

12.07 hrs.

DEMANDS* FOR GRANTS—contd.

MINISTRY OF TRANSPORT AND AVIATION
—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 and Aviation. Out of five hours, one hour and 25 minutes have already been taken. Three hours and 35 minutes remain for this debate. That means this debate will conclude at 3.45. How long is the Minister likely to take for his reply?

Shri M. R. Masani (Rajkot): May we know when the hon. Minister will reply to the debate?

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): The Minister of State would take about half an hour and I would take about half an hour.

Mr. Speaker: Half an hour each. So, I will call him at 3.15. But there are three Ministers intervening. How long would Shrimati Jaipal Singh take?

Shri Sanjiva Reddy: She will take about 15 minutes.

Mr. Speaker: Then, Shri Poonacha?

Shri Sanjiva Reddy: I said half an hour. (Interruption). I shall cut my speech if necessary. I shall finish it within 10 minutes. 10 minutes would do for me. (Interruption).

Shri Hari Vishnu Kamath (Hoshangabad): The time may be extended, Sir.

Shri U. M. Trivedi (Mandsaur): When this debate commenced, the request was made that the time may be extended, particularly in view of the fact that most of the time of the speaker was taken by the Air India strike, and that is why . . . (Interruption).

Mr. Speaker: We will extend it by half an hour.

Shri Basappa (Tiptur): By one hour.

Shri D. C. Sharma (Gurdaspur): Yesterday, when we were discussing a very important subject—the Ministry of Parliamentary Affairs—I made a request that one more hour should be given to it, but nobody listened to me and nobody listened to the House also. So, I ask why should the time for this Ministry—the Ministry of Transport and Aviation—be increased. The other one is the most important Ministry so far as this House is concerned.

Shri Hari Vishnu Kamath: We may sit a little longer.

Shri Nath Pal (Rajapur): You have been pleased to announce that you will extend the time allotted for this debate by half an hour.

Shri Basappa: One hour.

Shri Nath Pal: I referred to the Speaker; not to him, Shri Basappa. I just want to know whether the extension of time would be given with retrospective effect in the case of those of us who have already spoken . . . (Interruption).

Mr. Speaker: Order, order. Shri U. M. Trivedi.

Shri U. M. Trivedi: Yesterday, I was referring in the last portion of my speech to the working of the Motor Vehicles Act. I had drawn the attention of the Ministry to the state of affairs in transport and said that there is what is called road transport in existence. A fairly good quantity of goods is being carried by road transport from place to place. It has become essential these days that, railways being not very competent enough to carry all the goods, the development of road transport must not be circumscribed in any particular manner. Therefore, a set of rules

*Moved with the recommendation of the President.

[Shri U. N. Trivedi]

covering the whole of India must be framed so that the carrier's liability can be invoked by the user of road transport in case the goods are lost, damaged or in any manner suffer pilferage. Such rules are not forthcoming, with the net result that the use of road transport is more or less a speculative business.

While I am talking about the Motor Vehicles Act and its working, a new evil has cropped up, to which the minister will be pleased to pay particular attention, namely, compensation for accidents to be paid where accidents occur on account of road transport. There is a provision for the appointment of a tribunal under the Act, but on the appointment of the tribunal and preference of the claim, a time limit of two months has been put. The result is that thousands of people who are entitled to their claims being satisfied do not receive the benefit arising out of this claims tribunal. It is true that it does save the expenses of court fees, but at the same time, under the Fatal Accidents Act, a man can file a suit after nearly one year. This being a special type of suit, the remedy under the Fatal Accidents Act is now removed. The only remedy now available, where an accident takes place on account of a motor vehicle, has to be availed of within two months. Under these circumstances, I would request the minister to look into this state of affairs and extend the time limit from 2 months to at least 6 months. The tribunals that are appointed must be of such persons who have some knowledge of the working of the motor vehicle. They must not be mere munsifs and civil judges, but men with some knowledge about the working of motor vehicles. Better still, if such appointments are made from among those who have worked as presiding officers of labour courts. They will be able to serve this purpose better.

Before I conclude, I would reiterate my request to the minister that he

must apply his mind forthwith, as soon as he practically can, to this loss which is recurring day after day. He should see that the strike by the Air-India navigators is brought to an end and the losses must be immediately put a stop to. They will not lose any prestige if this service is restored, restored for the good of the country and for the economic benefit of the country at large.

Shri Basappa: Mr. Speaker, Sir, civil aviation, which is to play a very significant role in the transport system of the country hereafter, has been brought to a lot of criticism in this House yesterday. No doubt, the Air-India lay-off and the cancellation of 13 flights from Calcutta has created a very bad impression in the whole country, not only in this country but all over the world because Air-India had a reputation not only in Europe but in America also. That reputation has been brought down to a very considerable extent, and the reasons for this loss of reputation must be gone into very thoroughly. The disgrace the shame that we have been put to because we have not been able to run these services is a bad thing. Who exactly are responsible for this is already well known.

An. hon. Member: Who are they?

Shri Basappa: The so-called workers. The top officials say that the navigators award should be looked into carefully, the award should be modified, and all kinds of things they are putting forward, whereas there is the other section which says—Shri Masani was saying that yesterday—that the award is sacrosanct and it should not be altered at all. In these conditions the Minister has to play a role of his own.

Yesterday the hon. Minister, while making his statement, took a very

bold stand. I think he was correct in taking this stand. No room should be left in any quarter to think that a policy of appeasement would go a long way in this, because we have followed this policy of appeasement in the past in all matters and we have come to a lot of trouble in this country. The moment we give up this kind of policy of appeasement and take a strong attitude at every stage things will become much better.

Sir, some advice was being tendered by Shri Nath Pai—who is not here now—to the Ministry. He said that they have taken a wrong place and a wrong time for doing these things. It is not so. When the navigators took such a step, after going into an illegal strike and taking a strong attitude, to defy even the ultimatum, what else remained to be done? The fact is, this illegal strike, this unreasonable step that has been taken by these people is known throughout the country. They are the so-called workers who are getting Rs. 5000 to Rs. 6000 a month. For these people, who are engaged in this essential service, to take such a step is not justified.

Shri Narendra Singh Mahida
(Anand): Rs. 2000.

Shri Sanjiva Reddy: Sometimes Rs. 6000 also.

Shri Basappa: The Minister says that it is Rs. 6000 also. I know you had been running air services in the beginning and you had employed many pilots also. You might not have been paying them so much but the Government is paying them sufficiently well.

Mr. Speaker: I have not been running any service.... (Interruption).

Shri Basappa: I am sorry, Sir. So the Government has to be careful in all these matters.

Yesterday, Sir, they were saying that the Government had almost agreed to certain things. It was good that the hon. Minister, Shri Poonacha

came forward to deny all those things. Therefore, he has to be very careful when talking to these people who come as mediators. They would put the ministers in a trap. But, of course, the hon. Minister, Shri Sanjiva Reddy, is strong enough to resist all those things. Shri Poonacha is a very nice, gentle person. He should also learn to be strong from his Minister. What I say is, the future action will have to be very strong. Of course, the Minister has to look into the whole matter. Sometimes when such serious things are done he has to take very severe action and even dismiss the officials if they are found to be in the wrong.

Coming to IAC, their performance is very disappointing. The planes do not arrive or depart punctually. Further there is indiscipline and insubordination among the staff.

Here I must say a word about the Directorate-General of Civil Aviation. There are nearly 60 aerodromes which have to be operated and there are nearly 700 gazetted officers to look after those aerodromes. The qualifications of the persons to man these aerodromes have not been finalised yet and there is no proper criterion for their selection.

The Minister should look into the working of not only the people who operate these planes but also the management. If there is something essentially wrong with the management it must be set right. The Minister should take a balanced view and not a one-sided view. Of course, to do all that it takes a long time. So, in the first place, he should ensure that the plane services are operated. Afterwards, he should go into these things thoroughly.

