

PAPERS LAID ON THE TABLE

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): Sir, I beg to lay on the Table a copy each of the following Reports:—

- (i) Annual Report of the Indian Central Arecanut Committee for the year 1962-63. [Placed in Library. See No. LT-2570/64].
- (ii) Annual Report of the Indian Central Oilseeds Committee for the year 1962-63. [Placed in Library. See No. LT-2571/64].

said that it is reported in the Audit Report, 1964. That is correct. But even then, was the contract given without tenders and there was a loss of Rs. 40,000/- in 1956? Up to this time what has the Government been doing? That was my question.

Shri S. V. Ramaswamy: In regard to the Audit Report I have mentioned the procedure to be followed. This will be taken up by the Public Accounts Committee in due course while examining the Railway Ministry, that is, both this paragraph and all other paragraphs. We will have to wait.

12.54 hrs.

CORRECTION OF ANSWER TO
STARRED QUESTION NO. 614

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): With reference to Starred Question No. 614 which was answered in the Lok Sabha on 17th March, 1964, in reply to a Supplementary question put by Shri Bade as to whether one ice-cream vendor in Bombay was given a contract without calling tenders and the Public Accounts Committee had passed strictures against that contract, speaking from memory I stated as follows:—

"I believe it is mentioned in the report of the Public Accounts Committee. We are looking into it."

Actually this forms the subject matter of a para in the Audit Report for 1964 and has still to go before the Public Accounts Committee and therefore, there could have been no question of the Public Accounts Committee having passed any strictures. As the House is aware, the Public Accounts Committee will go into this para along with other paras in the Audit Report, Railways, 1964, while examining the Railway Ministry in due course.

Shri Bade (Khargone): Sir, I want a clarification. The hon. Minister has

12.56 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 under the control of the Ministry of Transport. The hon. Deputy Minister may continue his speech.

Shri P. K. Ghosh (Ranchi East): When is the hon. Minister going to reply?

Mr. Speaker: How long is the hon. Minister likely to take?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): About an hour.

Mr. Speaker: I will call him at 2 o'clock then.

The Deputy Minister in the Ministry of Transport (Shri Mohiuddin): Mr Speaker, Sir, the Indian Airlines Corporation and the Air India have been mentioned yesterday in the debate on the Demands for Grants of the Ministry of Transport. Air India's performance has been very good during the year 1962-63. It has established a reputation as one of the best international airlines. Shri Brij Raj Singh mentioned about his talk in the USA about the maintenance of the equipment of Air India. I am glad to say that Air

India's high standard of maintenance is appreciated everywhere. Moreover, our pilots have inspired confidence all over the world as far as their efficiency is concerned. Their cabin service is always appreciated. In 1962-63 Air India has made an operating profit of Rs. 3,45,00,000. After allocating heavy sums towards depreciation and other requirements the net profit is Rs. 1,37,00,000 out of which for the first time they have paid to the Government dividend on the equity shares. The dividend has come to Rs. 66,70,000.

The Indian Airlines Corporation have made a small marginal profit. No doubt, the Indian Airlines have a variety of equipment beginning from DC-3 to Caravelle. It is hoped that in due course these varieties of aircraft will be reduced at least to three. The Government have asked the IAC to purchase Avro-748 and they have decided to purchase Avro-748. Series II.

Shri Birendra Bahadur Singh (Rajnandgaon): When will they be ready?

Shri Mohiuddin: I hope that a few will be available in 1964 and more will be available in 1965 onwards. The cost of operations of the Indian Airlines Corporation is very heavy. From the Annual Report placed on the Table of the House, hon. Members would see that unlike the cost of operations of Air India, the cost of operations of I.A.C. has gone up. I shall not deal any more about these two Corporations. I shall now pass on to other matters.

13.00 hrs.

Mr. Daji mentioned that the investigations of accidents in the air should be undertaken by an authority which is independent of the Transport Ministry. He knows very well that the accidents involving loss of life of passenger aircraft are almost always referred to a tribunal presided over by a retired High Court 2640 (Ai) LSD—5.

judge. This is the best independent authority which we can get for investigation of accidents. Of course, he is assisted by assessors who are also sometimes not connected at all with the Airlines about which the accident is being investigated. Now, transferring the authority for investigation, to another Ministry, will involve considerable difficulty because that Ministry will have to depend on the technical personnel to be borrowed from the D.G.C.A. I may mention that minor accidents are investigated by not only the Chief Safety Officer but also by the officers of the Department concerned.

Mr. Daji again mentioned the Walcott affair. Walcott affair unfortunately pops up like King Charles's head on every occasion. Anyhow, I shall not deal with that case because, as I have already informed the House, the whole matter has been referred to a senior officer of the Government for re-investigation and that report will deal fully with all the aspects of that question.

Then, one important point which Mr. Daji raised was about city allowances not being paid to the airport employees who live at the aerodrome and not in the city areas. In some cases it may be so. That is an old problem. I know in 1953-54, the similar case had come up before me in my constituency, that the employees of the Central Government who lived and performed their duties outside city limits did not get the city allowance because their residence was in the so-called rural areas, which were just outside the city limits. Of course, that one problem was solved by extending the area of city limits. I hope, similar difficulties arising at other places will be solved by some means by which the facility will be available to the employees. Anyhow, a large number of airports are within the city limits and their employees get the city allowance.

An hon. Member said that the fire fighting equipment is very poor

[Shri Mohiuddin]

Though there have been two or three fires in Bombay, our fire fighting equipment as well as fire fighting service is quite efficient. Unfortunately, those cases where the fire fighting has rendered good service in saving an aircraft do not usually come to the notice of the public. Only those cases come to the notice of the public where they have not been able to save the aircraft. Anyhow, our fire fighting equipment in Bombay where these accidents took place is nearly upto the ICAO standards and we have already obtained the sanction and the foreign exchange from the Finance Ministry for importing more and better equipment. I hope it will be available very soon.

The question has also been raised about the landing facilities and terminal buildings. The landing facilities include the runway. Now that we are using heavier aircraft of the Fokker type or the 748 type, even the Dakota, runways will have to be strengthened and lengthened. It is a heavy programme and we hope that this programme will be carried out as early as possible. The necessary lengthening and strengthening of those airports where the Caravelles or the jet planes of the 707 type land has already been carried out. There are some more where we have to carry out further improvements. The improvements in the landing facilities are being constantly watched. We have considerably improved the modern navigational aids at all the international airports as well as the other important airports. I need hardly give all the details as the hon. Members may not be interested in all those details. But I would like to say that Shri Brij Rai Singh perhaps mentioned that the I.L.S. equipment or the automatic landing equipment does not operate all the 24 hours. Perhaps, he referred to Bombay. I may say that that information is not correct. The I.L.S. and other equipment and landing aids operate all the 24 hours. As hon. Member perhaps

knows, at international airports, mostly the foreign airlines and Indian international airlines operate during the night. We have a heavy programme of improving the navigational aids. The most important is the introduction of what are called 'airways'. So far, we have not had the airways in which the movement of the aircraft is controlled from ground all throughout its route. The expenditure involved, especially in foreign exchange, in establishing these airways is very heavy. I hope that we shall, however, be able to get this equipment although it involves very heavy expenditure in foreign exchange.

13.11 hrs.

[SHRIMATI RENU CHAKRAVARTY in the Chair]

The terminal buildings are a very costly affair. Still, in spite of the limited resources, the terminal building at Calcutta is under construction. Of course, I do admit that the present terminal building at Calcutta is not a creditable building for an important international airport like Calcutta.

Shri C. K. Bhattacharyya (Raiganj): It is perhaps the oldest in India.

Shri Mohiuddin: I am sure that the oldest building will be replaced by a modern and well-equipped building very soon. It is already under construction.

Shri C. K. Bhattacharyya: We are thankful to the hon. Minister for that.

An Hon. Member: What about the one at Bombay?

Shri Mohiuddin: The Bombay terminal building is being expanded for the purpose of accommodating increased traffic. We have also got under active consideration the construction of a terminal building at

Delhi. The architectural side of it is under active consideration, and I hope that it will be possible to take up the construction of that building very soon. The Delhi terminal building is also not very creditable especially for the capital of India.

The question of facilities for employees to live in the airport area has also been referred to, because there are no retiring rooms at the airports for the employees. I do realise that these facilities, especially for the officers who have to perform their night-duty are necessary. In this respect, we are trying to extend the facilities by the construction of residential accommodation in the airport area; and, wherever necessary we are also considering whether it is possible to have a few retiring rooms for especially those officers who have to perform their night-duties.

The employees of the IAC have also to be provided with accommodation. In the Third Five Year Plan, a sum of Rs. 200 lakhs was provided for the IAC. Unfortunately, on account of some difficulties, they have not been able yet to take up the construction. The construction of accommodation for their employees is under their active consideration, and I am informed that by the end of the Third Five Year Plan they will be able to spend only about Rs. 1 crore out of the sum of Rs. 2 crores provided for the Third Plan period.

Shri Brij Raj Singh-Kotah had mentioned that Banihal Pass had not got the facilities for weather reporting. I may inform him that there are two stations for reporting on weather conditions, near Banihal Pass, and they do report about the weather conditions, and they were established not recently but in 1954-55 and 1955-56. But sometimes it does happen that the aircraft that takes off from Delhi has to return, but that is not due to the fact that there are no meteorological reporting stations at these places. There are two reporting stations near Banihal Pass, but it

may happen, however, and it does happen sometimes, that even after the report has been received to the effect that the conditions are flialbe, the weather may suddenly change by the time the aircraft reaches Banihal Pass, and when that happens, the aircraft, especially of the Dakota type, has got to come back.

I may add that the Meteorological Department is doing very good work. As has been suggested by one hon. Member in his cut motion, the present service has to be improved. I assure my hon. friend that the services are being improved very rapidly. My hon. friend knows that the Meteorological Department has established with the help of the U.N. Special Fund and Institute of Tropical Meteorology at Poona. There is no institute for research on tropical meteorology in South Asia. More than half the earth's surface is covered by tropical areas. So, the importance of tropical meteorology is very great. With the help of the U.N. Special Fund, the Meteorological Department has established an institute at Poona which has undertaken research on short and medium range forecasting, climatology and hydro-meteorology and in course of time, they will also take up research in other subjects of importance for this area.

The other important progress that we have got to make is regarding seismological organisation. We have got now about 14 seismological observatories spread all over the country. By the end of the Third Plan, the number is expected to go up to 20 and the coverage will be increased further later on. It is expected that fundamental research in seismology, especially classification of causes and mechanisms of Indian earthquake, study of earth crust in which most of the earthquakes originate, seismic waves and so on will be taken up if and when this unit for research is established. I hope it will be established very soon.

[Shri Mohiuddin]

I have covered almost all the points and those which I have not touched upon will be gone into by my senior colleague.

Mr. Chairman: Shri Dasappa.

Shri Jashvant Mehta: On a point of clarification.

Mr. Chairman: Later.

Shri Basappa (Tiptur): Much has been said in this House regarding shipping, civil aviation, road transport and other subjects.

11.21 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

On this occasion, I would like to say a few words about the development of tourism in the country. Of course, casual references have been made to this subject yesterday. Shri Daji referred to it and said that even foreign capital is going to be imported to start hotels and other things. Instead of doing that, had he stressed the importance of development of tourism and how to improve it, I would have been very glad. On the other hand, his criticism was not of much use or benefit for the development of tourism.

