of priority: which border road has to be laid first and in which area. I am glad to find that a good deal of attention has been focussed on the Rajasthan desert and the western areas of Rajasthan. Something will come out of it. So far as the membership of the Board is concerned, it is only of very recent origin. I will use the good advice given to me towards that aspect of the matter.

The question has been raised about the national highway in Rajasthan running parallel to the Rajasthan canal. I am in sympathy with the hon. Members who raised that question. I know Shri Mathur has accused me, saying that for the State of Rajasthan, from which part of the country I also come, nothing has been done in this respect. I may say even at the risk of being misunderstood that even as early as 1959-60, we increased the national highway mileage, by about 2,000 miles by taking over three more routes on national highways: one in Madhya Pradesh, one between Sholapur and Chitaldurg and the third in Rajasthan. It was done in 1960. The hon. Member knows very well that so far as the national highway mileage is concerned, it entirely depends upon the availability of funds. If we can provide the necessary funds, the mileage of national highways could be increased. I am at one with the hon. Member in this respect. If he were to say that we should have an express highway running between Delhi and Bombay, Delhi and Calcutta and from Delhi to Madras, it will be very good, but the question is: where to find the resources for it.

Shri Harish Chandra Mathur: Is it not just 0.4 per cent in length in respect of the national highways in Rajasthan, which is just half of what is obtaining in Madhya Pradesh, which is the lowest?

Shri Raj Bahadur: I have not studied the statistics: I regret that I have not got the percentages here. But if I could revert back to that topic sometime again, I will do that.

A pointed reference was made by some hon. Members from Andhra Pradesh about the bridge on the Godavari at Rajahmundry. As the hon. Member from Andhra knows, when the alignment of this national highway was fixed, it was decided by all concerned at that time that the alignment should pass through the Godavari delta. Therefore, we have already built on the present national highway alignment, two bridges. They have been built or are in the process of being completed, on Goutami and Vasishth: Now, they want a direct link connecting Rajahmundry and shorten the distance by 30 miles. I mean the rail-cum-road bridge; to the extent that it is possible and made practicable, within the financial resources, I welcome it, but the matter has been taken on an entirely different level and different plane, because, today, the matter is between the State Government, which has partly to bear the expenses thereof, and the Central Government. Therefore, I would say that so far as we in the Transport Ministry are concerned, we welcome it, and we would be glad if the 30 miles are eliminated. But, at the same time, the question arises as to the expenditure that we have already incurred on the two bridges on a different alignment. Having connected that alignment or completed that alignment and built two bridges there, who will foot the bill, for first of all, to change the alignment? That is a question which has to be settled. At this stage, I cannot say anything more on it.

Shri Ranga: May I know whether it is not a fact that the Andhra Government has offered to pay, when it was suggested to them, as much as what the Government of India asked them to pay, namely, 50 per cent?

Shri Raj Bahadur: That issue has to be settled.

Shri Ranga: They wanted an advance from the Government of India in order to help them in the work.

Shri Raj Bahadur: I will communicate the suggestion, or whatever it is, to the Ministry concerned.

Shri Thirumala Rao (Kakinada): If the Transport Ministry also has got sympathy for the programme, the road-cum-rail bridge on the Godavari, it could be done. We do not want to go into the merits. There are dozens of bridges over other rivers in India, at several places.

Shri Raj Bahadur: So far as Kalpi is concerned, it is under contemplation. Now, a plea has been made—(Interruption). I have very little time, and I have to finish my speech.

Shri Ranga: He has created an express highway for himself in his Ministry without giving any definite answer to the question that I put and Shri Thirumala Rao put. What is it that his Ministry is going to do in the matter?

Shri Raj Bahadur: What more specific answer can I give? I have explained the entire history behind it. This particular matter has to be settled to the satisfaction of the Central Government as also of the State Government. It has not yet been settled. Unless and until these points are settled....

Shri Ranga: Would he be prepared to do his best?

Shri Raj Bahadur: I have been doing that, and I think now. Members know that (Interruption). It is not necessary to whip a running horse!

Then, a powerful plea was made in respect of rural roads. We are quite in sympathy with it. We have been pressing the Planning Commission

and the State Governments in the matter of rural roads. I am grateful to the hon. Member, Shri Yashpal Singh, who laid a great deal of emphasis on it yesterday. We have recommended—and I hope that the recommendation will be part of our Fourth Five Year Plan—that at least 20 per cent of the provision for roads in the fourth Plan of the States should be earmarked for rural roads. This amounts to nearly Rs. 80 crores, and we shall from the Centre provide one-third of the amount, that is, Rs. 26 crores. It has also been suggested that in order to find funds for the Central aid for rural market roads, a part of the proceeds from the excise duty on diesel oil might be credited to the Central Road Fund. It is also proposed to set apart some funds from the Central Road Fund to assist the local bodies in the States for improving the urban roads in large cities to meet the growing needs of the traffic. In cities like Bombay and Calcutta, where the traffic has increased both in density and numbers, it is very important that some important schemes are undertaken and also later on in Madras and Delhi for the improvement of the highway system.

So far as lateral roads is concerned, I am glad to say that it has been decided now to extend the lateral road from Pilibhit to Dehra Dun. It will also take care of the bridge at Hardwar over the Ganga. A powerful plea was made about bridges on Ganga. This matter has been pending for some time. It has been now decided that we shall finance the construction of road bridge over Ganga at Patna which might cost somewhere between Rs. 15 crores and Rs. 20 crores. It is proposed that an equal amount may also be placed at the disposal of the U.P. Government to construct bridges over the Ganga wherever they are needed. More particularly mentioned bridges are, in the order of priority, Mirzapur, Farukhabad, Fatehgarh, Saran and

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one or two other bridges. (Interruptions).

15 hrs.

Shri Bade: What are you doing in regard to Narmada bridge near Khalghat on the Agra-Bombay national highway? I gave a cut motion for the same.