As air transport has to play a very vital role in our country there should be a reappraisal of the existing sectors of the air services by Government and the two Corporations. The target for the Fourth Plan is that Air India should expand their services by

[Shri Basappa]

42 per cent and IAC by 46 per cent. While trying to achieve that target, the Minister has to ensure that accidents in air travel are reduced to the minimum. I am saying this because it has been noticed of late that some of the accidents are not due to natural causes but due to human failure, specially on the part of the pilots. And yet we notice that instead of giving them punishments they are given promotion. I hope the Minister will look into it.

Coming to transport, it has to play a very dominant and important role in the development of the country. There is so much of imbalance in it and its impact on trade and industry is great. Shri Masani was saying that there should be keen competition between road and rail transport. But it should be healthy. A Committee has been appointed to look into co-ordination between various modes of transport. The Ministry should take a comprehensive view of the various modes of transport and develop them, keeping in view the role they have to play in future. In each area they have to develop that system of transport which is suitable for that area and which will help the economic development of that area. In the Fourth Plan Rs. 2,000 and odd crores has been allotted to the public sector and Rs. 650 crores to the private sector for development of transport. The transport system should receive impetus from the Government. Road transport should be improved to the extent suggested in the Fourth Plan.

Now some International development agency is giving aid to some States for the construction of roads. Only some States are receiving this benefit. I hope the Minister will look into the matter and ensure that all States receive aid from such agencies for construction of roads. For example, after the re-organisation of States some areas which are backward have joined Mysore. So, the entire road system of Mysore requires improvement. The number of national highways in Mysore is very small.

More money has to be allotted for improvement of national highways in Mysore.

Coming to shipping, Sir, you were also present when the National Maritime Day was celebrated yesterday under the auspices of the President. In that connection, certain suggestions were made. One was that we must be careful about certain clauses in the agreements which will be very detrimental to us. I hope in future no such clauses will be found in the agreements, clauses which will be detrimental to the country. It was also suggested that the labour laws should be applied to the sea-fares so that they will do their work much more efficiently.

About major ports, Mangalore is very much in my mind. The work is going on very slowly. The Minister also knows that it is a very important thing. More food imports have to come into this country through this port. Therefore Mangalore Port will have to be constructed very quickly. We have to develop shipping from 1.5 million tonnes to 3 million tonnes. Therefore it requires great effort on our part.

Last word is about tourism. Mysore affords very beautiful places for people to come and see. Both international as well as home tourists can go and enjoy their holidays.

Mr. Speaker: Not only places but elephants as well.

Shri Basappa: I am reminded of Bandipur where elephants are caught in a nice way. They are tamed also for very useful purposes. That is a place where an international sport and games sanctuary can be developed. Also, Brindaban, Sharavathi Velly Projects and all these areas are very nice. I know, the hon. Speaker has seen all those parts. The air strips must be developed in Hospet also to

see the beautiful temples of Somnath and at other places near Hasan and Bellur. In this way more foreign tourists can come and spend their money; also we can earn foreign exchange. There is a plan to earn Rs. 100 crores worth of foreign exchange. How can that be done? Therefore I suggest that these two corporations which have come into existence must not be sabotaged by the private sector which they are very particular to see. I caution the Minister even now that these people will sabotage your corporations and you must take care of your corporations to see that tourism is developed in this country on proper lines.

The Deputy Minister in the Ministry of Transport and Aviation (Shrimati Jahanara Jaipal Singh): Mr. Speaker, Sir, I thank hon. Members who have stressed the importance of tourism. I shall confine my remarks to the subject of tourism.

Shri Masani has said that we lack a policy, that we are organising things in a haphazard manner and are living from hand to mouth. His contention is that tourist traffic between 1956 and 1960 increased at a rate of 20 per cent and that between 1960 and 1965 the rate of increase declined to 10 per cent. I would like to remind him that the last one year has been an eventful year for tourism in India. Because of hostilities started by Pakistan, the number of tourists declined. The challenge that was imposed by the adverse conditions of 1965 was fully met. There was a real danger that we might end the year with 25 per cent to 30 per cent drop in tourist figures which would have meant a loss of Rs. 6 crores to Rs. 7 crores worth of foreign exchange earnings.

Within a week of the cessation of hostilities, a big re-assurance campaign was launched by our department. This was considerably helped by Air India offices overseas. The message that travel conditions in

India were absolutely normal and discounting the alarming reports about India was put across to thousands of foreign travel agents, important journalists, newspapers, magazines, was crossed through television networks and all possible media of publicity including group discussions with foreign tour promoters and travel agents were employed. The help of foreign airlines operating through India was also sought. I am glad to say that the calendar year 1965 has ended with only a decline of 5½ per cent over the previous year. It is difficult to prove as to how effective the publicity campaign is or is not, but there is considerable evidence to show that but for this re-assurance campaign, the decline would have been much larger.

As part of this campaign, the 15th annual session of the Pacific Area Travel Association, usually known as PATA, came in very handy. It is a conference where leaders of travel industry, senior executives of airlines, shipping companies and heads of foreign tourist organisations and important writers in the travel field assemble. Even in the normal circumstances, the PATA conference helps to boost tourist traffic in the country in which it is held. Tourist traffic is a luxury traffic and a tourist, who spends his own money, would not come to a country about which he has misgivings. The holding of PATA conference about three months ago was like a shot in the arm of Indian tourism. This opportunity was fully exploited and I am happy to say that the conference was a great success. Out of about 400 foreign tourists who attended the conference more than a hundred have written letters of appreciation which are not just polite expressions of thanks but show that a well-managed conference has won the goodwill and support of all these active promoters of tourism. I would like to add there that all this was possible through a small Government Department in a large Ministry.

[Shrimati Jahanara Jaipal Singh]

I am sure many Members of this House have seen the Sound and Light Spectacle, usually called Son-et-lumiere in the Red Fort. I wonder if the Members realise the amount of imaginative effort gone to the making of this Show which is first of its kind put up by any Asian country. It is a new form of entertainment which tourists generally like very much and while it has become quite established in European countries, it is an achievement of which we can well be proud particularly in view of the fact that all the male and female voices and all the music were entirely Indian, the recordings were done in India and the producers were also Indian.

Now that the Third Plan has ended, it would not be out of place to mention that 24 Tourist Bungalows and canteens etc. have been completed and commissioned into use by the Tourist Department and 60 Tourist Bungalows have been completed and commissioned by the State Governments with 50 per cent subsidy given by the Centre. The great virtue of these bungalows is that they are in out-of-the-way places and, therefore, they open up for tourism many places which are not otherwise available. More than 30,000 tourists have availed of the facility offered by 24 establishments run by the Central Government and many more must have availed of the facilities offered by the 60 bungalows run by the State Government.

Because of lack of imports a few years ago, the condition of taxis and cars on hire available to tourists had considerably deteriorated. Now for the last two years an increasing number of cars are being sold to transport operators approved by the Tourist Department through the State Trading Corporation. This has considerably improved the road transport service available to tourists. Tourists are also increasingly using the tourist bus service provided by State Governments at the instance of the Tourist Department.

Publicity and promotion in about 30 foreign countries from where most of the tourists come has been most actively pursued in the last year. 37 lakhs pieces of printed publicity material in English and several other languages were distributed in a systematic manner so that these publications reach potential tourists.

I do not accept Shri Masani's contention that we have not formulated any Tourist Policy at all. What is a Tourist Policy? It is an omnibus phrase. There may not be a declaration at any given moment of a tourist policy. But there has been a distinct tourist policy which has been evolved gradually during the last twelve years. Even if a declaration is made, the conditions of tourism change so rapidly in the international world that any given declared policy of today would have to be revised after some time. For instance, there is a certain demarcation of functions and of responsibility between the Centre and the States in the matter of Five Year Plan projects. Certain types of projects which offer facilities of the type desired by foreign tourists will be financed and developed by the Central Government and certain others which offer facilities to domestic tourists by the State Governments. This does not mean that the Centre is not mindful of domestic tourism. We believe that domestic tourism service has a base for the growth of all tourism and is, therefore, highly essential. A great deal has been done by the Transport Ministry in promoting domestic tourism. Then, the development of tourist centres has been done on a selective basis and a great deal of thought has gone into the process of selection.