The importance of tourism, the value attaching to it and the nationwide interest it should evoke has not been sufficiently highlighted in the House. Many people have thought that this industry can be developed to such an extent that even a revenue of Rs. 100 crores in foreign exchange will not be much. When that should be our aim, what we are now earning is only Rs. 18 crores.

This country possesses considerable potential for tourism. Apart from the foreign exchange receipts on this account, the international understanding it promotes and the employment potential that it provides are very great. Also within this vast country

itself it is necessary that people from one part should go to other parts to promote national integration. These are the values to be attached. The potential is also very big.

We have a wide range of attractions, Ellora, Ajanta, Mahabalipuram, Taj Mahal and so many others. Apart from these, we have nature-given spots of tourist interest, religious centres, places of historical and geographical importance, cultural centres and so on. All these help in the development of tourism. Then there is wild life. You come from that part of the country, Bandipur in Mysore. There is a game sanctuary there. There are water falls like Gersoppa and hill stations. All these will attract tourists in a larger measure.

In the context of all these potentialities, what is our performance? The Minister has also expressed many a time that when the general average improvement of tourism in all other countries is 13 per cent and more, we have declined. Why should it be so? I am told a country like Italy earns Rs. 359 crores as against our income of Rs. 18 crores in this field. Even of the little amount set apart in the Plan, of Rs. 8 crores, Rs. 3½ crores for Central investment and Rs. 4½ crores for investment by State, 25 per cent has not been spent. Why is this so? We must inquire into this matter.

A committee was appointed. It had given its report. It is worthwhile for Government to consider all its recommendations and to see how best they could be immediately implemented.

The most important thing—apart from allotment of more money and spending of the whole amount properly—is the need for greater decentralisation. If the Centre assumes all charge and the Central PWD starts work on all the buildings in different parts of the country, it will take a long time. We must have a master plan as suggested by the Jha Committee, because we cannot ramble about in the development of all centres all of

a sudden. A few places have to be selected and we must concentrate our resources on them.

Establishment of big hotels is a very important factor in the development of tourism. If foreign capital is available for that, we need not grudge its coming. I do not know why the Communist Member was so averse to this. Unless we have first-class hotels we cannot attract foreign tourists. Transport is another difficulty. Our publicity is also very poor. More offices will have to be opened in U.S. and other places. More than all this is the proper treatment of the tourists who come. It has been said that the foreign tourist is squeezed. When he goes back, he does not carry with him a good impression. This has to be rectified by the Ministry.

Coming to my own State I have already spoken about Bandipur. I would like to say that Sharavati should also be improved. There should be a good airstrip near Hasan so that people may go and visit Hasan. Hasan and Mangalore should also be developed.

There are certain zonal committees to be formed. I do not know why in the zonal councils of the All India Tourist Development Council, there is no representation of MPs. There are six of them so far as that area is concerned. Any one of them may be taken on the council. I do not know why this has not been thought of and why only officers and a few others are there. I hope the Minister would look into the matter.

Again, very important persons who were working in this department have been transferred to other departments. People who have done very good work in the Rate Structure Committee, in the Classification of Hotels Committee and so on whose reports have been found to be very useful, have been sent away from this department—I do not know for what reason. The Minister must investigate this matter.

People who have rendered good service should be brought back.

One word about road development. When in other countries like U.K., road transport is to the extent of 69 per cent., in India it is only 16 per cent. That shows that the importance of road transport has not been realised. This has to be looked into. We are happy to know that in the reappraisal, the amount has been enhanced.

As regards ore roads in Mysore State, there was a proposal for allotment of a sum of Rs. 4½ crores. But what has happened is this. When it was referred to the Minister of International Trade, he said something. Then it was referred to some other Ministry. Again it had gone to the Planning Minister. Then it has gone to the Finance Minister. But nothing has been done. These ore roads are very important in the context of the need for foreign exchange. Therefore, something should be done to expedite the matter.

Again, the conversion of State roads into Highways is also very necessary. There is a road from Bangalore to Mangalore and one from Bangalore to Ooty. The linking of the national highways from Goa to Dharwar and from Goa to Belgaum has to be taken up, as these two are very important highways. The importance of inter-State roads need not be emphasized very much. We have taken up in my State seven roads and eight bridges. Sufficient amount must be forthcoming from the Centre so that we may develop these things.

Mr. Deputy-Speaker: Shri Sreekanth Nair. I would request the hon. Members to take ten minutes each.

Shri S. M. Banerjee (Kanpur): When is the Minister going to reply?

Mr. Deputy-Speaker: At 2 o'clock.

[Shri N. Sreekantan Nair]

Shri N. Sreekantan Nair (Quilon): As the Minister took charge only in middle of 1963, he may take shelter under it and say that he is not responsible for the working of the Ministry throughout the year. Therefore, I am discussing matters with an eye on getting future attention and future correctives on those points which arise.

The first point that I wish to stress is that the Government should give top priority to implementation of the recommendations of the Transport Development Council regarding the development of inland water transport. Chapter VI of the report is a meagre one-page note dealing with only the Ganges and Brahmaputra water transport. The rest of India is left out completely. There are vast regions in the coastal districts of India which can be covered by water transport, and it will be really cheap. In Kerala a large network of inland waterways was in existence for more than hundred years ago. About 20,000 boats used to employ four to five men per boat, giving work and livelihood to nearly one lakh of people, and they had been carrying on this trade for more than a century. The backbone of this network was the countrycraft. Now this countrycraft is being eaten up in severe competition. The phenomenon of the sails of the countrycraft being filled by the soft winds of the Kerala coast, sailing in the azure waters of the lakes and canals there, is now dying out because there is competition from roads on the one side and on the other side from motor tugs that have come into the field on a larger scale. Therefore, the Transport Ministry must evolve a scheme along with the State Government by which these countrycraft can be mechanised under some co-operative system and made to do the jobs they were till now doing and continue to support so many families.

The second point I wish to stress is the creation of a Central fund as has been suggested by the Motor Vehicles Committee. Accidents occur and there

is nobody responsible. There is third party insurance in my own State, but it is bogus. They do not do anything, they only collect the money. So, a Central fund must be instituted, so that the poor victims of accidents may get some relief at least from the Central Government.

The third point I wish to stress is the necessity of making Delhi Transport a viable undertaking, a useful undertaking, a regular undertaking and an efficient undertaking. I need not say anything more on this. I hope that all sections of the House will agree and be prepared to grant any amount of money to see that the Delhi Transport Undertaking in the Capital is made more efficient.

Then I come to the question of ports. About Rs. 60 crores have already been allotted for the major ports—Haldia, Tuticorin and Mangalore. The Marmagao scheme is now on the anvil. In this connection, Government should bear in mind the recommendations of the National Harbour Board which lays down two things: firstly, the growing number of large-sized vessels entering the trade, and secondly, the need for modernising and mechanising the handling of the loads. Hence, the scheme for development of major ports must, from its very inception, take into consideration bigger vessels coming in and also the mechanising and modernising of cargo handling devices.

But the most important recommendation of the National Harbour Board is:

"With a view to helping the growth of Indian economy on a planned basis, attention should be paid to further development of the intermediate and minor ports."

For that they have suggested two measures. One is the improvement of selected minor ports for the along-side berthing of small vessels. The

second mechanising the small vessels or making of new mechanised vessels to carry on the coastal trade. These two suggestions are very important, and the minor and intermediate ports do serve a large section of the country which is comparatively backward. So, it has got to be given greater attention than it has received till now.

Now I come to the welfare schemes in the ports. A sum of Rs. 13 lakhs has been allotted to Bombay port and Rs. 34.85 lakhs to Calcutta port, but all the other major ports go without any reckoning. Some mention of welfare schemes here and there has been made. I would request the hon. Minister that a very definite, well-defined welfare scheme should be enunciated by the Ministry and must be enforced in every major port on the basis of the employees engaged therein and the tonnage handled by the port. Otherwise, it would be unfair, and a man with a better sense of social justice in a port will be able to do things while others may ignore it.

Coming to the shipyard, I do not say anything against it, but it is a sorry picture. We are giving 19 per cent subsidy and then getting a small sum of Rs. 37,000 as profit. It is a book profit and has no meaning. Why should we show such a profit when there is actually no profit? I do not understand this attitude.

Anyhow, the question of the second shipyard in Cochin has assumed much greater importance in the light of the running of the Hindustan Shipyard. Here, as my hon. friend Shri Raghunath Singh pointed out, the Ministry has not taken the House into confidence and stated that it has reached a stalemate. On the other hand, a rosy picture is presented. Everybody knows and this House knows that because of certain negotiations and some rubs with the P. & T. Department, and because they felt that they were insulted and snubbed, the Mitsubishi group has backed out. I want

an assurance from the hon. Minister that everything will be done to see that they are brought back, and the contract is signed in the nearest future.

Coming to the question of air corporations, Air India is doing fairly well, and the directors and employees deserve the thanks and gratitude of the House. But coming to Indian Airlines, many points have been made here. The profit earned by Indian Airlines is less than one per cent, and it is not certainly commendable. What is it due to? I think it is mainly due to the defect of the department itself. At page 51 of the Report it is stated that one Skymaster aircraft which was destroyed in a fire in Calcutta on 3.5.1963 was written off. Was it not insured? I want every one of our aircraft to be insured. Not only that. I want every flight to be insured. When there are accidents, the poor people who suffer or their relatives must get some relief from the Government of India. It is a nationalised concern. When people die, their dependants are left destitute, they feel so sore against the Government.

Something was said about the Caravelle service. You know with what great difficulty we got a connection from Trivandrum to Bombay, after a lot of representation. But a passenger from Cochin who goes to Madras finds that the Caravelle service to Delhi has already left, and he has to say there for a day. So far as the people starting from Delhi to Trivandrum are concerned, thanks to the intelligence of the department, there is no connection at all in Madras. This is the method of timing, and my hon. friend the Maharaja was complaining that the Caravelle Service did not attract sufficient passengers. It is the department that does not want the passengers to come. That is all I have got to say about it.

The foreign tourists are not getting proper treatment at the hands of the

[Shri N. Sreekantan Nair]

employees, I am sorry to say that. The air hostesses and the other officials must be directed to pay greater attention to them; they must be given all information required. I request the hon. Minister to see that the Tea Board and the Coffee Board establish their counters in all the airports because coffee or tea served at these airports is a disgrace to India's products. It brings disgrace on the major export items of India, such as coffee and tea. I, therefore, suggest that these Boards may be asked to establish their branches at major airports.

Mr. Deputy-Speaker: Deo Bhanj.

Shri Birendra Bahadur Singh: I have been standing up for two days; yet I did not get a chance.

Shri P. C. Deo Bhanj (Bhubaneswar): Mr. Deputy-Speaker, while I rise to support the demands of this Ministry, I cannot help observing that the Ministry of Transport has exploded the myth that public sector undertakings are generally dismal failures. This is proved beyond any shadow of doubt by the very act that the two air corporations—Air India and Indian Airlines Corporation—have shown remarkable profits over a range of years.

Air India with its tiny fleet of six Boeings has linked our country with the rest of world in a comfortable and efficient manner. It has also earned a name for itself as a first class airline and can well be compared with any other international airline. It is also noted for its record in punctuality. From the report of the Ministry, I find that a cheque of nearly Rs. 7 million was presented by the Chairman, Mr. J. R. D. Tata to the Minister of Transport as dividend for the year 1962-63. Therefore, it shall not be out of place if I pay here a special tribute to Mr. J. R. D. Tata under whose able chairmanship Air India has flourished so well. It just goes to prove that if there are proper men at

the top, even public sector enterprises can be really enterprising.