Shri Raj Bahadur: I will write to you later on. We have also proposed to widen 6,000 miles of major arterial and strategic routes in the course of the fourth plan and we also propose to strengthen the pavement of heavy traffic sections aggregating nearly 3,000 miles along major arterial and strategic routes, widening of about 300 miles of national highway routes near large cities; reconstruction and widening of weak and narrow minor bridges, replacement of existing level-crossing by under/over bridges where traffic hold-up is prolonged; construction of bypasses at selected places near congested towns and construction of about 50 miles of express way.

I now come to tourism. I am happy to say that we have reached a record figure so far of 1,56,673 so far as tourist traffic is concerned in the year 1964. This compares very favourably against the figure of 1,40,821 in 1963. Our earnings have gone up from Rs. 20 crores in 1963 to Rs. 23 crores in 1964. This however does not include the earnings that are estimated by the I.A.C. or Air-India from tourists who come to India and it will be appreciated that the figure must be much larger. Shri Masani said, the figure of 1,56,000 is not a big number and said that it could be increased to 6 or 7 times that number. Dr. Mahishi said that spectacular progress has not been made and traffic has increased in India only to the extent of 12 per cent as against 200 per cent in Japan, Lebanon and UAR. The exact figures for U.A.R. are 39 per cent. The 1964 figures are not available. In Lebanon the figure is 43 per cent.

The figure for Japan is less than 12 per cent. U.A.R. and Lebanon figures also include the traffic from neighbouring countries which has enormously increased. In our traffic we do not include any traffic from Pakistan etc. Now, world increase in this year was only of the order of 10 per cent. in 1963 over 1962. The attainment of the figure of 12 per cent is an achievement which is not bad.

Shri Bade: About Italy, may I know what is the percentage of progress regarding the tourist traffic?

Shri Raj Bahadur: For European countries the figure is 6 per cent. because they have already developed their tourist trade. But I would say that barring about ten countries like Japan, Australia, Greece, UAR, Yugoslavia, Spain and Portugal, we have fared very well. In fact, except for 1962, our increase has been higher than the global increase and between the year 1956 and 1960, it was as much as 20 per cent. Now, we can realise that Japan, Greece, UAR, Yugoslavia, Spain and Portugal are enjoying geographical advantage. They are in the close proximity to other countries from where traffic emanates. They are near U.S.A. India is right on the opposite side of the world and for Americans or for Europeans, it is very far off. A figure of 12 per cent for India should not be considered to be too small.

Then, so far as the question of foreign exchange was concerned, a comparison was made and it was stated that foreign exchange in case of tourism has gone down, that it used to be on the fourth place in the export industry and it is on the ninth place and so on. May I inform the House that it was not on the fourth place formerly? It was on the fifth or sixth place. But to compare cashew kernels and oilcake with tourism will be the height of absurdity, if I may say so, because there is a peculiar feature about tourism. Tourism does

not depend on encouragement of the growers of cashew kernels or, for that matter, producers of oil-cakes etc. it depends upon a wide variety of facilities, of conditions, that have to be created.

Members were right when they said that accommodation was short, transport facilities for tourists have to be created, etc. Socio-economic conditions come in; our poverty, our squalor, etc. Unsanitary conditions also play a part. Now, the tourist department cannot create all those conditions in one night or overnight. It has to build up the entire economy of the country. It has to build up to a level where we can drive away squalor, poverty, unsanitary conditions, etc. and we can create good and beautiful places of tourist resort. We have in fact embarked upon a programme like that. We have selected a few places of tourist importance and we may have to participate in the integral development of such places. We have selected them and our idea is that we have to improve the road communications to them and we have to beautify the surroundings and approach roads. We have to undertake a number of steps in that particular direction. The nature of tourism is therefore essentially different from any other export industry and I would say that it would be very wrong to compare, very unfair to compare the tourist industry with any other type of export industry like jute or textiles or cashew kernels or oilcakes.

We have taken a new turn in our policy. So far our policy was only promotional. We used to publicise tourism. We used to publicise the various places for tourists in our country and then we used to leave it to the private sector to create the necessary facilities for tourism, hotels, transport, entertainment and all that. After a great deal of deliberation and as a result of the recommendation of the Jha Committee report, we decided that the State has to enter into this particular field. It has to fill up the gaps. It has to be done. It has been

decided that we should set up two corporations....

श्री राजबहादुर सिंह : प्राइवेट सेक्टर में कैसे इन्वैस्टमेंट कर पायेंगे ?

Shri Raj Bahadur: Private sector seems to think that they are really the ideal, the model for everybody. So far as the industry is concerned we can only say that we try to bring about some sort of discipline and some sort of improvement by pursuing them. We also intend to promote legislation in course of time so far as hotels are concerned and certain other allied activities are concerned. These two corporations will essentially aim at filling the gap wherever they exist in the case of hotel accommodation, transport and other facilities.

A criticism was levelled that enough hotel rooms are not coming up. Till we announced the creation of these corporations it was really a fact that much enterprise or investment was not coming forth but we have seen during the course of the last one year that there was a spurt in hotel construction activity. As many as 12 hotels with a capacity of about 2,037 beds are at present under construction. That is, as much as Rs. 7.04 crores is going to be invested in those hotels in six cities and I am sure that in the course of the next 18 months to 2 years when these hotels would come up we would have made reasonable progress in the matter of construction of hotels in the public sector too.

A criticism was made about the hotel prices. I am glad to say this and pay my compliments to the industry that between October, 1961 to April, 1964, they have not increased the prices beyond what we allowed them to do. The total increase despite all the price increases all round has been only of the order of ten per cent. They have allowed themselves to be again subjected to our discipline and they have promised that till the

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end of 1965 they would not increase the hotel prices.

A criticism was made that the report of the Hotel Classification Committee was not submitted to the House. I may inform the House that two copies of the report were sent to the Parliament Library. Then came certain injunctions etc. from court and we could not publish the Report.