Shri Masani has urged that an autonomous authority should replace the present Tourist Department because the Government Department cannot prove effective in organising publicity and promotion. Further that this authority should not indulge in any commercial

activity. I would like to assure him that this problem has engaged the attention of the Government over many years. This was carefully considered by the Jha Committee on Tourism appointed by the Government in 1963. The view taken by the Government in 1964 when the Jha Committee Report was considered was that while there were advantages and disadvantages in both systems, one of organising tourism through a Department of the Government and the other of doing so through an autonomous Corporation under the present Indian conditions, more advantages lay in continuing to do so through a Government Department. For instance, in dealing with State Governments and with other Ministries of the Central Government, a Government Department under a senior officer with sufficient status, can be more effective. However, following from my statement that tourist policy is not somewhat static but is continuously being evolved, we would have no objection in reviewing this matter again.

There has been some criticism of the three public sector undertakings in the field of tourism. The Transport Undertaking is blamed for losing money and the other Corporations for not having done anything positive. Our thinking is not quite different from the Members on these matters in the sense that we have decided to merge the three undertakings into one. However, we should not be alarmed by the losses because a new undertaking in a competitive field takes time to establish itself. This matter is engaging our close attention and I would like to say that, during the process of amalgamation of the three undertakings, the functions of the new Corporation would also be reviewed.

I now come to the important question, raised by Shri Masani, of leakage of foreign exchange spent by tourists in this country. Probably, his estimate that 75% foreign exchange spent by tourists is lost and smuggled out is exaggerated. It is impossible to collect statistics of transactions of this

type. However, I would concede that there is a considerable leakage. Even if it is much less than 75%, it is bad enough. We have been aware of it and I understand that certain ways and means of plugging the leakage of foreign exchange have been under the consideration of the Ministry of Finance for some time.

Shri Nath Pai used a very strong language about the way our customs officials treat foreign visitors. I would like to tell the House that, in order to facilitate the clearance of air passengers, a pool of customs officers, selected for working at our international airports and thus achieving specialisation, has been created. I understand that during the last one year, there has been a remarkable improvement in the handling of air passengers by Indian customs. I am told that many foreign airlines, operators and travel agents have expressed appreciation of the improvement that has taken place.

I hope the House will agree that the situation is quite hopeful. We have to go a long way but we are moving in the right direction.

Dr. L. M. Singhvi (Jodhpur): I should, first of all, like to welcome the new set of incumbents of this Ministry, the hon. Member who just now spoke on this Ministry's Demands, as also her senior colleagues. It sounds rather anomalous that a Ministry which was looked after hitherto by a single Minister of State is now manned by as many as three incumbents. I do not know whether it does not sound puzzling and somewhat bewildering. . . .

Shri Daji (Indore): One plus three-fourth plus half.

Dr. L. M. Singhvi: Yes; that is another way of putting it.

The increase is bewildering. Either the Ministry was very short of ministerial personnel until now or it is over-manned as at present.

[Dr. L. M. Singhvi]

Be that as it may, I should like to emphasize the fact that transport in our country is a basis both of military strength and of economic mobility. I had occasion to raise several issues with regard to our transport policies and co-ordination when I spoke on the Railway Budget. At that time, however, the hon. Railway Minister advanced the plea that he had not studied the report of the Committee on Transport Policy and Co-ordination, for the appointment of which he claimed a measure of credit, but for the implementation of whose recommendations he was unable to show an equal measure of enthusiasm.

I should like particularly to emphasize the important role of transport in the situation of Emergency. In 1899 in a book called *The River War*, Sir Winston Churchill had occasion to emphasize the importance of transport in the context of Defence and this is what he said in his inimitable colourful language:

"In a tale of war, the reader's mind is filled with the fighting. The battle—with the vivid scenes, its moving incidents, its plain and tremendous results—excites imagination and commands attention. The eye is fixed on the fighting brigades as they move amid the smoke; on the swarming figures of the enemy; on the general, serene and determined, mounted in the middle of his staff. The long trailing line of communications is unnoticed. The fierce glory that plays on red, triumphant bayonets dazzles the observer; nor does he care to look behind to where, along a thousand miles of rail, road and river, the convoys are crawling to the front in uninterrupted succession. Victory is the beautiful, bright-coloured flower. Transport is the stem without which it could never have blossomed."

I often wonder whether the importance which is rightfully due to transport is really accorded to it by the

Government, whether in the context of our military strength or in the context of our economic growth. It seems to me that the development of transport has been relatively unsatisfactory and particularly the development of road transport is far from being satisfactory.

The other day when I put a question on the subject of border roads, the hon. Minister was at pains to assure me that there was no reduction and no curtailment whatever in the allocations contemplated earlier for border roads. My information happens to be otherwise, and I know that I am in a position to substantiate what I am saying. I hope that the hon. Minister of State or the hon. Minister himself when he rises to reply would correct the reply which was in error, if I may say so with great respect. The fact of the matter is that perhaps either because of the sense of complacency into which inevitably the spirit of Tashkent has seemed to lull us or because of some other problems with which the Ministry has been confronted, the allocations for border roads, and particularly for border roads in Rajasthan have been somewhat reduced.

12.42 hrs.

[MR. DEPUTY-SPEAKER in the Chair].

It is not reduction is alone that causes concern but if that reduction is an indication of a certain fall in the barometer of priority for border roads, then it is a matter of profound and serious concern for this House.

I need hardly emphasise that the basic cause of our relative failure and deficiency on the transport front which was admitted or shall I say, conceded by the hon. Minister of Defence the other day on the floor of this House, was due to the fact that there were no roads worth the name in the entire Rajasthan border region. I have travelled extensively in that area and I am in a position to say that in Barmer as well as in Jaisalmer these reverses were due largely if not

wholly to the deficiencies of our transport system. For years, we have been trying to voice these feelings and this concern in this House and outside, but I am afraid that it has not attracted the attention which was due to it. I hope that the hon. Minister would be able to give a clearer, a more comprehensive, and, I hope a more reassuring picture of what the Ministry proposes to do particularly in the field of border roads, and particularly in the State of Rajasthan with the difficult conditions in which I am intimately familiar.

Whether this work is assigned to the Border Roads Organisation or to the State Government is a matter of detail. But it seems that as at present the allocations will not be absorbed properly and the country will not get the benefits commensurate with what it will spend, unless the personnel are increased, unless the department undertaking these activities is reorganised and unless a massive effort is set afoot in the border roads organisation to build the many necessary and vital road links. For example, we do not have a road link between the Barmer sector and the Kutch sector, though they happen to be manned by a single commander. This is a position which is obviously hurting our defence interests in that area, and I know that it could affect adversely our defence capability in that area. Similar is the situation in Jaisalmer.

Without going into any greater detail, I would like to elicit from the hon. Minister, when he rises to reply to this debate, what he proposes to do precisely and in detail in respect of building up a border roads organisation, and simplifying procedures so that most of these matters can be expedited and also ensuring that the quality of work that is done in these areas is up to the mark.

I should like to emphasise that road transport should not be a cut-throat competitive factor for the railways, but that neither the development of railways nor the development of roads should exclude the other. It should

not always be competitive, but complementary.

Shri Sham Lal Saraf (Jammu and Kashmir): Does the Ministry deal with border roads or national highways?

Dr. L. M. Singhvi: It deals with both. That is the reason why I brought up this question. I had the privilege of being associated with a committee appointed at one time for assessing the work of the border roads organisation, and I had occasion to see the excellent work done by the border roads organisation in Ladakh....

Shri Sham Lal Saraf: That is with the Army, I suppose.

Dr. L. M. Singhvi: I may say for the information of my hon. friend that the border roads organisation happens to be under the Ministry of Transport.

The question before us is whether the massive programme for border roads, which was adumbrated initially in the wake of the emergency and in the wake of the realisation which had dawned upon Government that without such a massive programme it would be difficult for us to defend our borders, is going to be implemented in the near future.