Turning now to Indian Airlines, I find that there too a profit of nearly three million rupees has been made for four years in succession. But I find that the IAC planes are running late, which was a malady found in respect of trains alone. Now that it has crept into the IAC also, the Ministry should give serious thought to it and probe into the matter to find out the root cause of this frequent late flying of planes. The food served by IAC on the trunk routes is tolerable, but outside these trunk routes, it is not worth its name. The Ministry should ensure that uniformly good food is served in all the routes.

In answer to a question, I came to know that the proposal to introduce Fokker Friendship service between Calcutta and Bhubaneswar and its extension to Vizagapatam was in the offing. But on account of the night airmail Viscount crash, the schedule had to be recast. Now that Caravelles have been put on the main routes, the position should have eased sufficiently and I hope the IAC would give us this service from Calcutta to Vizagapatam via Bhubaneswar. This will go a long way in helping passengers belonging to the eastern region of India.

I now come to the Vizagapatam port which has become more important lately. It handles quite a lot of iron ore from Madhya Pradesh and Orissa and also finished steel of Bhilai and Rourkela and also all the crude oil that comes into the Caltex refinery from various oil fields in tankers. The report says that four additional berths are being built to handle this additional cargo and a mechanical plant is being installed to handle iron ore which is expected to be completed by October next year.

While I speak of the Visakapatnam port in my neighbouring State of

Andhra Pradesh, let me also say something about the port that is being built in my own State—Paradip. The hinterland of Paradip is rich in minerals and includes not only Orissa but also large parts of South Bihar and eastern Madhya Pradesh. It has iron ore deposits of about 10,000 million tons, vast deposits of manganese ore, about 40,000 million tons of coal and other minerals like dolomite, limestone, chromite, etc. All this wealth is lying dormant and needs opening up. The completion of the Paradip port apart from the export of iron ore, will give incalculable impetus to the development of industry and trade. Once the hinterland is opened up, the Paradip port is bound to grow in size as it offers the most natural outlet for the export and import trade. Paradip, therefore, promises a hope for the future generation of the country and particularly for Orissa which is very under-developed. It is one of the major steps of the State Government to build up the future.

The Orissa State Government has taken up the construction of the Paradip port in the Third Plan at a cost of about Rs. 22 crores as a high priority project. Paradip has all the natural advantages of a deep sea port. The progress going on there is excellent and has been well appreciated by all those from outside and inside the State who have visited the port. The target fixed for the time-being is to build up facilities to handle 2-3 million tons of traffic mainly in iron ore by October next year. The Government of Orissa are racing against time to complete the construction. The main items of work to be completed by next year are construction of break-water dredging of approach channel, entrance channel, construction of one iron ore berth and the installation of necessary ore handling equipment capable of loading 2500 tons per hour. Only the other day the dredging operation which is being done through Yugoslav collaboration was inaugurated by the Chairman of the Orissa

State Planning Board and the Yugoslav Ambassador. For the information of this hon. House I may mention that this eventful occasion was attended by nearly all the members of the Orissa State Legislature including the leader of the opposition who himself spoke in praise of this project and supported it. From what I gather, this port shall be commissioned in October, 1965. It will be the most up-to-date port with most efficient and mechanised operations. The only difficulty that the State Government are facing is in the procurement of some construction materials and equipment such as dredgers, cranes, etc. I hope the Central Government shall give all the necessary help in procuring these items from outside.

I would just take one more minute and that is for tourism. The foreign tourist who comes to India, comes to see just a few set places in the country. Apart from that, he has no other place in mind. Therefore, I would suggest that a Committee may be set up which will tour the length and breadth of the country and discover for us other places of tourist interest where the tourist could spend some more time in our country and thereby give us some more of foreign exchange. I hope the hon. Minister will consider this point seriously and set up such a Committee.

Shrimati Renu Chakravarty (Barrackpore): Mr. Deputy-Speaker, Sir, As I have only ten minutes, I shall just touch on some important points. Civil aviation is one of the most important wings of defence, besides our Defence Ministry. I would like to know what we are doing about these non-scheduled operators. It is a point which I have been raising again and again here, but unfortunately, as long as we have Shri Mohiuddin I do not think I am going to get a proper answer to that, and I hope that Shri Raj Bahadur will answer it. I know that Indamer or Salkemer has now got permission, which was held up all this

[Shrimati Renu Chakravarty]

time, for flying to Agartala on the eastern route. My point is this: the reason why people want a non-scheduled operator is that our Indian Airlines Corporation is not yet able to find a solution to the difficulties of the eastern zone, where, after partition, the people have suffered tremendously for lack of direct communication. If one wants to go to North Bengal or to Agartala and to Assam, one thinks a hundred times, because, it is not a question of money but it is a question of undergoing tremendous difficulties. I am sure Shri Raj Bahadur will appreciate what I am saying. To go by train to Assam or even to North Bengal, to Balurghat or Malda, involves tremendous difficulties. Of course, Agartala is practically an island, to which we have no transport communication except by air. Therefore, I want to know why the IAC does not fly to these places, at subsidised rates, the janata services for the eastern sector of the country. We cannot go by train. That is our difficulty. We are always told that the non-scheduled operators are absolutely bad operators. But sometimes we have to take to these services because if I have to go to Balurghat I have to resort to these non-scheduled services, since there is no other go. Sometimes, of course, we are frightened since there is no proper timing for these services, the planes are in ram-shackle condition, yet we have to go by air by non-scheduled services. So, I plead again that the Government must have a cheap air fare and cheap service for the eastern sector, because there is no other means of communication over there.

Then I refer to the Calcutta-Delhi Viscount service, especially the evening flight, wherein there is so much of delay. Of course, the hon Minister may give so many statistics and prove that what I say is wrong, but so many of us can show to the Minister the amount of delay involved. At Dum Dum we are told generally that the

flight is not going to take place for an hour and a half and we reach here many hours behind schedule. Sometimes, we arrive at Delhi at 1 o'clock in the night. What is the use of flying by spending so much money? I request that something must be done to rectify this.

Then I refer to the terminal building. I have raised this point so many times. Just now the hon. Deputy Minister also replied. Calcutta is the most important airport from the point of view of passenger traffic that is handled there. That terminal building, in Dehradun about which we have been hearing like Alladin's Fairy Land, does not seem to fructify. I would like to know what has been done about it.

I then come to the question of labour. Some points have already been answered by the hon. Minister. I feel that there are certain matters which I have been urging for many years, and they relate to housing schemes in the aerodromes in the eastern sector. It is now slightly better than what it used to be before, especially in Mohanbari, Kumbhirgram, and other areas. But then, what about water supply? It is very bad. Sometimes, even in such places where we do not have the normal scheduled operations like Chakulia, the situation in regard to water supply is very bad. If there is an emergency landing, and if anybody were to ask for water, we could not give him even a glass of water.

Let us take the provision of transport for the schoolgoing children of employees. When Shri Jagjivan Ram was the Minister and even earlier, we have been urging that this facility is lacking in so many places like Amritsar, Mohanbari, Kumbhirgram, etc. and that something should be done in this regard. The Minister has promised that the children of the staff would get transport, but up to date, it is being considered and considered, and nothing is being done.

With regard to the question of chowkidars, formerly they were working round the clock for 72 hours. Now, two categories "intermittent" and "continuous" have been made. The intermittent is 75 hours and continuous is 54 hours. We are told that the intermittent chowkidars are being asked to do 12 hours duty a day as in the case of the railways. But in the case of the railway chowkidars, we know that the chowkidar lives in the same place at the gate. It is not a question of going very far. But as far as the chowkidars in the Civil Aviation Department are concerned, they are in spots which are far out. For example; duty spots like outer marker, locator, etc., are far away. and the chowkidars have to be on duty for 12 hours at a stretch. This question should be considered and the duty hours of such chowkidars should be reduced.

Regarding the low-paid non-gazetted staff, I would like to urge that their case should be considered sympathetically. For instance, take the Civil Aviation Training Centre in Allahabad. Many employees like radio operators are sent out on training; they have to keep two establishments going. Under the rules they are entitled to a daily allowance which is being paid in other departments, but when the civil aviation staff goes for training, this is not being paid. I think this matter should be considered.

Then, regarding the revision of pay-scales for drivers and telephone operators—I have raised it earlier—the Posts and Telegraphs Department has already put it into effect. The Pay Commission had recommended these scales, but they have not been put into effect in this department.

Then, about the revision of overtime allowance, my hon. friend Shri Daji had made some points. Actually, a chowkidar doing 12 hours overtime duty is paid Rs. 1.25 nP, which works out to just 10 nP. an hour. Even a casual labour gets much more than

this. This aspect must receive some consideration.

Regarding the forwarding of applications, not only in this department but also in many other departments, normally the applications are forwarded, according to certain orders of the Home Ministry. But as far as the Civil Aviation Department is concerned, under the pretext of emergency, applications are not now forwarded, except in some cases. There should be equal and fair chance given to everybody on the basis of efficiency. Those who are now losing their jobs in respect of the non-scheduled operators should be taken in, but then there can be fair chance for all those who are working within the department to apply also.

Then the question of the stagnation on the maximum of the pay-scales may also be urged. Many have reached the maximum of the scale. Actually, a committee had been appointed in respect of the workshop staff. It had already submitted its report. We do not know what has happened. That matter must also be taken into consideration.

On the question of tourism, I would like to put a question to the Minister in charge of tourism, Shri Raj Bahadur. Why is it that more foreign exchange has been given to Oberoi Hotel than what has been given to Ashoka Hotel? The Minister could well say that that is so. Actually that has been done at the instance of the Director-General and I know that there is very good understanding between the Minister and the Director-General, and we hope that this matter will be adequately explained to us. As a matter of fact we want tourism should progress. Certain points have already been referred to by my hon. friend Shri Daji and in the other House also which, I am sure, the hon. Minister will reply to. I want to know why these things are being permitted.

Regarding the port of Calcutta—in ten minutes obviously I cannot say

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anything, but with one more sentence, I will be done—I should like to say this. Although we are hearing that Haldia is coming up, I should like to know how far we shall be able to say that the Calcutta port is safe and how far Farakka is really going to flush out the silting up of the bed of our river. Calcutta is Calcutta after all, and even with Haldia we will not be able to save Calcutta, unless the Calcutta port is saved. In the early years of Farakha everything had been held up because of our relations with Pakistan, and Pakistan was not agreeing to our proposals, etc. What is the position now? I would like the Minister to make this clear, because this is a most vital question for the biggest and most populated city in India, namely, Calcutta.

14.00 hrs.

Mr. Deputy-Speaker: Shri Raj Bahadur.

Shri P. R. Patel (Patan): Gujarat is part of the country and no Member from Gujarat has spoken on these Demands. Am I to understand that Gujarat has nothing to say?

Shri M. R. Masani (Rajkot): I have spoken for Gujarat. (*Interruptions*).

Mr. Deputy-Speaker: Within the time allotted, I am trying to accommodate as many Members as possible.

Shri Koya (Kozhikode): May I know why certain groups have not been given opportunity to speak in this budget session?

Shri Birendra Bahadur Singh (Raj-nandgaon): This is most unfair that Madhya Pradesh has not been given a chance to speak on these Demands.

Shri P. R. Patel: The same speakers are called upon again and again.

Mr. Deputy-Speaker: Members must take their chances. I am trying to accommodate as many as possible within the time allotted.

Shri P. R. Patel: Nobody from the Congress has spoken for Gujarat.

Mr. Deputy-Speaker: Order, order. We cannot have a discussion on this.