Another criticism was made that four out of six top officials of the tourist department belong to one State and as many as 6 officers of the overseas tourist offices of the Tourist Department out of 9 also belong to the same State. I must frankly admit, I was not aware of it. If there are any complaints which the hon. Member has in regard to any favouritism being done, nepotism being done, I would be glad to have some concrete case, some concrete instances of such complaints. We shall have it investigated. But the point is this. I took pains to see whether any one of these appointments was made either by the Ministry on its own and then regularisation done through the UPSC or by the Department and I find that not one single appointment was made without their recommendation and specifically without the recommendation of the UPSC. All appointments have been made like that. It may be sheer coincidence, but again, when I took around, I find that there are a number of other departments where the same thing could be said perhaps, but I would not like to do so because that does not help us, that does not help us in the emotional integration, it does not help us really in thinking broadly in the sense of one nation. It does not help us for instance to give credit to merit, and to merit alone, wherever it comes from. That is the point. Such a question has been raised in the House for the first time. I am sorry, but since it has come, I will welcome it if any concrete instance of favouritism is brought to our notice.

Shri Indrajit Gupta was rather anxious about the 50 American cars and the utilisation of PL 480 funds for American tourists. So far as the cars are concerned, we will not have to spend any foreign exchange. We are getting them, because we want to strengthen our tourist plan and to strengthen the base or, to use the usual technical parlance, the infra-structure of tourism. We want to provide more facilities for transport for our tourists.

Shri Indrajit Gupta: You said we need not spend any foreign exchange for the cars. Are you getting them free?

Shri Raj Bahadur: We are getting them under some arrangement. I do not want to go further into that matter.

Regarding PL 480 funds, it is a matter of financial arrangement between our government and the United States Government. It has been decided that to the extent of 2 million dollars, i.e., about Rs 1 crores may be utilised for tourist purposes by the American Government. The Americans are spending here about Rs. 3 crores in foreign exchange. I hope more foreign exchange will be earned by us through American tourists. Even America is suffering from some sort of balance of payment difficulty and they are also trying to tighten up travelling. We have to take all these matters in that particular perspective.

A very bitter criticism was made by Shri Gupta about the head of the Hotel Corporation. He said, we have violated the principle that the Secretary of a ministry should not be the head of a corporation or undertaking.

Shri Indrajit Gupta: I did not say that. I said, the same person has been made the head of this corporation who is both the Secretary of another ministry and the head of IAC. What is the special merit of this person for holding three jobs?

Shri Raj Bahadur: On the basis of merit, it is a first-class and excellent choice. There is an additional reason. Both IAC and Air India have to cater to a large number of passengers and customers; so far as food catering is concerned, there is so much in common between the two. It would be really in the fitness of things if the same person were at the head of the Hotel Corporation which can provide the necessary catering arrangement and the other things. The fact of the matter is that this particular officer has high merit and background behind him. He is not the Secretary of the Transport Ministry.

Shri Indrajit Gupta: I said he is the Secretary of another ministry.

Shri Raj Bahadur: In order to determine exactly the foreign tourist expenditure, a sample survey is being conducted this year. This survey will also cover economic aspects of tourism in India determining the cost-benefit ratio. A well-known foreign expert, Dr. Henry Durrant, of Gallop Poll Limited, in the field of market research has been invited for a short period to advise the tourist department on this subject. We have also made an arrangement for joint publicity with Air India.

The Pacific Area Travel Association—PATA—which has elected the Director-General of Tourism as Chairman for this year is going to have its annual convention in Delhi in 1966. It has as many as 28 Government members and over 500 non-Government members in the field of travel and they will also be coming to Delhi next year. The Association is primarily concerned with the promotion of tourism to areas in the Pacific and the Orient from the United States and Europe. Since the formation of the Association, tourism to these areas has increased by as much as three times and we hope India will also greatly benefit by the membership of PATA.

I come to shipping. To begin with, may I express my thanks to Shri

Raghunath Singh for the kind references he made? May I also dispel certain apprehensions that he has given expression to? He says, we are losing Rs. 124 crores per annum on freight. Our estimated foreign trade is about Rs. 2000 crores. At 10 per cent of that, the total freight we have to give is Rs. 200 crores. Our legitimate share out of this is Rs. 100 crores. The other Rs. 100 crores we cannot claim. So, it cannot be said that we are losing Rs. 124 crores. Secondly the whole thing has to be viewed against the past background. In 1950-51, before planning began, our gross foreign exchange earnings from shipping was only Rs. 7.29 crores. In 1956-57, that is after the end of the first plan it increased to Rs. 17.45 crores. In 1962-63 it was Rs. 34.29 crores. But in 1963-64, it jumped up to Rs. 43.13 crores, i.e. an increase of 25 per cent over the last year's figure. This is no mean achievement.

Even in cargo handling in 1962-63, it was of the order of 35.38 million tonnes. In 1963-64 it went up to 52.73 million tonnes an increase of almost 50 per cent. Thus a progressively increasing share. Part of our trade is carried in our vessels.

The most important is the liner trade where we are catering to as much as 35 per cent of our foreign trade. So far as bulk trade is concerned, only as late as 1962 we began acquiring bulk carriers. We have now 9 bulk carriers. Orders for 12 more have been placed. We hope 3 more will be ordered, bringing the total to 24 bulk carriers, which means it will enable us to have a bigger share of our bulk trade also.

So far as overseas tanker trade is concerned, we have made a beginning and we have already acquired three oil tankers. Six of our bulk carriers are also carrying on cross-trade, i.e. carrying cargo for some other third country.