There is another aspect of the matter which has not been sufficiently emphasised in this House. That is in respect of the inland river transport system. We have it on good authority that in 1780, there were as many as 30,000 boatmen employed in inland river transport. There were streams when boats could ply on the Ganges upstream between Agra and Calcutta. This situation has only worsened. It is a surprising thing that we have done nothing to salvage the whole network, the whole system, of inland river transport, which is what we should have done.

I had occasion at one time to suggest that there should be an inland river transport on the trunklines and that the whole country can be so connected. I am fortified in saying this by all the studies made on this subject in various

[Dr. L. M. Singhvi]

modern countries where both in terms of defence and in terms of economic mobility, such a trunk system of inland river transport has been organised. I should like to know whether Government has ever looked at this aspect of the matter, whether it has tried to see the possibilities of this particular avenue of transport, and if so, what it intends to do.

We have here an excellent report by the Committee on Transport Policy and Co-ordination. This Committee has had a very chequered career, it passed through many vicissitudes and changes. I should like particularly to know from Government whether this report has been properly considered and whether it is even now in a position to react to the various recommendations contained in it. It is customary—and we have the painful experience of witnessing this—that committees after committees are appointed only to shelve their recommendations; committee after committee is called upon to go in great detail into the various problems and prospects of a certain subject, and yet nothing is done when their recommendations are available to Government, or too little is done to implement those recommendations. I should like particularly to know whether any institutional changes are contemplated by Government in order to secure better co-ordination in the field of transport.

The other day when I suggested that these subjects, road transport, railway transport, civil aviation and inland river transport should be placed under one Ministry or that there should be an all-India commission on transport to coordinate these various branches, my hon. friend, Shri H. C. Mathur—who is not here at the moment—thought it was a fantastic idea. I do not know if he has forgotten that this is not all that fantastic and that not too long ago there used to be a co-ordinated and single Ministry for these subjects. But with the trend for proliferation and multiplication of ministries, perhaps it was felt it was

good to have as many portfolios distributed as diversely and as widely as possible. I have no quarrel if this secures efficiency.

Mr. M. R. Bonavia who had submitted a long and learned memorandum to this Committee on Transport Policy and Co-ordination has discussed this matter in considerable detail, and he feels that institutional changes are called for, are indeed inescapable if we want to infuse a degree of dynamism in the working of our transport and in securing better coordination. I should like to know whether Government have considered the possibility of these institutional changes, whether the Government are prepared to formulate a scheme for planned development of transport in a co-ordinated way and not in a truncated, sporadic manner, and whether Government have been able to visualise a plan which will keep pace with our economic development and with our transport potential in economic terms.

One word about tourism. This is another subject to which greater attention is required to be paid. With all the extenuating explanations made by the hon. lady Deputy Minister in support of the policies of the Government for promoting tourism, I think there still lurks a legitimate doubt in our minds about the sufficiency of these measures. Really speaking, it is true that it is not possible to achieve results in this field overnight, that a long and sustained effort is necessary but then India has so much to offer that it would be a pity if this aspect of the matter is ignored or is not sufficiently emphasized. I am afraid that the deficiency lies not only in the inconvenience or annoyance caused to the incoming passengers by customs officials, it lies deeper. No effort is made to diversify and to give a larger range of choice to the prospective visitor. If a certain place in Rajasthan or two places in Rajasthan have been developed, it is left at that. No effort, no continuous quest for finding new places, beautifying them and making them available and accessible

for new tourists is made. I know for example that Jodhpur, which is a historic town, and which has so much to offer, has not been developed by the Ministry merely because it has some old outdated notions or because it has not had the political patronage of the State Government. I do not see why a large number of places, whether they are in Assam or Madhya Pradesh or Rajasthan, should not be developed as places of tourist interest. This would provide not only employment in the country, but would really increase the range of choice that is available to the incoming tourist, who is otherwise made to follow an itinerary which is of a set pattern.

I want once again to emphasize that the Government must apprise us in full measure about the steps it proposes to take to secure that measure of co-ordination, that measure of massiveness in the programme for developing transport in the country that is necessary to release it from the shackles of old and outdated notions in which it has been kept for a long time. I hope that his speech would give us at least a measure or a ray of hope in this matter. Otherwise, things are somewhat bleak and cheerless.

Shri J. N. Hazarika (Dibrugarh): I rise to support the Demands for Grants with respect to transport and civil aviation. While doing so, I cannot but make some observations with regard to the roads in the State of Assam and also the road transport system.

Yesterday, my hon. friend Shri P. C. Borooah said that the widening and improving of roads, particularly the National Highways, in Assam was going on at a snail's pace. I agree with him, and I want to say that during the last two or three years practically no improvement of the roads in Assam has been done, and even the annual repairs are not being made.

For example, a sum of Rs. 17,84,300 was the estimated expenditure for

widening miles 309 to 325½ between Makum and Talap of Assam Trunk Road, East, National Highway No. 37. Out of this, Rs. 1,51,323 was spent during 1964-65.

I can give another example with regard to the construction of a bridge. I am referring to the sum of Rs. 11,25,600 which was apportioned for the reconstruction of a bridge with well foundations over the river Sessa in mile 262 of N. H. No. 37. Of this sum, in 1964-65 not a single pie was spent, and during this winter I do not think much has been spent on the construction of this bridge.

Likewise, there are many examples which I can show to prove that Assam roads have been so much neglected during the last two or three years.

We are told that economy measures have been adopted. I agree to a certain extent, but I do not agree that economy measures should be observed in such a way that ultimately the purpose of economy is lost. If the road is not repaired this year, next year the road repairing cost would be more than double.

Particularly, Assam roads are all strategic roads. Every piece of road in Assam was a strategic road during the last emergency. Having known all this, I request the Government to give particular attention to the construction of roads, annual repairing of roads as well as widening and improving of roads.

I can understand if some economy measures have to be observed in respect of our own expenditure, but I do not understand why economy measures have been observed in respect of external assistance. A sum of Rs. 28 crores had been apportioned under I.D.A. for highway development during the Third Plan. Of this I do not know why a sum of Rs. 5 crores has not been utilised.

With the condition of Assam roads, I also want to link the condition of

[Shri J. N. Hazarika]

the road system in the North East Frontier Agency. There are border roads no doubt under construction linking the plains with the interior hills, but there are no lateral roads linking the foothill of one division with the foothill of another division in NEFA, while such roads have probably since been opened on the other side of the border. If we build lateral roads, it will help not only our defence strategy, but also help the tribal people by increasing their contact with the plains of Assam. Therefore, I urgently request the Government to make lateral roads as well along with other kinds of border roads in NEFA and the hills of Assam.

Along with the construction of roads, I want to speak a few words on the road transport there.

13 hrs.

The Central Road Transport Corporation came into being as a result of the Chinese aggression. Though it started in a humble way now it is fairly developed and Assam people are very delighted to see the fleets of trucks plying in the State, and we hope that the position would improve.

The Government have created the Inter-State Transport Commission. This is a very welcome step which the Government have taken. Particularly North Bengal and Assam should have this kind of transport system, not only for goods traffic but also for passenger traffic. I suggest that this Inter-State Transport Commission should take up the question of opening bus services even between North Bengal, from a place called Siliguri, to Assam, particularly to Gauhati.

After offering these suggestions I want to say a few words with regard to Inland Water Transport. This is a very happy step which Government has taken since two or three years back, namely, taking over of the River Steam Navigation Company for

transport work on Brahmaputra. They have taken some more steps towards improvement of navigation on the Brahmaputra. I am happy to observe that the Bottom Panel System which has been experimented upon has been successful. Government has also acquired some dredgers so that Brahmaputra river could be dredged and made fit for navigation.

I suggest, Sir, not only Brahmaputra itself, but also the tributaries of the Brahmaputra should be used for navigation purposes. There are a good number of tributaries which are deep which could be used for navigation throughout the year, as for example, the Dehing River. It is quite a deep river. Its length is about 70 miles and it is very useful for navigation. Plywood could be carried. Treated timber could be carried from places like Margarita. Tea could be carried by the river; petroleum could be carried from Digbhol. Crude oil could be carried from Dullajan to other places. Fertilisers could be carried from Namrup. My suggestion is that the Inland Port should be developed over the entire region of Assam.