Shri Thirumala Rao (Kakinada): You should see whether all the States which are closely interested in shipping and other matters get some time at least once a year to have their say. It is for you to see whether certain States are over-represented and a number of speakers from every party speak on the same topic.

Mr. Deputy-Speaker: All the States as far as possible have to be given chance. There are 16 States and centrally administered areas also. All of them cannot get chance.

Shri Radhelal Vyas (Ujjain): Gujarat is on the sea-coast, Sir.

Shri S. M. Banerjee: They are going out. It is an aspersion on the Chair.

Shri Raj Bahadur: Sir, I must express my thanks to the Members who have taken part in this debate and for the criticisms that they have offered. I know that the time for the debate on the demands of this Ministry was limited to 5 hours and many more Members would have liked to speak. When the Business Advisory Committee decided to allot 5 hours, I was myself wondering that only 5 hours have been allotted and they may not be sufficient. But the lack of quorum yesterday for once showed to me that perhaps there is very little to talk about this Ministry and Members seem to be quite satisfied with our performance.

Shrimati Renu Chakravartty: No.

Shri Raj Bahadur: I would like straightway to turn to the points that have been made, because I must economise on time. To begin with, I must take up the subject which the hon.

Member who opened the debate took up, namely, roads and road transport. Roads and road transport are closest to his heart...

Shri M. R. Masani: And yours also.

Shri Raj Bahadur: Yes, to mine also. He has made a considerable study and I have always held in great respect the observations that he always makes about them. Sometimes, I may not agree with him, but that is for genuine and honest reasons. He has said that some sort of complacency, which is not justified, seems to be apparent to him from the facts and figures that we have given in our report. He forecast that transport shortage might be six times worse or more serious than it was in 1961. He has said that road allocations that have been made are very meagre as against the recommendation of the Indian Road Congress, which demanded Rs. 590 crores and for the third Plan, we got only Rs. 416 crores. In fact, may I correct him that we got only Rs. 324 crores to begin with and then it was raised to Rs. 416 crores. He says the tempo of the work also is not good. That particular thing was also mentioned by another Member of Mrs. Renu Chakravartty's party who said there have been short-falls and we have not been able to utilise the road allocations. That surprised me. May I say how things stand?

So far as utilisation of allocations is concerned, let it be realised that till as late as 1960-61, the annual expenditure on National Highways was only of the order of about Rs. 10 crores. In 1962-63 it rose to Rs. 17.42 crores. In 1963-54, the revised estimates showed that we spent as much as Rs. 34.38 crores over National Highways alone. This particular figure has to be viewed against the background that initially only Rs. 48 crores was allotted for National Highways for the entire plan period and we have spent Rs. 34.30 crores in one year. It is a record in the history of National Highways. The observation made by

my friend. Shri Daji, has to be judged against this particular background. So far as allocations are concerned, of course it was Rs. 324 crores to begin with and it rose to Rs. 416 crores subsequently. Apart from that, we have to take into account the huge amount of money that is being spent on border roads. I might also say that as need and opportunity arise, we are trying to spare more funds and I will know later on how we are doing that.

The highlight of the year, however, would be the very remarkable performance by our road engineers and road workers and that is the construction of a stretch of 102 miles of road from Barauni to Phulberia—a missing link on National Highway No. 31, which has been completed to a two-lane standard in a record time of one year, with the strengthening of bridges all through to class 70 standard.

I would like to point out now a few facts about road transport, to which my friend gave a good deal of attention. He said that the automobile production target of 60,000 has been revised to 54,000, whereas in 1960 the figure of production was 27,100 and at least 6400 vehicles should have been added every year. He said, we have performed very badly and we are only lingering at 28,481 in 1963. May I point out the facts? We have to view the automobile production against the background of allocations and foreign exchange made for the industry. Even there, we have to see that whatever is allocated is properly utilised and the best effort that our manufacturers could put up in this direction was to increase the quantum of indigenous parts. That is where I think they have performed very well. The Leylands, for example, have gone from 38.5 per cent in 1959-60 to 76 per cent. Bedford have gone up from 46 to 60.9 per cent; Dodge from 68 to 79.85 per cent and Tata Mercedes-Benz from 64 to 77 per cent. It is wellknown that if we manufacture the parts ourselves and not merely assemble motor parts, the production

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of automobiles will not be that much as when we simply assemble them.

Shri Iqbal Singh (Ferozepur): What about the price?

Shri Raj Bahadur: That will be beside the point that I am trying to make out. The total population of goods and passenger vehicles—I mean commercial vehicles—in 1950-51 was 116,411. In 1962-63, it rose to 268,000, which is more than twice and by 31st March, 1966 it is expected to go up to 360,000, which means that we would have nearly trebled that particular figure that we had in 1950-51.

What is the performance so far as the various companies are concerned. I will not go into the details, but I will give only the total. In 1964 we hope to manufacture 35,000, in 1965—42,250 and in 1966—54,500. This is also to be judged against the fact that the licensing capacity has been increased considerably. The licensing capacity as it has been increased comes to 61,800 including two new ventures which are: the Simpsons—1200 and the Beaver—heavy vehicles 2000. So we can appreciate that with this capacity if the target as now revised can be achieved it should be considered to be quite an achievement.

The next point that he made was that against the estimate, which he quoted, of 16 million tons to be lifted by road transport, the number of permits that has been given by Inter-State Transport Commission is piteously small. It is only 440, he said, which is too small a number and this cannot be justified on the basis of 3000 vehicles per million tons, which requires 48,000 permits for 16 million tons. But I would like to tell him that the Inter-State Transport Commission is not the only authority that recommends inter-State permits. In fact, for the first time we have decided that so many permits should be given on certain very very long distance routes connecting Calcutta,

Bombay, Delhi and other places. I will not go into those details. The total number of inter-State regular permits even today is 16,449. If we add to this the average number of temporary permits as on 1st April, 1962, which was 19,092, the total comes to 35,541 against the 48,000 that he recommended. Let him also remember that from the present number of 2,68,000, the target that has been fixed for the end of the Plan period for automobile production is 3,60,000 and thus there will be an increase of 92,000 vehicles. All these 92,000 vehicles will have to be given permits—all of them may not go for long distance traffic; some may go for long distance traffic and some may go for short distances, but the overall transport capacity that our road transport industry needs will be built up.

Let it be realised that this is being done in the face of great difficulty in regard to the availability of foreign exchange. Expansion of road transport, my hon. friend will definitely concede and the House will also appreciate, depends on two factors. The first one is, how far and how best we are able to expand, improve and strengthen our road system. The second is, how far and how best we are able to expand our automobile production. These are the two factors on which the entire thing depends. It has to be recognised that with all the shortcomings, with the short allocations about which he has been complaining—and to a certain extent I also feel that the allocations have been rather poor, they have been meagre and it is not that I do not have that feeling—the road transport industry has been able to carry on and has been able to meet the country's requirements. For that, the transport operators and all concerned in the field have to be thanked and congratulated.

So far as the question of taxation is concerned—I know that Shri Masani is leaving for some of his party work and therefore I will take his points first—he knows very well that we have

tried to limit it and tried to guide the State Governments in this behalf as best as we can. He asked why we were not coming forward with the piece of legislation which he recommended. We were not oblivious to that recommendation. We did take into account that recommendation. We studied it thoroughly, as thoroughly as we could, and we found that we could not fix ceilings. And, mere principles would not carry us any further. Therefore, we have to confine ourselves to persuading the State Governments concerned to agree to some sort of well-defined principles about taxation. He knows very well that this year we have not had any new taxation measures, the imposing of new taxes on motor vehicles or motor transport, neither by the Centre nor by the State Governments. This leads us to the conclusion that this realisation has been made of the urgent need to give some sort of protection to this industry. I think that has been done.

Coming back to roads, may I just state a few facts which are of great importance? A remarkable thing that has been achieved by the engineers and workers is the construction of five big bridges on what is known as the North Trunk Road in Assam including one big bridge on Torsa. I would say that this particular work, also, has been completed in a very limited time of 10 to 12 months which also is a record.

It has been stated that the National Highways have not been fairly treated and we have not looked after them well. But let us remember that when the National Highways system was first created we had as much as 10,000 miles out of a total of 13,800 miles which were really of a very low quality and very low standard. Also, we had a large mileage of missing links. We have practically made up all the missing links excepting 100 miles which we will take in the Fourth Plan. So far as improvement is concerned, we have improved more than 10,000 miles.

So far as bridges are concerned, if

we just take into account the bridges costing more than Rs. 5 lakhs, we have already completed 100 bridges out of 215, 59 will be completed by the end of the Third Plan, those on which work will be taken up or is going to be taken up in the Third Plan is 42 and only 14 will remain for us to deal with in the Fourth Plan.

In this connection, may I just make an announcement. Many a time hon. Members have pointed out the necessity of developing the areas along and near the foot of the Himalayas for economic benefit. I am glad to report that a scheme for constructing a high class road from Bareilly in Uttar Pradesh to Amingaon in Assam has recently been approved. The road will run through the States of Uttar Pradesh, Bihar, Bengal and Assam parallel to the Himalayan range. The existing roads will be absorbed in the new road as far as possible and new alignments will be adopted where no roads exist. The work involved is very considerable and may cost Rs. 100 crores out of which Rs. 50 crores are expected to be required for construction of bridges. Being located in terai region which is intercepted by many streams, 23 bridges across big rivers and large number of medium and minor bridges will be required. Every effort will be made to complete this road as soon as possible.

Secondly, with loan assistance from the Central Government to the Rajasthan Government we propose to consider the construction of a 425-mile long road along side the Rajasthan Canal. This is an important need of that area which will develop very fast after the canal is commissioned. Then, for a long time a demand has been made about the east coast road in Madras State extending from Madras to Cape Comorin. We propose to consider that and we would try to have it included in the Fourth Plan. This would connect South Arcot, Tanjavur, Ramanathapuram, Tinneveli etc.

Similarly, a very important demand has been made by the Gujarat Government and the people of Gujarat

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for a coastal road for Gujarat--Kathiawar coast. That also we have got in view and we propose to give our best thought to it.

Only one word more about road and road transport, and that is about the need for mechanisation of road construction. We are concentrating our attention on that and we will do our best to see that so far as it lies in our power we would try to acquire this equipment and also try to encourage and promote the industry for the manufacture of this equipment.

There is one point more which I should not miss, and that is about the Inter-State Transport Commission. It was stated that merely a Joint Secretary is at the head of this department and that we should make it more powerful, give it more powers to issue permits. We do not propose to do that, because we think that the present method has worked very well. Through this Inter-State Transport Commission we have achieved two big objects. Firstly, we have been able to persuade the State Governments at least to name the inter-State roads. A complete list in consultation with the State Governments has been formulated. Secondly, we have also persuaded them in making them solve, or come to some sort of agreement or settlement, about the disputes that are there. We do not want to take the power of issuing permits, so far as this Commission is concerned for the present.

A reference was made to Dr. Beeching's report by my hon. friend, Shri Masani, who has just gone away. He has said that they have recommended in U.K. the closing down of half of the railway stations, numbering as many as 4,293, and also cancellation of passenger service. I do not think we can do it in this country, nor would my hon. friend, Shri Masani, like me to recommend that to my colleague, the Railway Minister.