So far as acquisition of shipping is concerned, up till the end of the second plan, the total tonnage acquir-

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ed by the country was only 8.57 lakh GRT. In the first four years of the third plan, we have already acquired 7.15 lakh GRT. In the last year of the third plan under discussion, 1.76 lakh GRT will be added and the total will be 8.91 lakh GRT which is more than all the acquisitions we had made till 1956-57. If we take out scrappings from this, which amount to 2.48 lakh GRT, the net addition would be of the order of about 6 lakh GRT. The total tonnage in operation would be about 1.5 million tonnes. If we add another .5 million GRT which will be on firm order or under construction at the end of the third plan, the total tonnage of our shipping would be about 2 million GRT. So, let it be realised that the growth has been of a very rapid character. The rate of net addition per annum was 17,800 GRT for the first plan, 75,400 GRT for the second plan and 1,35,500 GRT for the third plan. All this increase has been achieved without any increase in plan allocations and without any substantial release of foreign exchange from the free resources. Most of the acquisitions have been on the basis of self-financing.

Coming to the fourth plan targets, with the additional .5 million tons which will be on firm order and which we hope will be put in operation in the next 18 to 24 months' time, we shall have in the first two years of the fourth plan 2 million tons in operation. We propose to have a target of 3 million tons in operation for the fourth plan and another .5 million tons on order or under construction at the end of the fourth plan, making a total of 3.5 million tons for the fourth plan in all. So far as our coastal shipping is concerned, we have a fleet of 35 lakh tons now and at the end of the Third Plan, it would be 4.15 lakh tons which will satisfy the targets that we have laid down for ourselves.

In the overseas trade, our shipping tonnage has increased from 5.65 lakh

GRT on 1-4-61 to 10.05 lakh GRT today. May I take this opportunity to refer to certain observations made by Shri Raghunath Singh about certain agreements with the oil companies? May I say that the agreements were arrived at as far back as 1951-1953 when we did not have a single tanker and were having no prospects of acquiring any tankers. I may quote the relevant clause in those agreements for the benefit of the Members, which runs as follows:

"Tankers, regardless of flag, importing crude oil or products for the refinery or for marketing operations in India will be permitted to lift products from the refinery for delivery to other ports in India."

This is completely negatory to the provisions of Section 407 of the I.M.S (Indian Merchants' Shipping) Act and the coastal reservation clause therein. Further everything has been made covering that:

"If in future the Government or any shipping Corporation in which the Government own the majority of the voting shares shall acquire one or more petroleum tankers of a size economically suitable for use in the Company's business, the company, subject to its then existing charter commitments, will enter into discussions with the Government with a view to utilization of a reasonable number of such tankers".

Despite that, we have succeeded in introducing as many as three of our tankers on the coastal trade.

Now, as regards the question of having more tankers on the coastal trade, it is not clear as to what would be the pattern of movement so far as P.O.L. is concerned. So far as overseas tankers are concerned, we have made a beginning and we propose to go ahead with that.

I examined the position so far as Cochin Refinery is concerned. A lot of charges have been levelled against us. I would say that one of the terms with the Phillips Company is that we have to provide tankers at the competitive rates. Somehow or other we could not do so. I was also not happy initially with the contract that we had to enter into. But what could be done about it? Shri Raghunath Singh expressed dissatisfaction at the reduction in the rate of rebate for second-hand vessels. I would say that there has been a good lot of correspondence and we have already discussed this matter with the Finance Minister and I am happy to say that he has accepted in principle that so far as the new ships are concerned, the rebate will remain at 40% but so far as old ships are concerned, i.e., ships which are not more than seven years old, the rate of rebate will be 30% and not 20% which has been raised by 10% and for ships which are more than seven years old, the rate of rebate will be 20%. This has been done with a view to enable our shipping tonnage to remain modern. We are happy to say that at present our fleet as it stands to-day has got as many as 60% modern, new vessels, and if we take into account the overseas fleet itself, the new tonnage or new new tonnage is 80% and we want to retain that. It is no good going in for old ships.

One point that was made by Shri Raghunath Singh was that 4,73,800 GRT of shipping had been ordered on the basis of 40% Development rebate which will be adversely affected by the reduction in the rebate. This would be the case if all this tonnage were second-hand, but that is not so. I may tell him that only 30,500 GRT second-hand tonnage has been acquired and not 4,73,800 GRT after 1-4-1964, and the further second-hand tonnage on order is only 1.1 lack GRT. The cases may be taken up on merits if proper representations are made.

Now, something was said by Mr. Indrajit Gupta about the Shipping Corporation. He made rather caustic observations.

Shri Indrajit Gupta: This is the recommendation of the Public Undertakings Committee.

Shri Raj Bahadur: He referred to the Public Sector Corporation. If I give a reply straightway, I would perhaps be violating the ruling—I would be defying the ruling—which has been given by the hon. Speaker this morning. I would first write to the Finance Minister and then reply to Mr. Gupta. I think he will permit me to read the same report from which he has quoted. What is wrong about that? He has made two charges. Slow rate of tonnage expansion is the first charge. As far as Public Sector Corporations are concerned, I would reply to him straightway. So far as the Shipping Corporation is concerned, this is what has been said by the Public Undertakings Committee.

"The Committee feel that the Corporation has made satisfactory progress in acquiring tonnage, covering routes touching the country and in earning profits. It has also contributed to putting the country on the shipping map of the world."

I think this is what the Committee has said about the functioning of the Public Sector Corporation. Until two years back, the Corporation had been earning some profits. This has not been making profit only recently. I was really surprised that Mr. Indrajit Gupta also referred to another particular item. In this he said that the Corporation has not been able to make a significant contribution in taking up for operation new routes which are not being operated by any Indian lines.

Shri Indrajit Gupta: I am not saying that. This is what the Committee said. You are forcing the Corporation to operate in the unremunerative routes which the private shippers refused to operate. This is what I said.

Shri Raj Bahadur: I would reply to that. On page 9, paras 31-32 this is what the Public Undertakings Committee says:—

“The Committee feel that less remunerative routes should also be operated by Indian Shipping companies with a view to promote the expert trade of the country. They however think that the Corporation should not be exclusively asked to operate such routes. It would be desirable if there would be an equitable distribution of the more profitable as also the less profitable routes between the private and public sector shipping concerns.”