I am glad that Pandu has been fairly developed and that development work at Jogigopa is also undertaken; and I am sure, with these steps the entire navigation system in Assam could be improved. And, in order to make it economic, the works of navigation should be extended to quite a good number of tributaries also.

Now, Sir, with regard to the River Steam Navigation Company, I do not know whether it is in the process of liquidation; it looks like that, Sir, because wages are not being paid; suppliers of coal are not being paid; those who serve the company as out-agents have not been paid. Long out-standings are still there. They have made representation after representation to Government, but their legitimate payments are not being made

so far. If it is in the process of liquidation, I suggest, Government should still do something so that it is not liquidated at all. Government has a controlling share at present. I would suggest that the entire Company should be taken over by the Government and extensive and intensive navigation of transport done by Government on the Brahmaputra river and its tributaries.

One word with regard to the crew members. Some days back we were told by the Minister that there were large numbers of Pakistani crew working in the company, who were interned during the emergency, during the Pakistani aggression. We were told that about 300 Pakistani crew members were missing. I do not know how they were missing. It is primarily a responsibility of the Home Ministry. Yet, the Transport Ministry is also responsible for this. This matter should be taken up by them with the Home Ministry and necessary steps should be taken according to our policy.

Now, Sir, with regard to Civil Aviation, I only want to say one word. I do not know why the construction of aerodromes should take such a long time. It takes unreasonably long time. One airport at Mohanbari in my constituency of Dibrugarh was practically not being used for 2 years because the airstrip was under construction. The contractor took more than two years for improving and renovating the air-strip with the result that large numbers of passengers were inconvenienced for two years. Although for some time the airforce strip was used, the same was continued during the emergency. I am told by the hon. Minister, Shri Reddy, about ten days back that the resumption of Viscount services, No. 213 and No. 214 would be made upto Dibrugarh from the 1st April. I hope that these services would have been resumed by now. An enquiry should be made why construction on the aerodrome took such a long time.

With these words, I also want to suggest, that the airstrips in NEFA, which were undertaken originally for construction, should also be constructed as early as possible.

Shri Narendra Singh Mahida: Mr Deputy-Speaker, Sir, in a vast country like ours, mainly consisting of villages, roads are the mainstay of the transport system. Naturally, our planners rightly emphasized the development of highways and road transport. The Nagpur Plan set the target at 1,97,950 kilo metres of roads, and the target was exceeded in 1961. A Twenty-year Plan for Road Development was drawn up in the year 1958. According to this Plan, we will have 4,05,554 kilo metres of surfaced roads and 6,51,783 kilo metres of unsurfaced roads by 1981. In other words, every village will be linked with a metallic road at the end of this plan. Yet, Sir, my State of Gujarat is backward in the matter of road development even under the Nagpur Plan.

On the National Highway No. 8 at Broach, we have the old railway bridge over the river Narmada for road traffic. It cannot have much heavy load on it. As a result, trucks have to be unloaded at one end and re-loaded at another end to carry the goods. This causes a lot of inconvenience to the road transport. A new bridge has to be constructed on the river Narmada nearby, but no work has yet commenced. I request the hon. Minister to attend to this need.

As regards Aviation, Sir, our progress in regard to Civil Aviation—as I have watched from the earlier days—has been tremendous and very spectacular. One of the largest operators in the world, the I.A.C is the first in South-East Asia to operate jets on the internal routes. Almost every important town is covered by the I.A.C. There are 83 aerodromes in the country, some of which were selected by me in those early days.

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There are three international and eight major airports in our country. The I.A.C. carries more than one million passengers a year, and flies nearly 20 million miles, annually. Besides linking numerous airports in India, it operates regular services to neighbouring countries as well.

The Air-India International is one of the world's leading airlines providing services to twenty-one countries. The Air-India's jet workshop is one of the best equipped workshop in the East. Internal and international air transport offers unlimited possibilities as our economy marches ahead. Yet I draw the attention of the Ministry to the various remarks of the Public Accounts Committee, 41st report, No. 119 of 1965-66, pages 495 to 500 and also of the Committee on Public Undertakings, 21st report, No. 35 on Air India, pages 63 and 65 to 78 and 23rd report No. 37 on IAC page 73 and 78 to 97. I am afraid, I cannot quote the details as I have very limited time. He should also look into the 1964 Report of the Air Port Security Committee, pages 38 to 40. We have had some unfortunate air crashes here and outside. We have lost some very valuable lives. I feel that we should introduce aqua-planning equipment at the Bombay Santa Cruz airport; it gives warning to the danger of water on airport runways. It is installed in Gatwick airport near London. It tells the airline pilots whether there is a risk of aqua-planning on landing or take-off, a hazard that can make an aircraft overshoot a runway and cross wind; veer-off. It should be installed at Santa Cruz because it receives very swift and heavy rainfall during the rainy season. The recent strike in the Air India International is very unfortunate. It is anti-national. This indiscipline is our national problem. It should be checked. I congratulate the Minister on the very strong measures. . . . (An hon. Member: Don't do that very much). 41 navigators are holding up and are causing a loss of about a

crores of rupees. I do not wish to go into the pros and cons of the question. The navigators may have a claim to get better facilities than the engineers. This claim can be enquired into. As suggested on 28th March, the navigators of AII met Shri J. R. D. Tata and requested him to arbitrate in the dispute and they were prepared to abide by the verdict unconditionally, but Tata refused. I again request the Minister to persuade Shri Tata to agree to arbitrate for to my mind he is the only man who is capable of dealing with this situation. Pilots have refused, according to press reports, to fly without navigators. Their guild would agree only to operate Middle-east London section under certain facilities. It is ridiculous that some 41 navigators should hold up the working of AII. The alternative is the closure of the AII. I hope national interests will prevail with the pilots, engineers and the navigators. They should now resume their service and leave the decision, if possible, with our fair Prime Minister who, I am sure, would look into their grievances. The other alternative is to disband the corporation. We have to call a halt somewhere to this growing national indiscipline. It will be difficult to restart a concern like the AII. I am quite sure that with the help of Shri J. R. D. Tata and our Prime Minister, this question will be solved.

Shri Daji: This Ministry embraces such a large field of activity right from the ground to the sky that if we were to develop an underground transport system, it would be under this ministry. Really I wish well for the new incumbents of this ministry because I know that they face almost an unenviable task. Transport has been the worst sufferer on account of the anarchy of our planning. The strategy of industrial and economic development has to be ultimately based on an efficient transport system; without that all our other efforts may end in failure or bottlenecks that we have experienced. It is in this con-

text that a proper development of transport policy will require all the much-advertised and much-known qualities of this particular Minister who has now taken over charge. Due to shortness of time, I will make only one or two remarks. I said that this was the most anarchic. Let us take the examples. Cochin shipyard was included in the Second Plan. The Third Plan is over now. The Japanese Blueprint has come. Where is it lying and why—nobody knows. Let us take the Haldia port. It is bogged down because of the onerous terms of the World Bank which, for God-knows-what reason, had been sending team after team. The latest team suggested certain modifications in the management which are not, rightly, acceptable to the government. It only stresses once again the urgent need for taking a more self-reliant attitude rather than relying on others.

Let us take another aspect of the matter—roads. Our roads are in a very bad state. If a new economic pattern of production has to develop and the remote parts of the country are to be connected with the beehive of industrial and economic activity, the rapid growth of roads is urgently called for. The transport committee in its report shows how the repairs of even national highways are neglected. There is urgent need to set up a road planning board or road construction board which would take a look into this work in detail . . . (An hon. Member: Like the Railway Board?) Perhaps, yes. In the Plan we spoke about increasing nationalisation of road transport, particularly passenger transport. Very little has been done; even funds allotted in the Plan have not been utilised. I know: in my own State they have sent the nationalisation scheme to the Centre but it is held up here for one reason or another. We do not know whether the policy is only for ornamental reason, just like the Hindi proverb: हाथो के दान खाने के बलग दिखाने के बलग । Elephants have two sets of teeth, one for show and another for use. Is

the policy of nationalisation also an ornamentation, a show, a flop, or is it real?