Shri Daji has been very critical about matters relating to the Neogy Committee. Since many hon. Members

have spoken about the Neogy Committee, it is up to me to say a few words about that. The Neogy Committee was appointed in 1959. It took well-nigh 18 months to produce a preliminary report. That report was given full consideration, as much as we could. It was a sort of questionnaire and we tried to accommodate it as best as we could. After that, to be can did about it, from March 1962 no meetings were held. When the World Bank Team came, we ensured that there is no overlapping between the functions of the two. That particular point was clarified to both the World Bank team as also the members of the Neogy Committee. Unfortunately, however, we could not make much headway and we found that even for the purpose of the Fourth Plan proposals the recommendations of the Neogy Committee may not be available to us.

Shrimati Renu Chakravartty: Why?

Shri Raj Bahadur: Because the committee was not meeting. The Committee had some sort of genuine objections of its own, perhaps, that the World Bank team has come and it is studying this question. The World Bank Team came specifically to look into the question of coal movement and its sphere of work or functions was distinct from that of the Neogy Committee. At any rate, the fact remains that we thought when the Neogy Committee was first appointed in 1959 that it would enable us soon to have some sort of first principles of the Third Plan on the basis of which railroad co-ordination could be achieved. But we did not get that. However, that was a matter for which we could wait. But, so far as the further progress of this Committee was concerned, for some reason or other, it was not much in evidence.

Shri Daji (Indore): The complaint was that most of the State Governments did not even show the courtesy of replying to questionnaire for more than four years. Is it a fact or not?

Shri Raj Bahadur: Well, the compilation of all the statistics that the

Committee wanted took some time to collect. But it is not a fact that the State Governments were not replying to the letters. Whatever communications or enquiries were made were treated with the utmost respect. I would not like to blame the State Governments for that.

Shri Iqbal Singh: Now some decisions have been taken and their implementation has been delayed for want of receipt of the Neogy Committee report. If that report is delayed by another one or two years, it will be difficult to implement those decisions.

Shrimati Renu Chakravartty: Like the Mahalanobis Committee, in this case also you should hurry up the Neogy Committee to submit its report.

Shri Raj Bahadur: Since Shri Neogy resigned, we had regretfully to accept his resignation. Now the new Chairman, Shri Tarlok Singh, has come.

Shrimati Renu Chakravartty: What were the reasons for his resignation?

Shri Raj Bahadur: He had his own reasons. We tried to persuade him. The main thing was that he wanted more time. He said that he could not finish his work for another five or six months. He also wanted some statistics. Some of the figures were available but some others were not. So, we could not get all the statistics that they required.

Shri S. M. Banerjee: Sir, on a point of clarification. Shri Neogy has resigned. In his letter of resignation it is mentioned that he wanted certain non-officials to be associated with the Committee. It seems that is one of the reasons for his resignation. So, I would suggest to you, Sir, and through you to the House, that the correspondence exchanged between Shri Neogy and the Prime Minister should be laid on the Table of the House so that we may know the real position.

2640 (Ai) LSD—6.

Shri Raj Bahadur: This Committee was appointed by the Planning Commission. I will convey to the Planning Commission and the Minister of Planning the feelings of this House. I do not know what more I can do.

Shri Raghunath Singh (Varanasi): Shri Neogy has also circulated his letter of resignation, a cyclostyled one.

Shri Raj Bahadur: Now I come to tourism. I would like to deal with shipping, which is the most important subject, at the end. So far as tourism is concerned, a complaint has been made that tourist traffic has declined or has not recorded sufficient progress. Since many hon. Members have made that observation, I would like to dispel that particular impression. If we just see Appendix III of the Jha Committee report to know how tourist traffic has expanded in India between the years 1952—61, we will find that the percentage of increase in our cases was as high as 581.9 per cent. This performance was bettered only by four countries. They were Yugoslavia (784 per cent), Finland 751 per cent, Greece (703 per cent) and Puerto Rico (625 per cent). All these countries, let it also be realised, are so close to the areas which generate tourist traffic. We being so far away, the momentum of increase that was generated so far as tourist traffic for India is concerned, was quite considerable and even remarkable.

I agree with the hon. Members that there was a slight decline last year, for which there were certain reasons. But in 1963 we are again looking up and the latest figures are that we had as many as 1,40,821 foreign tourists, excluding 3 lakhs of Pakistanis, visiting our country. The number of tourists from U.S.A. has increased by 17.3 per cent, from Western Europe by 11.6 per cent, from Eastern Europe by 6.6 per cent, from Australia and New Zealand by 49 per cent and from Japan by 16.6 per cent. There has been some decline in the number of tourists from South East Asia and

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West Asia, and that is on account of one special reason. However, so far as high-spending category of tourists from Western Europe and America are concerned, their percentage has increased; and as much as 70 per cent of the tourists that have come to us are from these high-spending countries. The decline in tourist traffic from South East Asia and West Asia is due to the fact that they have also imposed currency restrictions on their nationals. Japan has now lifted all currency controls and we think that there might be an increase in the number of tourists from Japan to our country. Then, we also find that the length of the stay of the tourists in our country has increased, so far as the Americans and West Europeans are concerned. This is a welcome development as that also leads to earning of more foreign exchange.

The Jha Committee was charged with the duty of making recommendations so that we could have expansion of tourist traffic by at least 20 per cent per year. The Committee has submitted a report which has been acknowledged on all hands and by all people concerned as an excellent one. We have already implemented as many as 40 recommendations and I would say that some others are accepted and are in the process of implementation. In regard to a few, I propose to make a few announcements which I would presently read out.

So far as other developments in this particular field are concerned, an important place has to be given to the work of the Hotel Classification Committee. That Committee has completed its work very efficiently. I have got every reason to congratulate the members of the Hotel Classification Committee, including its Chairman for the excellent work they have done. There is no reason to suppose that the Chairman has been shifted from this department for other reasons, incompetency or otherwise. There is a term fixed for every officer and on the ex-

piry of that term he had to be shifted to another department.

Shri Basappa: He has done excellent work. So, why should he be sent to another department?

Shri Raj Bahadur: We shall have him back in case it is necessary. There is no bar on his coming back.

We are also trying to support the hotel industry as best as we can. A remark was made by Shri Daji that even in the case of such a simple matter as running a hotel we are trying to invite foreigners to come and invest. I do not know whether we can call hotel-running a simple affair. Because, it is an extremely technical affair, as we all know. We have to recognise that in, as many as 30 countries in Europe, South America and Asia, they have got hotels built and run by Hiltons or the Inter Continental Hotels (ICH). It has got many advantages. One of the advantages is that it enables us to get a better boost to our tourist traffic, because they have got a chain of hotels all round; so tourist promotion also comes. Secondly, they set the pace for other hoteliers also if we have got a standard hotel in our country. Thirdly, a particular name has gone in the tourist world as a reputable name in hotels, that catches easily. Apart from that, it also affords opportunities for our people to be trained. And that is a thing which we cannot ignore.

A point was made by my hon. friend that some sort of foreign exchange has been allotted as a special case . . .

Shrimati Renu Chakravartty: More foreign exchange.

Shri Raj Bahadur: . . . that more foreign exchange has been allotted as a special case to Mr. Oberoi for his hotel in Delhi which stands incomplete for the last four, five years. Sir, I am not aware that the Director-General made any special recommen-

dation or that because the Director-General of Tourism happens to be working with me something was done—there was some sort of observation made by my hon. friend. I do not want to take any serious notice of that. But I would say that the plain, open and simple road for this particular concern was to go to the Industrial Finance Corporation. They made their application. The Industrial Finance Corporation examined and scrutinised it thoroughly, and if they came to the conclusion that this particular hotel, on which so much amount has already been spent and it is standing unused; and it is standing unused because it has not been completed. So if they thought that it could be assisted on any suitable and reasonable terms, what was wrong in it? We want to promote the hotel industry on the one hand, and on the other we do not want to make inviolable distinctions.

Shrimati Renu Chakravarty: Does the IFC allot foreign exchange, or is it decided by Government according to the money that we have?

Shri Raj Bahadur: I can say that not a naya Paisa—now, not a paisa—more than what is justified on the basis of merits could have been allowed or should have been allowed for foreign exchange. At least I do not come into the picture, nor does, I think, the Director-General so far as the particular recommendation is concerned.

Now, Sir, we had been asked to give our thought to the recommendations of the Jha Committee report, and I would like to say a few words about that, so far as our decisions on important matters are concerned.

It has been decided by Government to set up a Government Corporation so as to undertake several important activities of a commercial nature in the public sector. This Corporation will build hotels, organise transport services for tourists, produce and sell tourist publications, arrange package

tours for tourist groups, undertake the building and management of tourist bungalows or small hotels and motels in out-of-the-way places, organise the right type of entertainment for tourists and look after shopping facilities. These are some of the varied activities and it may be necessary that several individual or associate companies may have to be set up for the proper discharge of these functions. This was a longstanding need, and I am glad that we have been able to come to a decision and shortly we hope to set up this Corporation.

It has also been decided to enact legislation to regulate the activities of travel agencies, shikar agencies, tourist guides and for the proper regulation and functioning of the hotel industry in the country.

We shall shortly be setting up a Standing Committee consisting of very senior officials of various Departments and governmental agencies whose functions have a bearing on tourist promotion. This Standing Committee will continuously review the inadequacies in facilities and arrangements, examine complaints received from tourists and take necessary steps to ensure the expeditious promotion of tourism.

It has been decided to set up a Special Fund into which an initial grant of Rs. 1 crore will be paid, to be supplemented from year to year by grants which will not exceed the excise duty collected on aviation fuel and oil purchased by the Indian Airlines Corporation, in order to give subventions to the I.A.C. for tourist services to out-of-the-way places which would not normally be undertaken on purely commercial considerations and also for ancillary purposes like building necessary airstrips near tourist centres which would not have otherwise been constructed by the Civil Aviation Department. I think the creation of this Fund will be a great help both to the I.A.C. and for the promotion of tourist traffic and to meet tourist needs, because

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firstly, we can take certain services which may not be justified on economic grounds but are justified otherwise. For instance, the lady Member opposite was making a reference to certain services in Assam or North Bengal. Such services can be taken care of by this particular Fund. And, secondly, we could also take care of such airstrips which are required for tourist purposes or for connecting more and more places by air services.

It has also been decided that steps should be taken to link a larger number of I.A.C. stations by teleprinter lines, with a view to providing speedier confirmation of bookings.

Urgent steps will be taken for effecting improvements to the terminal buildings at the principal airports in India details about which have been given by my hon. colleague. I may only say that we are trying to expedite the construction of the terminal building at Calcutta. It will really be a building which we could well be proud of. Then, a similar big terminal building is proposed at Palam, and we have taken immediate steps to provide for alterations, additions and modifications in the buildings at Santa Cruz and the existing building at Palam to meet the urgent requirements.

Several relaxations have been made in immigration rules as well as in Customs and import-export regulations for the benefit of the tourists. The possibility of further simplification of certain Customs procedures is also being considered. In order to ensure better treatment of tourists arriving in the country, it has been decided to constitute an Air Customs Pool of officers specially trained to handle the present-day fast-moving traffic. Similarly, the question of creating a Central cadre of immigration staff with special training for handling foreigners is being actively considered.

The All-India Liquor Permit was introduced in November last and is now being issued along with the visas to foreigners coming as temporary visitors to India. A few other relaxations regarding the sale of liquor to tourists on dry days and of allowing hotels in areas where drinking in public is prohibited to have separate rooms where foreigners can be served with drinks along with their meals are also under consideration of the Government.

With a view to step up tourist publicity arrangements, we are going to open two new tourist offices, one in Tokyo and the other in Chicago.