I would also add the following; we have been asked to do that.

“Further, the operation of such less remunerative services should be undertaken only on specific directives from Government and not by the Corporation on its own. Where such activities are undertaken in public interest, the Corporation should give details in its annual reports and accounts and their effect on its overall working.”

So far as the principle is concerned, there can be no exception to this. In fact we are entirely in agreement with this but the shipping companies are disinclined to agree with this. The result has been that a criticism has been leveled against the Corporation by Shri Indrajit Gupta that we have not been able to make any contribution in taking up for operation any new route. Apart from the five routes that had been opened, earlier two more routes have now been open-

ed viz., India-Poland and India—U.A.R.

Shri Daji (Indore): We are putting it this way. As a Member of the Committee on Public Undertakings, I say that the Committee has no objection to the Shipping Corporation running unremunerative routes as a new entrepreneur. But, if the private companies refuse to take unremunerative routes, then they should not be given a share of the running of routes like India—Poland. On the one hand you allow them the remunerative routes and on the other you give them their share. The remunerative routes should be shared equally by the Corporation and the private shipping companies.

Shri Raj Bahadur: We shall take up the recommendation made by the Committee on Public Undertakings. There is no question of giving remunerative routes to the private sector companies at the expense of the public sector. In fact, the figures will show that. The following are the figures so far as expansion of tonnage is concerned. As things stand to-day, the Shipping Corporation's tonnage in April, 1961 was 1.26 lakhs G.R.T.; in April, 1965 the tonnage has gone up to 12.49 lakhs G.R.T. an increase of 98%. In the case of private sector shipping companies, putting these all together, in April, 1961, the tonnage was 6.94 lakhs GRT while to-day, it is 11.12 lakh GRT. There is an increase of 60%. Therefore, against an increase and expansion registered by the public sector Shipping Corporation of the order of 98 per cent, the private sector shipping established only an increase of 60 per cent, which means that the charge that has been levelled at us, that we have not been trying to expand the activities of the Shipping Corporation and adding more tonnage, is not well founded. 20 more vessels have been ordered by the Shipping Corporation having a tonnage of 1.98 lakh GRT. It will take the fleet of the Shipping Corporation to a figure of 5 lakh GRT and at the end of the Third Plan out of a total

tonnage of 2 million GRT we would have 25 per cent in the Public sector. But our intention is to increase the tonnage further and to have 50 per cent of shipping in the public sector as far as possible.

So far as other factors are concerned which relate directly to the criticism flowing out from the public sector undertakings, I will confine myself to what I have already said. I would like to make a submission to the Committees. I would expect that this House and all the Committees would give due encouragement to whatever is achieved by the public sector undertakings, and the criticism that is offered should be such that does not discourage the government officials or the public servants who are undertaking a very difficult and responsible function. It will be appreciated that on the one hand we have been asked that we should calculate our profits after making allowance for the rebate that we are granted. The private sector shipping companies are not asked to do that. That is a matter which I would like the House to see in the context of the following facts and figures.

The India Steamship Company, which is a very old company, showed a loss of Rs. 30 lakhs in 1962-63. The Scindias have made a profit of Rs. 62 lakhs—they were losing before that. The mighty P & O Company, which is one of the largest shipping companies of the world with a fleet 20 times more than that of the Shipping Corporation of India has made a profit of only \$500,000—a little over Rs. 65 lakhs. Against that the Shipping Corporation has shown a profit of Rs. 1.07 lakhs, Rs. 1.25 lakhs and all that. I think, therefore, the people in the Shipping Corporation deserve a pat on their back.

May I now come to the question of ports. Shri Maniyangadan and some other hon. friends have expressed

their anxiety about the development of ports. In fact, I think, Shri Dwivedy has said that I am rather complacent about the development of ports. I am not at all complacent. If I were complacent, I think we should not have been able to achieve the degree of development we have been able to do. We should not have heard the name of Paradeep, Mangalore, Tuticorin, Ratnagiri, Porbandar or some other project like the Bombay Modernisation Scheme. I am not citing all these things in order to earn credit for them, but it is just to show that we are not complacent about it.

I would say that at the beginning of the Third Plan our capacity so far as total port capacity was concerned, excluding Marmugoa, was 38.2 million tons. By the end of 1965-66 it would go up to 56 million tons—an increase of 33 per cent. So far as outlay is concerned in the First Plan we spent Rs. 26 crores out of Rs. 64 crores, in the Second Plan we spent Rs. 45 crores out of Rs. 98 crores and in the Third Plan, Rs. 91 crores (estimated) out of Rs. 110 crores. The criticism levelled was that we are not able to utilise our allocations. That may be true of the First Plan or the Second Plan. That is because the essential ground work, the essential framework, the infra-structure, for all developmental works has to be created before we can register a rapid pace of development. But in the case of the Third Plan I am happy to say, but for the fact that in the case of Marmugoa we did not have the project report in time, we would have been able to utilise the entire allocation. For that matter, there is some shortfall also in the Bombay Modernisation Scheme. But out of Rs. 110 crores we would be able to spend Rs. 91 crores.