Before I pass on to the other important aspects, I will say only one thing. Whatever the right or wrong of it, what stands out clearly is that the taxation policy should be uniform, clear by the very nature of the goods traffic which goes right from the northern to the southern and western part. If each State has a separate taxation policy, it is not rational. The Centre should take a hand in it and improve matters.

I want to urge specially only two aspects of the Ministry's work. One is the Shipping Corporation. I do not propose to deal in detail with its working. I have had occasion to examine its work in the committee on public undertakings. We are not sure of our policies. It was proposed that at least 50 per cent of the shipping would be got in the public sector by the year 1975. We've funds allotted accordingly? According to what was given before the committee by the concerned officials of the Ministry, we were nowhere near that target.

If so, Sir, I am posing the very fundamental question pertaining to this Ministry: whether the planning has been done so unrealistically that the Ministry subsequently finds it impossible to implement? Is this the way of our planning? If so, some radical improvement has got to be made.

Secondly, how our entire administration is biased against the public sector is very clearly brought out by our Committee on Public Undertakings. When we consider the Shipping Board, what do we find there? To our great surprise, we find that unremunerative routes are given to the Shipping Corporation; the routes which are new and which are unremunerative, the Shipping Corporation is forced to take up in the national interest. Insist that the Shipping Corporation should take up remunerative routes as per the

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recommendation of the Committee on Public Undertakings. At the same time, I do not mind when these routes are given to the private companies. If the private shipping companies are given the unremunerative routes, they refuse to accept them. If public sector undertakings are given remunerative routes, they would certainly show better results. In the national interest if the Shipping Corporation is asked to take over the unremunerative routes, why should not the same thing be applied to the private shipping companies as well? Why should they refuse to take up the unremunerative routes in the national interest? In the case of Jayanti Shipping Company it is absolutely embarrassing and surprising that a Government Director of the stature of Shri Sukthankar should sign a report and at the same time the same person is appointed to enquire into the affairs of the company. When he signs the report, he is a party to that report. When an enquiry commission is appointed, he is a member of the Committee. How can you expect an accused to be a judge? Therefore, this aspect of the matter requires to be given a very serious thought.

Then, Sir, I come to the subject of the day, viz. the working of our Civil Aviation lines—both the I.A.C as well as the Air-India. So much has been said about the anti-national character of the navigators, this, that and the other. Everyone is fed up with this. On the very first day, I made my position very clear about this. Even now I can make it very clear. The manner in which the navigator has got less than 12 or 13 hours' notice cannot be justified in any case. In an essential service, 12 hours' notice is not enough. This sort of anti-national character of the person etc., will not lead us anywhere. Strike is of course a very good opportunity to really lift the silken curtain decorated with the Maharaja's symbol and it is to redeem the working of the Air-India. I make bold to say that the management of

Air-India is not what it ought to be; things are not good in the State of Denmark. The management of this requires a thorough probe. The personnel policy of the management has been absolutely very wayward, partial of policy, of playing of one group against the other—the policy of favouritism—the policy which militates against any sound principle of the management about a public sector undertaking. If you want to implement the award with regard to navigators, you can do that. But, why should the management go out of the way separately and settle with the pilots and others? Having done that, they also wrote to the navigators, engineers and all that they are not going to uphold their rights. Is this the way that a management should act thereby instigating one against the other and subsequently taking sides with one group? If it comes to the Khosla Report—we are discussing this report, also—it is full of contradictions, and on the face of it, it is really bad. Two charts have been given in the same judgment of pay-scales. Both the charts are contradictory to each other.

Coming to the wage increase, the increase given to the engineers is about Rs. 300. I was told, To the engineers, it would be more because their number was less; the increase given to the watchdogs viz., Class III and IV was only Re. 1 Re. 1 is the wage increase given by the Tribunal to the lowest class employees of Air-India. Navigators and others got from Rs. 400 to 500 a big jump. Government cannot blow hot and cold by giving this sort of an increase. Similarly, when the Das Commission recommended Rs. 7-8-0, the Government gave an increase of Rs. 5 only to the lowest class of employees.

Therefore, I appeal to the hon Minister—I know he is quite capable of doing a certain thing—to look at the whole thing in great details. I say that

the personnel policy of the Air-India and the I.A.C should be looked into by him. What do they do now? They pamper a group of small persons to do the work. Such was the attitude shown by them when there was a dispute between the pilots and the hostesses. Certainly Air-India did an injustice to the hostesses. No one was allowed to stand up against that. Injustice was also done to the cabin personnel. Yesterday, the Minister said that the pilots are not allowed to fly without the navigators, even though they could fly. It was true, and the Minister also stated that about a year back they did take up the flights without navigators. Does the Minister know about this? I want to know whether he has been informed about this. I think he has not been informed. In 1965, when the pilots took the risk of flying the aircraft without navigators they had submitted a list of demands and under which conditions, they would be able to fly. There were conditions from (a) to (g) under which they would fly if they were asked to fly without navigators. None of the conditions had been fulfilled by the management but still the pilots undertook the risk to fly their aircraft last time. This is a very serious thing; it seems that the management have been using their powers and position to do all sorts of things. I am amazed to know that a top-most official of the Air-India smuggled a big radiogram from abroad violating the foreign exchange regulations or customs regulations. But still, the same officer continues to hold the top-most post in Air-India. Do you expect the pilots or the navigators to have respect for such an official? Do you know, Sir—I do not want to say that, but I am forced to say that in the larger interests of the country—that they not only smuggle radiograms but also the prohibited contraband goods which are a danger to the plane and the passengers. Recently, they smuggled silver-tipped ammunition which was prohibited to be carried in an aeroplane. One of the personnel refused to handle that in Bombay; they had to send it back again

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to America. In this process rules were violated bothways. First, when it was brought here, rules were violated. When it was to be sent back, a special customs permit was obtained to send it back without the customs duty being cleared. All these things go on. All the staff know it; the engineers know it. With all these things, do you think that these navigators etc. will respect the management? First of all I say that you order a full probe into the working of this undertaking to know as to why they go on smuggling them by violating the foreign exchange regulations and customs regulations. Not only that. Probably the first paper which the Minister ominously got when he was appointed as a Minister was about the news of the tragic crash at Mont Blanc where Dr. Bhabha died. This was probably the first official paper that the Minister got. There are many accidents. Last year, in this debate, I had an occasion to point out but the Minister mocked at me by saying that it was all a fantastic story. One of the reasons for increased rate of accidents is that the safety regulations are systematically being violated by this management, particularly the IAC Management, and why? Because, the Secretary of the Ministry, the department, is also the Chairman of the IAC. This dual position is wrong, in any case. The Estimates Committee has recommended that such a dual position should be done away with, and the Public Undertakings Committee followed and again recommended that this dual position should be done away with on a matter of principle. But in the case of the IAC, it is totally wrong. Not only that: the duties and responsibilities conflict; the DGCA has to be under the Secretary of the Department, and the DGCA is responsible for the safety regulations; he is overruled by the Secretary who is also the Chairman of the IAC! It was refused to be accepted and contradicted by the then Minister, it has been upheld by no less a person than Justice Khosla himself. Now, I ask whether Justice Khosla's report ask whether Justice Khosla's report

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is not binding on the Government, especially when they say that the award is binding on the employees. What is the report of Justice Khosla, when he enquired into the Dakota crash of June, 1963? He says:

"Mr. Khuller, Indian Airlines Corporation Engineer, pleaded by way of alleviation that the DGCA knew of the infringements from reports of the snags relating to the auto-pilot and, therefore, they knew that the auto-pilot was being used and the placard (forbidding its use) was being infringed. In the circumstances, why DGCA not do anything in the matter and why did he not issue a direction requiring IAC to carry out flight tests or categorically ban the use of the auto-pilot?"