As I have mentioned already in this House in reply to questions, arrangements are in hand for organising what are known as "sound and light spectacles" in India. The first spectacle is expected to be mounted at the Red Fort early next year. The possibility of arranging similar entertainment in other places of tourist interest such as Agra and Jaipur is also being considered. This entertainment will, of course, be popular not only with foreign tourists but even more so with our own people.

Now, I may come to aviation. My friend Mr. Walcott.. (Laughter). My friend Mr. Daji....

Shri Tyagi (Dehra Dun): How appropriate!

Shri Raj Bahadur: I would say, my and Mr. Daji's friend Mr. Walcott....

Shri Daji: No, no. Do not include me. I disown him. I do not even know him. I have nothing to do with his misdeeds.

Shri Ram Sewak Yadav (Bara Banki): Your friend, because you allowed him to go.

Shri Raj Bahadur: Had he disowned him, he would not have raised this question over and over again. He

knows very well. He wants to know where the end comes. But he remembers and says over and over again....

Shri Daji: I remember the humiliation that during Emergency a foreigner could go away with his aircraft and then write a book. (*Interruption*).

Shri Raj Bahadur: We are not proud of this incident either. We have never said that we are proud of this incident. It is farthest from our mind. But the question is: are there not people of this type in this world, and if such an incident has occurred, will there be at some time an end to this particular matter or not? I would say what type of man this fellow happens to be and why my hon. friend is so much after him or in pursuit of him. Perhaps to acquire his friendship.

Shri Daji: I again object. He is saying that I am after him for acquiring his friendship.

Shri Raj Bahadur: Not that. However,....

Shrimati Renu Chakravartty: It is very wrong.

Shri Daji: There must be some sense of decency in the discussion.

Shri Raj Bahadur: Of course, I have seen enough of decency yesterday. I would not like....

Shri Daji: I am only asking: who was the officer who was responsible for his escape; have you taken any action against him or not? I did not even implicate....

Shri Raj Bahadur: My friend knows very well that the matter is under investigation. There is a committee. But even without waiting for the results of this committee he is raising the discussion over and over again. The fact of the matter is, they just get one point. They cannot get any substantial point of criticism. They

just get one point and try to criticise and beat that point over and over again. Because, if there is any substantial point, I would have seen and I would have known that.

Shrimati Renu Chakravartty: Why don't you give the results of the enquiry?

Shri Raj Bahadur: It is proceeding.

Shri Daji: How long will it take?

Shri Raj Bahadur: I cannot hustle the officer concerned. But I will say what has happened so far as this is concerned.

Dr. M. S. Aney (Nagpur): He need not call him his friend.

Shri Raj Bahadur: I will not call him his friend.... (*Interruption*). I would say about what has appeared about him in the Paris papers and it was earlier referred to in the questions also. Now I have got some details about that particular press report. This particular exploit on his part was not the first one. He stole a plane belonging to an American airline of Florida while it was under police seal at Mulhouse airport in June last year. In our case he committed this particular bravado or offence in October-November, but in June last year he had already done that in France and from Police custody. So, let it not be said that these things can happen only here. Our airport or aerodrome staff, I have said repeatedly, are not security people; they are not in charge of the police arrangements and much should not be made out of this particular incident.

Then what happened further to this? The French police sealed the plane when Walcott and his co-pilot landed at Mulhouse on a flight from Frankfurt. The two men escaped from the airport but reappeared the next day posing as German mechanics under instruction to repair the plane and persuaded the police to let them attend to the engine. Once inside the

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cockpit they made a getaway. The plane was subsequently reported in London and Brussels a fortnight later.

If Mr. Walcott has written a book, that is all right. If my hon. friend also wants to write a book on Walcott, all the material that I have I will supply him.

Dr. M. S. Aney: He can give him all that material.

Shri Raj Bahadur: I will give it to him. But let us know how many times the Government can be asked to reply to the same question over and over again knowing very well that all that has happened—we are not proud of it—was almost beyond our control.

Certain points had been raised in regard to the employees' demands so far as they relate to the Civil Aviation Department employees. They have not said anything about the Air Corporations' Employees Union because they know that fortunately for us because of the spirit of harmony that has been shown by the management and by the employees' union settlement has been reached with the Pilots' Association and with the Air Corporations' Employees Union. I am sure that the demands or matters or disputes that are pending between CADU and the Civil Aviation Department will also be settled in a similar spirit of harmony and goodwill. There should be no difficulty about that. But I was surprised to see that all the cut motions that have been tabled are nothing but just a list or a verbatim reproduction of the charter of demands and put as cut motions. That is exactly what has been done. One cannot object to it. One can bring out all those points, but is it really the way in which the interests of the employees' union can be served? (*Interruption*). I am not yielding. This means that while certain matters are pending between the department and the employees' union

our hon. friends take pride in the fact, pick out those demands and produce them as cut motions and prejudice the prospects of settlement.

Shrimati Renu Chakravartty: Shri Jagjivan Ram never objected to it.

Shri Raj Bahadur: I am not objecting to it. I am only highlighting what my most modern and ultra-modern friend, Shri Daji, had got to say. Yesterday he took objection to my waving the flag for the vintage car race.

Shri Daji: I did not raise an objection. You did not appreciate it.

Shri Raj Bahadur: You said that it is all out of date; the transport policy is out of date, that it is vintage policy. So far as that is concerned, my hon. friend should know that in this country we suffer from a want of spares and foreign exchange and it is up to us to see that we are able to conserve the foreign exchange and encourage a habit of maintenance of motor vehicles as best as we can.

Shri Daji: Right.

Shri Raj Bahadur: With that particular spirit that particular sport was organised and because I was the Minister I went there.

Shri Tyagi: Was it a red flag or a green one?

Shri Raj Bahadur: It was the National flag. It was neither red nor green, blue or white. It was just a national flag. The race was not the first one. It is done in many other countries to promote a habit of economy and better maintenance in the people who own cars or automobiles. But perhaps my friend discards his clothes every day and get new ones stitched. I do not know what he is doing.

Shri Daji: I will send you my tailor's bill.

Shri Raj Bahadur: At any rate, he should allow his mind to get out of the old grooves. He does not allow that but that is exactly what is to be done.

Shrimati Renu Chakravartty: How clever?

Shri Raj Bahadur: Thanks. A point was made about food and traffic arrangements so far as the IAC services are concerned. I can see that there is room for us to improve there and we are straining our last ounce of energy and effort to see that the food arrangements are improved and all that is required in this behalf is done.

I should not say much about the IAC and Air India because much has been said. They deserve all the compliments that have been showered on them by various hon. Members. I would only say that there are two significant events which we must take note of. One is that the number of passengers carried by our airlines crossed the million mark last year and, in fact, it is much more now. The second thing is that since nationalisation passenger traffic has increased from 4 lakhs to about 12 lakhs. This is a very comforting development and in future we hope to make great progress.

So far as Air India is concerned, we all know that the seventh Boeing will be available to them in May and the order for the eighth Boeing has also been placed which will enable the Air India to increase and augment their services.

So far as the I.A.C. is concerned, the advent of the Caravelle has been a landmark and another thing achieved is the agreement with the unions.

Shri Himatsingka (Godda): Will the hon. Minister explain as to why there is constant delay in the departure of all planes from almost every station? When a plane is delayed by

four or five hours, why should the passenger not be informed beforehand? Why should he have to go and wait there?

Shri Raj Bahadur: I agree that when the delay is for a particular number of hours the passengers must be informed in good time. If there is a telephone, they should be informed. But sometimes delays are unavoidable. The might be because of weather conditions particularly from Calcutta. We know that in winter months it is not possible for the aircraft to take off in the mornings because of the fog quite often. There are many other factors that come in between. We know that the safety factor is the paramount factor so far as air services are concerned. It is not like the Air Force where the target is the first consideration and safety is the next. In this case, safety is the first and destination is the next. I think, the House would agree that this particular principle must be observed by the airlines. That is why on the slightest trouble or snag being discovered we do take time. But the needs of punctuality have to be observed and, I think, the IAC would look to it that these delays are reduced to the minimum.

Then I would like to say something about the pay structure and the emoluments and the demands of the employees of both the corporations, the Air India and the IAC. I would like to read out my observations on this particular matter. After the nationalisation of the air transport industry in 1953 and the setting up of the two air corporations, the managements of the corporations have had to negotiate from time to time with their employees settlement on various demands for revision of their wages and other conditions of service. These settlements have been reached largely on an *ad hoc* basis each time. No systematic and comprehensive study has been undertaken so far to evaluate the duties and responsibilities of the various grades with a view

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to evolving a rational wage structure with due regard to factors such as skill, qualifications, experience etc., required by various grades of employees and without prejudice to the obligation cast under the law on the corporations to offer to the public safe, efficient, adequate and economic air transport service on reasonable charges. Government consider that the time is now ripe for undertaking a detailed and comprehensive enquiry in these matters. The enquiry will also be directed to evolving a fair and equitable standards for determining the strength of various grades.

The enquiry will be entrusted to or headed by a serving or retired High Court Judge with whom will be associated representatives of the interests concerned and such specialised expertise as may be needed.

The terms of reference of the enquiry will be:

(a) to classify the various categories of employees of the two air corporations into well defined grades with reference to their duties and responsibilities and recommend nomenclatures for adoption by both the corporations;

(b) to review the existing conditions of service in each of the Corporations and recommend fair and equitable regulations thereon taking into account the special features of employment in the two Corporations;

(c) to work out for each grade classified as in (a) above, the scales of pay and allowances with reference to the skill, qualification and experience required taking into consideration the comparable pay scales and conditions of service in similar occupations; and

(d) to evaluate with reference to the nature of work in each of

the grades and with comparable work in similar occupations, the standards for determining the strength of each of the grades in different departments.

This enquiry will take due account of the impact of its recommendations on the cost of operations with due regard to the obligation of the Corporations to provide satisfactory service at reasonable fares, particularly over the domestic routes, and the need for acquiring a fair and equitable return on the capital invested.

Then, there is the last point about the pending demand of the Air India employees, what they call the 13th pay or an *ad hoc* payment in lieu of the profits that have been made. I would only say that the matter is now with the Government. The Board has made recommendations and we are giving our most serious and active consideration to it and in the course of the next few days or about two weeks, we shall be able to come to a sort of decision and we will announce it.

I now come to a subject which is very close to the heart of Mr. Raghunath Singh—I am sorry he is not here—and that is about shipping. Much has been said about shipping and a complaint was made by someone that the expansion has not been fast enough or upto the mark. In fact, my friend Mr. Daji said that we fixed a "piteously small target"—If I may use his expression—and having achieved that, we are trying to talk tall about it and trying to feel proud of it. I may assure him that we are not trying to take any credit for that, nor are we proud of this thing or any other thing. But we simply record facts as they are and let me say what the facts are. At the dawn of Independence, our shipping tonnage was a little over 2 lakhs GRT. In the next 9 years, that is, upto 1st April, 1956, it went upto 4.8 lakhs GRT. Thus 2.4 lakhs or 2.6 lakhs GRT were added in

9 years' time and that was despite the target that was set for the shipping, that is, a target of 2 million tons at that particular time. I will not say much about that because it is not necessary. I would say, so far as this particular year is concerned, we have after allowing for scrapping of 32,000 GRT, made a net addition of 2,50,000 GRT which is an all-time record. So far as the First and Second Plans are concerned, whereas the average annual rate of expansion was 28,400 GRT in the First Plan and 75,400 GRT in the Second Plan, in the first three years of the Third Plan it has been as much as 1,50,400 GRT. This rate is really unprecedented and so far as the targets are concerned, the Member opposite knows that—it might be a piteously small target—but even the National Harbour Board which is the highest advisory body in this particular matter recommended a target of only 1.42 million GRT only. Now what is the position? The position is that when we crossed 1.1 million tons target in the first year, we got it revised by the Planning Commission and the Finance Ministry to 1.25 million tons. We achieved that too. Today, our tonnage in operation stands at 1.3 million tons. Then, orders are there for another 300,000 G.R. tons which are under construction and thus it comes to 1.6 million tons. After crossing this figure of 1.25 million tons, we got the target revised to 1.8 million tons, that is 18 lakh tons, which is twice as much as was there at the end of the Second Plan. At the end of the Second Plan, we had only 8,50,000 tons only. Today when we have reached a figure of 1.6 million tons including the constructions which are already there and which are to be delivered by March, 1966 or even before that. Well, we have now taken up the question of revising the target to 2.5 million tons.