Shri Indrajit Gupta expressed concern about dredging. He said that dredging and other new schemes are lamentably lagging behind. I think he was referring to certain studies made by the Hydraulic Research Department over a number of schemes. But those schemes are in the nature of

[Shri Raj Bahadur]

exploration to find out what more can be done. They are not accepted schemes nor are they a part and parcel of the Third Plan or even the Fourth Plan. So far as dredging is concerned, I am confident that the Calcutta Port Commissioners have substantially strengthened their fleet and drafts and the results have not been insignificant. In 1961-62 the quantity of spoil dredged out was 8.3 million tons. In 1962-63 it was 8.5 million tons and in 1963-64, because of the strengthening of dredging arrangements, the quantity dredged out was of the order of 12.8 million tons. The Calcutta Port was showing signs of deterioration. The year of 1961 was the worst, perhaps. If I take the figures for 1957, which follows soon after 1956 the figures about which he quoted, the number of days open for 26 ft. was 49 and it came to zero in 1961. Then, because of additional equipment and the additional steps that we took, it went up to 13 days in 1962, 56 days in 1963 and 40 days in 1964. This would show that the provision of dredging equipment and other steps that we have been taking to keep the Hooghly Channel fully navigable have been adequate. I would say that the maximum draft allowed in 1963 has been of the order of 27' 6".

Shri Indrajit Gupta also referred to the strike by Assistant Harbour Masters. He thinks that by diverting dredging officers to do Assistant Harbour Masters' work we did allow the work of dredging to suffer. I have shown that the dredging work did not suffer at all. He also made a rather surprising statement that the salinity in the river Hooghly increased because of loss of dredging. Firstly, there was no loss of dredging. Secondly, if a few hundred thousand tons of spoil are taken out of billions and trillions of dredging spoil in the river, the salinity cannot increase or decrease. Salinity in the river increase only when fresh water supply is stopped. That happens in the months

from October. From October there is dry season and there is no fresh water supply with the result that salinity increases. There is absolutely no connection between dredging and salinity. I hope my hon. friend will not have any misgivings in this connection. The work of dredging has not been neglected at all.

Shri Samanta referred to the question of foreign exchange components for Haldia and asked me for an assurance. I may only say that we are firmly committed to the project of Haldia. We have already spent Rs. 2 crores on Haldia project in various preliminaries. In 1965-66, we propose to spend or we have made a provision for another Rs. 2 crores. We are sure that the World Bank will soon clear the foreign exchange loan that has been promised to it. It is not merely sun-shine stories to breathe false hopes—as Shri Indrajit Gupta put in his phraseology.

Shri Indrajit Gupta: What is the use of your being committed; the question is whether the World Bank is committed.

Shri Raj Bahadur: The World Bank has to be satisfied in regard to certain points. There is no question of any dispute or any conflict between the respective roles of Calcutta, Haldia and Paradeep. Hinterlands of Visakhapatnam and Paradeep are different. Visakhapatnam will serve its own hinterland. Paradeep will handle essentially the ore from Tomka-Daitari Mines. So far as Calcutta and Haldia are concerned, they will serve Barajamda region so far as export of ore is concerned.

Dr. M. S. Aney: So far as Visakhapatnam, Kandla and Gandhidham are concerned, you have made no estimates at all for the current year. What is the reason for that?

Shri Raj Bahadur: I will check on that; I will not try to answer off hand.

The hon. Member, Shri Dwivedy referred to Paradeep. I may tell

him that we are really intending to take over the entire Paradeep Project for execution. I may tell him that so far as accounts are concerned we will be responsible from the date when we take over. To make enquiries into the previous accounts will be a function which does not belong to me. It will be done by the Auditor-General and other agencies concerned. Whatever facilities we can give them for such an investigation, we will give them. But, so far as the development of ports is concerned, I would beg of the hon. Member not to import politics, which is rather extraneous.

Shri Surendranath Dwivedy: It is not I who imported politics. My hon. friend should remember that it is I who protested against that when politics was introduced in this matter. It was done very much by his own party. I was concerned only with the development of the port.

Shri Raj Bahadur: If I may say so Shri Srinivasan, whose name was mentioned by the hon. Member—he may have his own faults; I do not know—so far as the actual progress of the work is concerned, he has shown results and I would be less than fair to him if, after having done a particular job in a good way, I just brandish a big brush and tar him with that.

So far as the other points are concerned, I do admit that there is a prime need for ship repairing yards all over the country.

So far as Haldia is concerned, it has proved to be viable and it does not overlap, so far as other ports are concerned. Haldia has been amply justified and there is no question of going back on it. If the World Bank gives us the necessary foreign exchange assistance, we shall go forward with this scheme. Otherwise, we shall try to find our own foreign exchange resources for going ahead with the scheme. There is no doubt about it. We already stand committed to it.

So far as Marmagao is concerned, we are going to install a modern plant capable of handling 4000 tons per hour.

So far as Tuticorin project is concerned, in which Shri Muthiah is taking keen interest, I am glad to tell him that we shall speed up all the works that are in hand and the progress will not be allowed to suffer for want of funds. Time is essentially taken in preparation of designs and plans carefully, which is also of fundamental importance.

A criticism was levelled that nothing was done for Cochin. I think the facts are otherwise. I would only say that the entire Third Plan allocation of Rs. 3.6 crores would be spent on the project for all those items which are included in the Plan. The traffic in that port has increased from 1.6 million tons in 1951-52 to 2.4 million tons in 1962-63.

Shri Narendra Singh Mahida (And): What about Dahej port?

Shri Raj Bahadur: I cannot answer about individual ports off hand. Further, the minor ports are the responsibility of the States. We assist them by giving them loans for approved schemes.

Shri Basappa (Tiptur): What about Mangalore port?

Shri Raj Bahadur: For Mangalore we have provided Rs. 2 crores in 1965-66 and the entire amount will be spent. We will not allow the work to suffer for want of funds.

For the Cochin port in the Fourth Plan we have provided for reclamation of land for two new berths, and for replacement of old craft including dredgers etc. A special tanker berth is going to be provided for tankers of 33,000 d.w.t. If necessary, we shall go in for deepening of the channel and building super-tanker berth in course of time.

A reference was made to Neendakara port. I may tell Shri Manivan-

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gadan that that project was sanctioned last year. Whatever revised proposals were received here have also been sanctioned. So, it is rather surprising that we are accused of any delay when there is no fault on our side.