Then, he goes on to observe:

"I am clearly of the opinion that the Director-General of Civil Aviation cannot be completely exonerated of a certain measure of negligence and apathy...."

Negligence and apathy in the case of aeroplanes. Are you playing with the lives of our passengers who fly, and for what? For the sake of economy of a few appliances. This is Justice Khosla's report. It goes on to say:

"It took more than a year to issue the order relating to the placard about yawed flight though the FAA directive required this to be done within a fortnight of its receipt. The manner in which the question of the auto-pilot was dealt with redounds to the credit of neither the operators nor the Director-General of Civil Aviation. Simply to forward the reply received from the CAA to the operators and conveying an implied approval of the auto-pilot and then to allow the placard barring the use of the auto-pilot to continue is a far from satisfactory state of affairs..." and so on.

The whole report is against this. What has been done now? This Air India and the IAC management—

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri Daji: Sir, I am concluding. Let me sum up. When they purchase things, they do not give importance to the more important things. The radar is not important! And what they purchase is lying as junk in the godown. What they purchased with a discount is now a junk; when they purchase a new big aeroplane, they do not bring sufficient spares. What is the result? Sometimes we find that one plane is to start from Calcutta; another plane is coming in, and from that plane certain parts are taken and fixed in the plane which is due to leave and then the plane starts! This entire, planless activity of this Corporation is responsible for the state of affairs in this land of Denmark which is absolutely blank. And therefore, when such is the case, merely to try to dismiss, with the might and power of the very strong Minister, these 41 navigators would not be just and proper. I therefore say that the whole thing requires a thorough probe and a thorough enquiry. At least this dual position of the Secretary of the Department being also the Chairman of the IAC should be ended immediately in deference to the opinion expressed by the Public Undertakings Committee and the Estimates Committee and also in the interests of the travelling passenger service.

Lastly, I say that the situation has reached a dead-lock; it has reached an impasse. It is not a solution of the Minister to say, "We will ground the entire air service." That is not a solution. The solution is, as I said, the navigators must resume work. About that, there should be no doubt. They must resume work. The other things can be adjusted I think that if they are ready to resume work, the Minister should be ready to accommodate

them and must give second thought to their grievances and if the strike is settled, I think the nation will feel very happy about it. No one is going to lose face. The very fact that they struck work and are ready to resume work is sufficient to show that we have stood it well. The demanding of a written apology or some such thing by high officers as a gesture is absolutely not called for. It does not redound to the might and power of a mighty State, a country, a Minister, to ground the services and try to do away with the services of 41 navigators because they are found in a wrong corner, a tight corner. Let us not be found wanting in doing justice. As Shakespeare said, let justice be also tempered with mercy; that will be double justice. Let the Minister come forward with boldness and let them resume the work. Let them sit together and negotiate and come to some agreement that can be just.

श्री बिश्वनाथ राय (देवरिया) : माननीय उपाध्यक्ष जी, विरोधी दल के घनेकों सदस्यों ने धाकाश में उड़ने या उड़ाने वाले लोगों की सुविधाओं या समस्याओं के बारे में तो काफी समय लिया है लेकिन यातायात के उस साधन के बारे में उन्होंने ध्यान नहीं दिया है जिससे लगभग एक करोड़ बैलगाड़ियां सम्बन्धित हैं, जिससे करोड़ों धादमी रोज काम उठाते हैं और जो रक्षा के दृष्टिकोण से भी बहुत ही महत्वपूर्ण है। उस यातायात के साधन के सम्बन्ध में एक विरोधी दल के सदस्य ने चर्चिल का तो नाम लिया लेकिन भारत के स्वर्गीय प्रधान मन्त्री पंडित जवाहर लाल नेहरू के उस कथन को वह भूल गए जिसमें उन्होंने उस साधन के बारे में राष्ट्र का ध्यान धाकित किया था। पंडित नेहरू ने एक बार कहा था :

"The one thing to which we must give topmost priority is roads: roads of all kinds, not only very up-to-date, bitumenised or cement roads, but roads of any kind to open vast areas of this count-

try which are closed today and which you cannot reach unless you walk or ride. I give roads first priority."

इस साधन के सम्बन्ध में ध्यान धाकित करने साथ ही मैं यह कहना चाहता हूँ भवष्य ही पहली और दूसरी योजना में इसके विकास के लिये वित्त मन्त्रालय ने काफी धन दिया और सारी योजना की जो धनराशि थी उसका 27 प्रतिशत पहली योजना में यातायात और उस समय संचार भी एक ही मन्त्रालय में था, उस पर व्यय किया गया। दूसरी योजना में योजना की सारी धनराशि का 28 प्रतिशत उस पर व्यय किया गया। लेकिन न जाने क्यों तीसरी योजना में उसके महत्व को कम किया गया, उसके बारे में उतना ध्यान नहीं रखा गया जितना स्वर्गीय प्रधान मन्त्री पंडित नेहरू ने कहा था और वह व्यय 23.6 प्रतिशत रह गया। जो पिछले डेढ़ वर्ष के अन्दर चौथी योजना के सम्बन्ध में कागज प्रकाशित हुए हैं प्लानिंग कमीशन के द्वारा उससे तो यह जान पड़ता है कि चौथी योजना में संचार और यातायात मन्त्रालय से सम्मिलित व्यय के लिए केवल 19.2 प्रतिशत उस धनराशि का व्यय होगा जो चौथी योजना के लिए निश्चित होने जा रही है। मेरा कहने का मतलब यह है कि उस साधन से देश के एक कोने से दूसरे कोने तक साधारण धादमी भी जाता घाता है, काम उठाता है और उससे केवल चलने की ही बात नहीं है बल्कि माल ढोने के लिए भी उसका काफी उपयोग होता है जैसे 1960-61 में दूसरी योजना में साढ़े बारह करोड़ टन माल का यातायात हुआ था रोड्स से जबकि रेल से 16 करोड़ 20 लाख टन का हुआ था। तो कहने का मतलब यह है कि माल घाने जाने के लिए भी यह साधन है, वह पहले से बढ़ भी रहा है। लेकिन उसे उतना महत्व चौथी योजना में नहीं दिया जा रहा है जितना होना चाहिए वह क्यों है यह तो सरकार को जान सकती है।

[श्री विश्वनाथ राय]

इसमें भी खास तौर से उत्तर प्रदेश के बारे में मैं कहूँ तो सब लोगों को आश्चर्य होगा। वह प्रदेश जो सबसे बड़ा है क्षेत्रफल में तो नहीं आबादी में वहाँ पर जनसंख्या के दृष्टिकोण से देखा जाये तो प्रति 1 लाख जनसंख्या पर केवल 17 मील तककी सड़क है और इस प्रकार वह भारत में केवल आसाम को छोड़ कर सबसे पिछड़ा हुआ प्रदेश है। जहाँ आन्ध्र प्रदेश में 45 मील सड़क है, बिहार में 18 है, गुजरात में 38 है, जम्मू और काश्मीर में 36 है, केरल में 46 है, मद्रास में 52 मील है वहाँ उत्तर प्रदेश में 1 लाख जनसंख्या पर केवल 17 मील सड़क है। सारे भारत का जो एवरेज 1 लाख जनसंख्या पर 34 मील है उसके मुकाबले में उससे आधी सड़कें उत्तर प्रदेश में हैं। यही नहीं, अगर हम सौ वर्गमील क्षेत्रफल के हिसाब से भी देखें, तो भी सड़कों के विषय में उत्तर प्रदेश का नम्बर है। मैं आप के द्वारा सरकार का ध्यान इस ओर आकर्षित करना चाहता हूँ कि जहाँ केन्द्रीय सरकार विद्युत् शक्ति, सिंचाई और उद्योग धंधों के सम्बन्ध में उत्तर प्रदेश के प्रति न जाने क्यों उदासीन है, वहाँ यातायात के साधनों के बारे में उसकी उदासीनता की स्थिति यह है कि केवल आसाम ही उत्तर प्रदेश से पिछड़ा हुआ है और बाकी सब प्रदेश उससे आगे हैं। जहाँ तक उद्योग धंधों और अन्य कामों का सम्बन्ध है, उत्तर प्रदेश अपनी तरफ से उनके विकास का प्रयास कर रहा है, लेकिन यातायात के साधनों के सम्बन्ध में केन्द्रीय सरकार से जिस सहायता की अपेक्षा की जाती है, वह भी उसको उपलब्ध नहीं है।