Shrimati Renu Chakravartty: For the Third Plan?

Shri Raj Bahadur: Right for the Third Plan.

Shrimati Renu Chakravartty: May I know, at the moment, how much is in the public sector and how much in the private sector?

Shri Raj Bahadur: As regards public sector, it is about 2.4 lakh tons. I will give the exact figure later on. But let it be said that so far as these targets are concerned, they are not beyond our reach. If we include all the sanctions for 1.7 lakh tons GRT that we have issued, the target in operation would be 1.8 million GRT by the end of the Third Plan. Adding to this 7 lakh of tonnage which may well be sanctioned and would thus be under construction at that time, the target might be 2.5 million tons GRT. Our target might be piteously small to begin with but the Shipping Board also advised us only a target of 1.42 million tons. If we can reach a figure of 1.8 million tons in operation by the end of the Plan, it is not a matter to be proud of, or, it may not be a matter for Mr. Daji to feel satisfied. But, I think, it is a matter for which the country can well be proud of the industry and of those who have gone to build it up.

The next point that has to be taken into account is that while making these acquisitions we have not increased the financial burden to our exchequer. The financial allocation for Third Plan was Rs. 51 crores. We propose to confine our requirements so far as that particular matter is concerned within this allocation. Let it also be recognised that this entire shipping is not old or of the vintage type. At least, as much as 60 per cent of it is less than 10 years old and if we just take into account the overseas tonnage that we have got, 80 per cent of it is less than 10 years old. If we take into account all these facts, we would say that it is not negligible. We may say that the progress may not have been spectacular, but it cannot be said that it has been unsatisfactory. Mr. Raghunath Singh wanted us to judge all this against the

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tonnage. He said that we are very static. Our tonnage was .53 per cent of the total world tonnage in 1956 and it is only .83 per cent in 1963. He said that our position in world shipping was 19 in 1956 and it remains 19 even now. I think both these facts are incorrect because they have got to be viewed against a proper perspective. The world tonnage in 1956 was as much as 105.2 million tons and in 1963 it rose to 145.86 million tons. This .53 per cent was of the earlier smaller figure and this .83 per cent is of the latter increased figure which means the quantum of increase has been much more proportionately. Our position was 21st in 1956 and now it is 19th. In international circles we have been given recognition for that. There is a body called "the Inter-governmental Maritime Consultative Organisation". We are in class 'D'. Class 'D' is confined to those members who have only got substantial interest in the international trade. Above that is the category 'C' consisting of countries who have got substantial interest in the international shipping. We have recently been elected to that. Out of the two countries that have been elected to the Council of this Organisation, we are the one country. Apart from that the Council has again recognised our efforts in this direction by electing the Director General of Shipping and the Additional Secretary in the Ministry, Dr. Nagendra Singh, as the President of the IMCO for the III Assembly which means a recognition for our shipping industry and we give only due credit to this particular matter.

Then, Sir, we were accused by Shri Raghunath Singh that we are unable to lift an ounce of the foodgrain cargo. I think he wanted me to do some *bahaduri* about it. I think *bahaduri* also requires a little *buddhi* and without *buddhi bahaduri* becomes a confusion. If I want shipping to lift foodgrains from America, I must give them some sort of a cargo from this

side. They cannot go empty from here.

Shrimati Renu Chakravartty: You cannot do it. That is not in the agreement itself.

Shri Raj Bahadur: Under the agreement, we are entitled to 50 per cent. Nobody can question that right. It is purely a question of economics. The question is whether our ships can go empty and bring the cargo. Secondly, the question is whether they can lift these foodgrains at the same rates as the world shipping is prepared to do. These two factors operated against our shipping. Therefore, they did not attract our shipping.

15.00 hrs.

Shri Thirumala Rao: Have Government considered the question of subsidy?

Shri Raj Bahadur: The question of subsidy is also related and linked to the question of flag discrimination. All these matters are complicated. Therefore, I say that along with *bahaduri* there must be also some *buddhi*....

Shri B. K. Das (Contai): Is there any attempt to develop return cargo?

Shri Raj Bahadur: That is exactly what is to be done, and that is where my colleague the Minister of International Trade has to help us. We want that more and more of bilateral agreements are concluded with America, for example, for the export of iron ore; if we could get it, perhaps this can be arranged. Even so, we are not staying put. The very moment that we got to know of this particular agreement or arrangement about 17 million tons of foodgrains to be imported from America, we asked our shipping companies to come forward and build bulk carrier tonnage. Unfortunately they could not go ahead. But we have not lagged behind. We have already obtained 6 bulk carriers of 130,000 GRT. Three more are under construction. Orders

for five more have been allowed to be placed, which means a total of 14. We propose to add 19 more, and already, in fact, we have commitments made for about 9 more, and we think that there is a demand by two other companies for permission to build 5 and 4 respectively. So, we think that with 33 bulk carriers, it would be a tremendous addition to the bulk carrier tonnage of our country which was a sadly lacking requirement of our shipping tonnage, and which we are thus going to make up.

Apart from that, we have also built tramp tonnage and we have now tramp tonnage which goes to the figure of 100,000 GRT. Thus, the imbalance in our fleet due to absence of bulk carriers and smaller tramps has been removed. We have also entered the field of overseas tankers. The first one was a second-hand one. Now, we have got a new one which has been acquired by the public sector corporation and this happens to be the biggest vessel in Indian shipping today. We hope to get a few tankers more, and we are taking steps for that purpose.

There was a point made about foreign exchange earnings. It was said that we were losing as much as Rs. 135 crores per annum. I do not know on what estimates or calculations that figure was based. But we may roughly calculate that on the basis of the value of trade which today is more than Rs. 1,800 crores; 10 per cent goes to freight; that means Rs. 180 crores. But that sum of Rs. 180 crores is not all ours. We can claim only 50 per cent of it and no more. That would come to Rs. 90 crores. As against Rs. 31.19 crores earned by our shipping in 1962, the figure this year stands at Rs. 39.78 crores which means that as against our due of Rs. 90 crores, our shipping tonnage is already making about Rs. 40 crores, which is a significant improvement.

Apart from that, let it also be recognised that only three or four

years back, the total percentage of our trade lifted by our shipping was 9 per cent. It rose to 12 per cent in 1961-62, and to 15 per cent in 1962-63, and in 1963-64, the estimated percentage of our trade lifted by our shipping is 18 per cent. So, it should be recognised that we are making a rapid progress and not slow progress in this particular matter.

Two more bilateral agreements for shipping have been concluded, one with the German Democratic Republic and the other with the United Arab Republic, which would open up new avenues for the development of our shipping and shipping industry.

To encourage our tramps to take their chance and to fill up the gap whenever there is some trouble, we have allowed them to have global licences. This scheme came in handy for us when the India-U.K.-continent conference increased their freight rates. Shri Daji had referred to this point. I am sorry that I am giving so much attention to him, but that is because he has said so many things which are absolutely unfounded and baseless. He said that we got a rebuff from the conference, and he asked why we should not break off and come out of it. I have said time and again in this House that shipping is the handmaid of trade. Shipping is not an end in itself. The needs of the trade is the end. Our export ends are the end. Shipping has to serve our trade. Therefore, conference or no conference, we shall see that all the bottoms required by our trade are provided at reasonable freight rates. The conference is also a means to an end only and not an end in itself. Shri Daji said that we seemed to be attached to it like Anthony to Cleopatra. That was an odd simile and I do not know how he chose it. I would say that the conference does provide some advantages, and those are of a regular and dependable service which cannot be lost sight of, and it is for that purpose that we are continuing there.

Shri Daji: The USA does not follow the conference scheme.

Shri Raj Bahadur: But the trade of USA and the tonnage of USA cannot be compared with our trade and our tonnage. You cannot compare two incomparable ones. In the matter of roads also, sometimes people compare the milages per square mile in various countries. For instance, yesterday, one hon. Member said that the figure for our country was only 0.36 mile per square mile, whereas in Germany, France and Ceylon, the figure is much higher. I would say that India is a big country, and,.....

Shri Himatsinghka: And undeveloped.

Shri Raj Bahadur: ...all percentages in our case will work out to be very small. Whereas the U.K. has got 2.2 miles per square mile, USA has got only about 1 mile per square mile. On that ground, can you say that the US road system is ill-developed? It is a similar comparison which has been made in the case of shipping also. So, we cannot be compared with the USA in this matter.

As I was saying, the conference also gives us some advantages, and so long as it continues to give those advantages, we have to use it. I would say that while we are not attached to the conference as Anthony to Cleopatra, we do not also want to play Othello, the Moor with Desdemona, and simply because of our suspicion we would not like to throw it away.

So far as the Shipping Corporation is concerned, it has achieved substantial results during the course of this year.

Shri Himatsinghka: Is there any scheme to replace the Pakistani *khalasis* who can make the Calcutta port unworkable? Is anything being done in that regard?

Shri Raj Bahadur: So far as the port is concerned, I am speaking from memory when I say that about 2000

of them were employed there. About 1200 to 1300 have resigned, and we accepted their resignation, and we have filled up the vacancies. We are not persuading them to remain here. Even if they go, we shall be in a position to manage....

Shri Himatsinghka: They should be asked to go.

Shri Raj Bahadur: The steps that we take for the security of our port etc. are constantly under examination.

Shri Himatsinghka: Will they be replaced by Indian nationals or others from Pakistan?

Shri Raj Bahadur: They will be replaced by Indian nationals, of course.

To go back to the India-UK-continent conference, they wanted to increase the freight by 15 per cent. On our protest, they had fixed it at 12½ per cent increase. On our protests further, they reduced it to 10 per cent. They have also accepted for the first time the principle of cash rebates which they had not accepted for Indian shippers before, which is a great advantage to us now because now our shippers are not bound always to use the conference vessels.

So far as the Shipping Corporation is concerned, I would like to state a few facts and say something about its programme. Its owned tonnage has increased during the course of the year from 1.26 lakhs tons to 2.42 lakhs tons. The cargo carried has increased from 8.7 lakhs tons to 12.44 lakhs tons. The earnings have risen from Rs. 5.67 crores to Rs. 12.4 crores. The net foreign exchange earnings have gone up from Rs. 2.6 crores to Rs. 6.5 crores. The number of employees has increased from 710 to 2,921.

The corporation has entered three new important trade routes, namely

India-UK-Continent, India-USA, and West Coast of India-Japan. The net profits have gone up from Rs. 47 lakhs to an estimated figure of more than Rs. 1 crore. For the last three years, it has been making that much of profit, and I think that these are substantial results. So, as a public sector undertaking, this is showing significant results just as the Air India or the IAC on the aviation side.