So far as Sethusamudram Project is concerned, we are trying to expedite it. We hope the project will be included in the Fourth Plan. We have already taken advance action in anticipation of that. A PWD circle has been created exclusively for this project. A project officer has been appointed. A Chief Engineer of the rank of a Joint Secretary has also been appointed. A high-powered committee headed by the Transport Secretary himself has been appointed at the Centre for examining the various aspects of the project. The economies of the project are being worked out on an urgent basis by the Director-General, Shipping. A provision exists in the budget for undertaking this project.

So far as the labour situation in the ports is concerned, I am happy to say that by and large the ports have been trouble-free, except for occasional conflicts here and there. The port operations have gone on smoothly. I would say that because of the establishment of the Wage Board we have been able to achieve a good deal of harmony between the port administrations and the labour unions concerned.

Shri Indrajit Gupta was again rather bitter towards me saying that I did not intervene in the AHMs' strike and that I took a rather technical or narrow view of the case. I rebutted that particular insinuation at that time and I do so again in all humility. Because, if it were a question of service conditions, pay, dearness allowance or other facilities for the workers, certainly there would have been some justification for me to go into the matter, which I did in

the case of pilots, and which incidentally was the instance quoted by him. In this case, it being entirely an administrative matter it would have been very unwise on my part to have intervened in the strike. I am glad that AHMs have already returned to work.

Shri Indrajit Gupta thought it wise to level another charge at me that I am in league with certain labour leaders and that they issue strike notices and then call off the strikes; I call those leaders and settle their disputes and thereby their prestige goes up. Well, I have tried to find out whether it has been done, whether any strike notices were given and withdrawn and then I called the labour leaders to settle their disputes. No such case has come to my notice. In fact, there are recognised labour unions and labour federations. Whenever they wanted to see me, I had never said that I was not prepared to see them. I am always prepared to see labour and try to help labour.

But the question is: should I be accused of meeting labour leaders simply because I quite succeed in creating harmonious conditions, cordial relations? If creating harmonious conditions is an offence, I am guilty. If creating cordial relations between labour unions and the headquarters is an offence, I am guilty. If I have been able to achieve a certain amount of confidence with the labour leaders, I think I may have to plead guilty again. But I would refuse to be a party—and I say that with all humility—to work for the disruption of labour or their recognised unions.

I think the boot is in the other leg. Shri Gupta seems to be frustrated and despondent because, some how or other, he has not been able to have any hold upon the labour unions, so far as port labour is concerned. So also, in the case of seamen, I cannot help it. But I would rather beg of him to consider how far the use

of such expressions are helpful. I am not at all pessimistic or despondent. I am rather full of optimism and hope. Why should I not be? I am not looking at any moonshine. It is sunshine and you must see the light of it. Then what is the mystery? There is no mystery except the mystery of friendship which you should try and appreciate.

In the case of RSN Company, whose control we have wholly acquired—we have already acquired 500,000 shares at a nominal price of £ 1—while we have got transferred 450,000 shares in our favour, we have allowed 50,000 shares to be retained by them, by the UK Company, for our sake, because they have to pay a large amount of liability like pension and things of that nature. So, we have kept that for the good of the nation, for the good of the country. Now the entire board has been reconstituted. Shri B. B. Ghosh, of the Calcutta Port Commissioners was made Chairman of the Board of Directors and a distinguished officer has been appointed as Managing Director. Things are taking a turn for better. Even then if I am accused, it is more that what meets the eye. I think Shri Indrajit Gupta is having a microscope through which he is able to perceive fine and superfine things which are not there.

About the Chairman of the Hotel Corporation he said that there is something fishy. I do not know how he sniffs of them. I am not used to sniffing at gutters. So far as I am concerned, I would only say that I would like to breathe something of the fresh air. He should also have some fresh air of optimism. I still cannot understand why he should use such expressions.

I would only say one thing more and I am done. I think my hon. friends would recognise the need for our ports developing and developing at a rapid pace. For that we have to modernise and mechanise the hand-

ling facilities. If we can create healthy conditions of cordiality between the labour and the administration, we can achieve our purpose, our objective, in a shorter pace of time. Now, what do we propose to do? We want to modernise and mechanise our port handling capacity. But, at the same time, we do not want to render our workers idle or unemployed. Therefore, we are taking up this matter very seriously and we want to embark upon a programme of mechanisation and modernisation of port facilities as best as we can. But at the same time, we shall ensure that there is no unemployment, there is no loss of remuneration and there is no social mal-adjustment and the job displaced persons are compensated by suitable absorption. Either they are trained or they are given alternative employment so that the maximum advantage may be secured both for our social economy and for the labour's domestic budgets.

I have now come to my journey's end. I am grateful to the House for the indulgence which it has shown to me. I welcome the criticism which has been offered to me. I will seriously consider them. I take the brickbats and bouquets in the same spirit.

An hon. Member: What about the Rajasthan Canal?

Shri Raj Bahadur: The matter is under consideration.

Another hon. Member: What about the Sethusamudram project?

Shri Raj Bahadur: I have referred to it in detail.

Shri Indrajit Gupta: May I ask one question?

Mr. Deputy-Speaker: I am sorry, we have already exceeded the time by twenty minutes.

Shri Indrajit Gupta: I will take only half a minute. I simply wanted

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an assurance that after the take over of the RSN Company, the service conditions of the Indian employees would be fully safeguarded. There is widespread apprehension that retraining in staff is going to take place.

Shri Raj Bahadur: So far as the question of Indian employees is concerned, it is our duty to do whatever we can. In case, in the process of running this company in an economic way, in an efficient way, certain people have to be found alternative employment, we shall try to do that. That responsibility is ours and, I think, I can expect co-operation in running this industry successfully and efficiently, which has not been in good shape for a number of years.

Mr. Indrajit Gupta levelled the charge that we advanced loans to the company. But he knows very well that those loans were advanced either for modernisation of the craft or for certain operational reasons. In the process of modernisation of the craft itself, a large number of people might be rendered idle. That is the particular problem that we have to face. But I give the assurance that as far as we can, we shall certainly keep the interest of the labour affected in that.

One thing more I would say about the second shipyard because some criticism was made about that. I would say that the delay about which we are accused was really beyond our control. It should be realised that for two years, we were struggling to get collaboration. We have come to a stage where we have got collaboration and some agreements have been arrived at already about the preliminary investigations, project reports, etc. I may inform the House that Mitsubishi of Japan have called for a conference for the conclusion of the rest of the agreement towards the end of April. They have issued the invitation and we shall get it soon. Mr. Ishiguro who is one of

their technicians has come here and he will go into the various matters connected with that. The second team of technicians and experts has also been despatched and it is due to arrive here tomorrow or in a few more days. This team will collect data and statistics on ship construction, civil engineering, administration, accounting, etc. The third party is also coming towards the end of this month. They will make the necessary preparatory work for the survey and boring. The boring machines are going to be shipped from Japan on the 23rd instant. I think, with all that information in detail, all doubts about the second shipyard should be set at rest.

Shri Subbaraman (Madurai): He has not made it clear about the Sethusamadram project, as to when it will be started and completed and all that.

Shri Raj Bahadur: I have already answered that. We have appointed a Project Officer, the Chief Engineer and we have created a P.W.D. division. We have taken necessary steps.

Mr. Deputy-Speaker: Any cut motion to be put separately? No. I shall put all the cut motions 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 the course of payment during the year ending the 31st day of March, 1966, in respect of the heads of demands entered in the second column thereof against Demands Nos. 89 to 94 and 141 to

143 relating to the Ministry of Transport.

The motion was adopted

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

DEMAND No. 89—MINISTRY OF TRANSPORT

"That a sum not exceeding Rs. 95,57,000 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, 1966, in respect of 'Ministry of Transport'."

DEMAND No. 90—CENTRAL ROAD FUND

"That a sum not exceeding Rs. 3,67,58,000 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, 1966, in respect of 'Central Road Fund'."

DEMAND No. 91—COMMUNICATIONS (INCLUDING NATIONAL HIGHWAYS)

"That a sum not exceeding Rs. 9,49,22,000 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, 1966, in respect of 'Communications (including National Highways)'."

DEMAND No. 92—MERCANTILE MARINE

"That a sum not exceeding Rs. 1,26,87,000 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, 1966, in respect of 'Mercantile Marine'."

DEMAND No. 93—LIGHTHOUSES AND LIGHTSHIPS

"That a sum not exceeding Rs. 97,13,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1966, in respect of 'Lighthouses and Lightships'."

DEMAND No. 94—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF TRANSPORT

"That a sum not exceeding Rs. 2,50,64,000 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, 1966, in respect of 'Other Revenue Expenditure of the Ministry of Transport'."

DEMAND No. 141—CAPITAL OUTLAY ON ROADS

"That a sum not exceeding Rs. 55,36,90,000 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, 1966, in respect of 'Capital Outlay on Roads'."

DEMAND No. 142—CAPITAL OUTLAY ON PORTS

"That a sum not exceeding Rs. 7,50,25,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1966, in respect of 'Capital Outlay on Ports'."

DEMAND No. 143—OTHER CAPITAL OUTLAY OF THE MINISTRY OF TRANSPORT

"That a sum not exceeding Rs. 3,17,73,000 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, 1966, in respect of 'Other Capital Outlay of the Ministry of Transport'."

MINISTRY OF HEALTH

Mr. Deputy-Speaker: The House will now take up the Demands for Grants relating to the Ministry of Health for which four hours have been allotted. Those who want to move their cut motions may do so within fifteen minutes.

DEMAND No. 48—MINISTRY OF HEALTH

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 20,97,000 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, 1966, in respect of 'Ministry of Health'."

DEMAND No. 49—MEDICAL AND PUBLIC HEALTH

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 13,45,10,000 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, 1966, in respect of 'Medical and Public Health'."

DEMAND No. 50—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF HEALTH

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 83,93,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of pay-

ment during the year ending the 31st day of March, 1966, in respect of 'Other Revenue Expenditure of the Ministry of Health'."

DEMAND No. 131—CAPITAL OUTLAY OF THE MINISTRY OF HEALTH

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 8,21,33,000 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, 1966, in respect of 'Capital Outlay of the Ministry of Health'."

The Demands are now before the House.

श्री राम सिंह (बहराइच) : उपाध्यक्ष महोदय स्वास्थ्य विभाग एक ऐसा विभाग है जो समाज के हर वर्ग के लिये कार्य करता है। इसमें धनी और निर्धन सभी के लिये कार्य होता है। इस पर विचार करने हुए हमारा कर्तव्य है कि हम सरकार को ऐसे सुझाव दें कि मानव कल्याण के लिये स्वास्थ्य विभाग का पूरा सदुपयोग किया जा सके।

स्वास्थ्य के लिये जल का बहुत अधिक महत्व है। बहुत सी जगहें ऐसी हैं जहाँ दिसम्बर व जनवरी तक जल मौजूद रहता है और ऐसी जगहों पर अनेक तरह के रोग लोगों को होते रहते हैं। ऐसी जगहों के लिये पीने के शुद्ध जल के लिये नल आदि का प्रबन्ध किया जाय जिससे लोगों को लाभ प्राप्त हो सके।

सरकार भोजन की समस्या को लेकर आबादी रोक प्रयोग फैमिली प्लैनिंग के जरिये चला रही है। फैमिली प्लैनिंग का प्रयोग इस देश के स्वास्थ्य के लिये घातक सिद्ध हो रहा है। डाक्टर की रायें मानव की सहज क्रियाओं में बढ़ी बाधा डाल रही है। यह यहाँ की नस्लों को ही कमजोर बना देगी। यहाँ के जंगलों में करोड़ों एकड़ भूमि बेकार