So far as the question of Shipyard is concerned, I would like to mention a few facts. Before I come to that, let me say something about the corporation's further programme. The shipping corporation will enter the coasted trade of India with modern tonnage suitable for the transportation of coal which is a principal commodity in the coasted trade. 4 vessels have already been ordered. The Shipping Corporation is going to order 5 large-sized bulk carriers during 1964-65. It will order one additional bulk carrier in the following year until a sizable bulk carrier fleet has been built.

The Shipping Corporation will acquire additional tanker tonnage for meeting the growing requirements in respect of the import of crude oil and oil products from abroad. In about three years time, by the middle or end of 1967, the Shipping Corporation would have crossed the half-million mark. The eventual target is one million GRT, which is a substantial tonnage.

So far as shipyards are concerned, much suspicion has been generated.

Mr. Deputy-Speaker: How much more time will the hon. Minister take?

Shri Raj Bahadur: Another five or ten minutes—I will deal with shipyards and ports and close.

Shri Daji: Anyway all the demands will be passed.

Shri Raj Bahadur: I can close even now, but I think the House will be interested in certain facts I can give.

So far as the second shipyard is concerned, we know that we have to depend on foreign technical aid. Therefore, we have to go to a country which has already established a reputation, namely, Japan. In October 1963, their team came and discussed the matter with us. To finalise the agreement, they wanted us to go to Tokyo. Since then, some developments did take place which came in between. But everything has been cleared now. They have invited an Indian team of financial and technical experts to Japan by about the middle of April to conclude the agreement. I hope this will be concluded in Japan next month.

So far as the Hindustan Shipyard is concerned, let me say that it has made progress. It is not as if it remains static. Last year, the total value of production was Rs. 498 lakhs which was a record figure. The cost of ships has also gone down. Formerly, there was a subsidy for HSL of 26 per cent. Now it has come down to 19 per cent. It is proposed that we should eliminate this subsidy and the shipyard should stand on its own legs. It is possible for us to do this because the shipping companies have also realised that as against paying 30 per cent extra on ships from abroad, they could as well make the payment in rupees and pay 10 per cent more only.

I can also say that the number of man days spent in the construction of each ship has shown a reduction. For example, in the Lubecker series II type, the figure has gone down from 316,954 to 277,000.

So far as the performance and its recognition is concerned, let me only remind the House that it was only last year that the President's Award was won by HSL for meritorious performance. That would not have been

[Shri Raj Bahadur]

possible if its performance was below the mark or unsatisfactory. It has been decided, in view of the achievements made by it, that the shipbuilding capacity of the yard should be raised from 3 ships to 6 ships by 1968. All necessary steps will be taken for that. The only limiting factors so far have been the availability of the required type and quantities of steel and foreign exchange, which have been sometimes a great handicap. As I said just now, the element of subsidy will be reduced and ultimately eliminated.

In order that the ship repairing industry may be able to play its role full in the context of expanded merchant fleet, it is essential to expand ship repairing facilities and to see that every encouragement is given to this industry. In order that shipbuilding in the country and ship repairing may be dully attended to, it has been decided to set up an Advisory Council for Shipbuilding and Ship Repairing. The Council will be composed of a government official as chairman under the presidentship of the Minister of Transport. It will have representatives of the ship repairing and shipbuilding organisations, both in the private and public sector, along with some non-officials with technical knowledge and experience. The Council will meet from time to time and recommend measures to be taken for reviving the ship repairing industry as well as making suggestions for improving facilities for indigenous shipbuilding and ship repairing.

As regards ports, many points have been raised. I would only say that ports have been doing well. The capacity of the ports has increased. We have today a capacity of more than 48 million tons. Against this, last year's traffic figure is 42 million tons. By the end of the Third Plan, it is expected that this capacity will go up to 60 million tons.

A major event last year was the enactment of the Major Port Trusts Act. Since then the Act has been brought into force. The first provisional board of trustees has been appointed for Cochin, Kandla and Visakhapatnam under section 4. The permanent boards of trustees will perhaps start functioning in April.

So far as Marmugao is concerned, it also has been declared as a major port and we are taking steps to ensure that the first board of trustees is appointed by the end of June.

So far as Madras is concerned, the new wet dock has been completed. As regards Cochin, all the four new berths have been completed.

As regards Bombay, the dock expansion scheme aided by IDA is being executed. Many ancillary works have already been started and tenders for the main project will be issued by the end of this month, providing for an additional capacity of 1.4 million tons. Sanction has been issued for the preparation of a Master Plan for the future development of Bombay port which would take into account the congestion in rail and road approaches to Bombay.

The scope for the development of new berths at Navan on the mainland is being investigated.

So far as ports are concerned, I think they have done well. I can assure the House that there will be no difficulty so far as our efforts in the department are concerned.

Some Members have observed that the drafts are unsatisfactory, particularly in Calcutta. Shri Samanta spoke about Haldia. I can give the figures for the various ports. Visakhapatnam which used to have a draft of 31 ft. will have 33 ft. from 1st April, 1964. In Madras, a draft of 36 ft. would be made available at certain berths in the new wet dock as against 30 ft. at present. In

Bombay it is 31 ft. It will be raised to 33 ft. when the Dock Modernisation Scheme is completed. Marmugao will allow shortly a draft of 30 ft. as against 28 ft. at present. Haldia has got a draft of 28 ft. on all days, 30 ft. on 346 days, 32 ft. on 238 days, 35 ft. on 39 days. With the developments we have undertaken, a stable draft of 35 ft. will be available, which can be improved to 40 ft. Mangalore will have a draft of 39 ft., Goa 40 ft. and Paradip 38 ft.

The need for mechanisation and modernisation is recognised and we are taking steps to see how we can tackle this particular problem.

As regards Haldia, two points were raised by Shri Samanta. One was about naming it as Tamralipta and the other about the rate of compensation. If we go back to the old names, we may have to call Delhi as Hastinapura. As regards Bombay, Mumbai is already there. Calcutta will have to be called Kalighat. Madras also will have some other name. I am not trying to treat this suggestion lightly. The State Government wrote to us about it, but not very strongly. We are prepared to consider this particular suggestion and we will see how best we can meet it.

As regards inland water transport, I would only read out the steps we are taking.

Dr. Ranen Sen (Calcutta South): Are you changing the name of Calcutta to Kalighat? It is a preposterous suggestion.

Shri Raj Bahadur: No, no. I only mentioned the analogy.

The Government of India have been considering for some time past the question of setting up a technical organisation to deal with various aspects of development of inland waterways in a co-ordinated manner. Under the Constitution, the subject 'Inland navigation' falls in the States

sphere, whereas inland navigation by mechanically propelled vessels falls in the concurrent list. Investigation of the technical potentialities with regard to waterways is dealt with by the CWPC. In order, therefore, to give the necessary impetus and guidance for a co-ordinated development of this mode of transport, Government have decided to set up in the Ministry of Transport a Directorate of Inland Water Transport manned by highly qualified personnel. This Directorate will deal with investigation, planning and designs of inland water transport generally and in particular undertake studies of the country's inland waterways, connected structure and prepare technical reports on their designs and formulate proposals to provide and extend navigation thereon, with due regard to the country's immediate as also long-term transport requirements. It will suggest ways and means to improve the designs of craft, navigational aids, terminal facilities and conservancy, and will organise measures for the training of the personnel required. The Directorate will also furnish the requisite technical guidance to the State Governments, examine the specific schemes prepared by them, and help the co-ordination of efforts, wherever indicated. The details of the set-up will be given out later on.

One word about meteorology, which has really made history by participating in the rocket firing experiments at Thumba. I think that is a matter which should be taken note of.

One word about the 2,000 or more employees who are manning our light-houses on the coast. Some word of praise should be given to them sometimes because they are really doing a very good job.

With these words, I would humbly claim that while we may not have achieved any spectacular success in the course of the year, we have not fared badly.

Shri Thirumala Rao: I want to ask a question. The Minister could not

[Shri Thirumala Rao]

say anything about the minor ports, nor is any information vouched in this huge Report.

Shri Raj Bahadur: I assure him that any information in respect of any particular port that is asked, I will certainly furnish. I will reply to specific points. I might not have answered many other questions also.

I wish to say a word about the Sethusamudram project. The project has been approved for advance action in relation to the Fourth Plan. The Madras Government have prepared a feasibility report which will now be considered by a technical committee to be shortly appointed by the Ministry of Transport. Meanwhile, preliminary steps such as notification with a view to acquisition of land are being taken by the State Government.

Shri Thirumala Rao: There is another that I wish to ask.

Mr. Deputy-Speaker: Already we have exceeded the time by 20 minutes.

Shri Thirumala Rao: This is such a huge Ministry and we have allotted it very limited time.

Mr. Deputy-Speaker: The hon. Member may take other occasions.

Shri Sinhasan Singh (Gorakhpur): I want to make an enquiry.

Mr. Deputy-Speaker: I am sorry. We have already taken 20 minutes more. I shall now put all the cut motions together.

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 same neces-

sary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1965, in respect of the heads of demands entered in the second column thereof against Demands Nos. 82 to 89 and 137 to 140 relating to the Ministry of Transport."

The motion was adopted.

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

DEMAND NO. 82—MINISTRY OF TRANSPORT

"That a sum not exceeding Rs. 97,34,000 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, 1965, in respect of 'Ministry of Transport'."

DEMAND NO. 83—METEOROLOGY

"That a sum not exceeding Rs. 2,45,78,000 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, 1965, in respect of 'Meteorology'."

DEMAND NO. 84—CENTRAL ROAD FUND

"That a sum not exceeding Rs. 4,03,76,000 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, 1965, in respect of 'Central Road Fund'."

DEMAND NO. 85—COMMUNICATIONS (INCLUDING NATIONAL HIGHWAYS)

"That a sum not exceeding Rs. 7,02,51,000 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, 1965, in respect of 'Communications (including National Highways)'."

DEMAND NO. 86—MERCANTILE MARINE

"That a sum not exceeding Rs. 1,18,74,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1965, in respect of 'Mercantile Marine'."

DEMAND NO. 87—LIGHTHOUSES AND LIGHTSHIPS

"That a sum not exceeding Rs. 1,00,19,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1965, in respect of 'Lighthouses and Lightships'."

DEMAND NO. 88—AVIATION

"That a sum not exceeding Rs. 6,45,54,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1965, in respect of 'Aviation'."

DEMAND NO. 89—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF TRANSPORT

"That a sum not exceeding Rs. 2,81,68,000 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, 1965, in respect of 'Other Revenue Expenditure of the Ministry of Transport'."

DEMAND NO. 137—CAPITAL OUTLAY ON ROADS

"That a sum not exceeding Rs. 54,73,37,000 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, 1965, in respect of 'Capital Outlay on Roads'."

DEMAND NO. 138—CAPITAL OUTLAY ON PORTS

"That a sum not exceeding Rs. 2,44,27,000 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, 1965, in respect of 'Capital Outlay on Ports'."

DEMAND NO. 139—CAPITAL OUTLAY ON CIVIL AVIATION

"That a sum not exceeding Rs. 4,53,28,000 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, 1965, in respect of 'Capital Outlay on Civil Aviation'."

DEMAND NO. 140—OTHER CAPITAL OUTLAY OF THE MINISTRY OF TRANSPORT

"That a sum not exceeding Rs. 6,30,75,000 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, 1965, in respect of 'Other Capital Outlay of the Ministry of Transport'."

15.24 hrs.

MINISTRY OF LAW

Mr. Deputy-Speaker: Now, we take up the Demands of the Ministry of