आज स्थिति यह है कि केन्द्रीय सरकार यह धारणा रखती है कि प्रदेश सरकार इन्टर स्टेट (अन्तर्प्रान्तीय) सड़कों का भी विकास करेगी और उत्तराखण्ड जैसे स्थानों में, जो रक्षा की दृष्टि से बड़े महत्वपूर्ण स्थान हैं, सड़कें बनाएंगी और उनका विकास करेगी। इस सम्बन्ध में उसको केन्द्रीय सरकार से जिस

सहायता की आवश्यकता है, उसकी तरफ बिल्कुल ध्यान नहीं दिया जाता है। उत्तराखण्ड के सम्बन्ध में पिछले साल, ओर उससे भी पहले, कुछ ध्यान दिया गया था और प्लानिंग कमिशन की तरफ से यह वादा किया गया था कि वहाँ पर रक्षा की दृष्टि से सड़कों के निर्माण के बारे में केन्द्र की ओर से सहायता दी जायेगी, लेकिन अब वह भी बन्द कर दी गई है।

जहाँ तक अन्तर्प्रदेशीय सड़कों के विकास और सुधार का सम्बन्ध है, कुछ ऐसी बातें लगा दी गई हैं, जिससे उत्तर प्रदेश के लिए बड़ी कठिनाई उत्पन्न हो गई है। केन्द्रीय सरकार की ओर से कहा जाता है कि अगर कोई पुल दो प्रदेशों की बिल्कुल सीमा पर पड़ता है, तभी वह उसके लिए पैसा देगी। मैं समझता हूँ कि चायद ही किन्हीं दो प्रदेशों की सीमा ऐसी होगी, जिसके ठीक ऊपर कोई पुल हो। आम तौर पर उसके दो, चार, दस मील इधर-उधर सड़क पर पुल पड़ता है। मैं समझता हूँ कि इस तरह का सख्त नियम रखना उस काम को पूरा न करने का कोई बहाना जान पड़ता है। जहाँ तक अन्तर्प्रदेशीय सड़कों के विकास का सम्बन्ध है, बिहार, पंजाब और उत्तर प्रदेश की सरकारों ने पिछली तीन योजनाओं में काफ़ी काम किया है अगर सरकार चाहती है कि इस विषय में केन्द्र की ओर से भी कुछ सहायता दी जाये, तो इस सख्त नियम को समाप्त कर देना चाहिए।

रेलवे मन्त्रालय और यातायात के सम्बन्ध में आजीव सबस्य अक्सर यहाँ पर यह सवाल उठते हैं कि कृषि प्रदेशों की आर्थिक व्यवस्था, इकानोमी, बढ़ रही है, उनका उत्पादन बढ़ रहा है तो यातायात और आवागमन के साधनों के विकास और सुधार के लिए यह आवश्यक है कि उन बुदियों और दिक्कतों को दूर किया जाये, जो जहरों या उन छोटे-मोटे कस्बों में पेश आती हैं, जो पहले नहीं थे और जो अब बढ़ रहे हैं। जो नये-नये कस्बे बढ़ र

हैं, उन तक चीजों को जल्दी पहुंचाने की व्यवस्था करना अत्यन्त आवश्यक है। हम देखते हैं कि रेलवे लाइन पर जो गैट होते हैं, वहां पर कई जगह बसों को घंटों रुकना पड़ता है। इस अवस्था में सरकार से, या रेलवे मन्त्रालय से, यह मांग की जाती है कि वहां पर ओवरब्रिज या अंडरब्रिज बना दिया जाये। लेकिन इस सम्बन्ध में रेलवे मन्त्रालय की यह धारणा है कि उसका अस्ती प्रतिशत व्यय प्रदेश सरकार दे और तब बीस प्रतिशत व्यय रेलवे मन्त्रालय देगा। मैं समझता हूँ कि इस काम के लिए अस्ती प्रतिशत प्रदेश सरकार दे और बीस प्रतिशत रेलवे मन्त्रालय दे, जिस को लाभ होता है तो यह शर्त कोई उचित बात नहीं जान पड़ती है। इसलिए इस शर्त को बबल कर ऐसी व्यवस्था होनी चाहिए कि इस काम के लिए प्रदेश सरकार और रेलवे मन्त्रालय दोनों पचास पचास प्रतिशत व्यय दें।

घाज जानते हैं कि उत्तरी भारत के प्रदेशों में, विशेषकर उत्तर प्रदेश और बिहार में, नदियां हिमालय से निकल कर इधर-उधर घूमती फिरती समुद्र में जाकर गिरती हैं। कभी कभी एक ही नदी को पार करने के लिए एक ही रोड पर कई पुलों की आवश्यकता होती है। गंगा नदी को कई सड़कें एक जगह नहीं, बल्कि अनेक जगह पार करती हैं। इस लिए उत्तरी भारत के हिमालय पर्वत के नीचे के तराई के इलाकों में पुलों के निर्माण के लिए केन्द्रीय सरकार को एक योजना बनानी चाहिए। घाज पंजाब से लेकर आसाम तक हमारी सीमा पर चीन की आक्रमणकारी नीति के कारण खतरा पैदा हो गया है। इस लिए यह आवश्यक है कि यातायात और आवागमन के लिए केवल रेलवे पर ही निर्भर न रह कर चौपी पंचवर्षीय योजना में जमीन के साधनों के लाभ उठाने के लिए कोई न कोई प्लान बनाया जाय।

अन्त में मैं दुर्भाग्य के क्षण में कुछ कहना चाहता हूँ। उत्तर प्रदेश में, और दूसरे प्रदेशों

में भी, कुछ खास खास प्राजेक्ट्स और ताज घाटि स्थानों को दिखाने की व्यवस्था करके फारेन एक्सचेंज कमाया जाता है। घमरीका घाटि से छन घाना भी है, कुछ अन्य स्थान ऐसे हैं, जहां प्राकृतिक दृश्यों के साथ साथ शिकार की सुविधा भी उपलब्ध है, जिससे लाखों करोड़ों रुपये कमाए जा सकते हैं। उदाहरण के लिए कुमाऊं एक ऐसा स्थान है, जहां का टाइगर श्राज से ही नहीं, बल्कि बहुत पहले से मशहूर है। साल, डेढ़ साल पहले वहां पर एक टाइगर मारा गया था, जो हिन्दुस्तान में सबसे बड़ा था। ऐसे स्थानों में शिकार की व्यवस्था कर के फारेन एक्सचेंज कमाया जा सकता है और सरकार को इस बारे में योजना बनानी चाहिए।

Shri K. N. Pande (Hata): Sir, I do not like to touch all the aspects covering this ministry, but I want to confine myself to a few points arising out of the strike of the Air-India navigators. Just before me, my hon. friend, Shri Dajj while speaking said that as a result of the award of the tribunal, there are people who have got only Re. 1 increment per month and so, there is genuine cause for dissatisfaction, with the result that some people have to go on strike.

Shri S. M. Banerjee: He never said that.

Shri K. N. Pande: You may contradict it, but let me have my say. May I know whether it is a fact that there are a few people who have got only Re. 1 per month as increment and so the navigators are fighting for those people who have got only Re. 1 increment?

I would like to say a few words about the history of the agitation. There was a demand of the employees of Air-India with regard to increment in their pay and also reduction of working hours because of the change in circumstances, when the jets were introduced in the service. It is mentioned in the report that

[Shri K. N. Pande]

while the tribunal was sitting, the department tried its best to come to some settlement with the concerned parties. As a result of their efforts, there was some agreement with regard to the pilots and flight engineers and that agreement was filed before the court, which formed part of the award. As a result of the award of the tribunal, people who used to work for 90 hours in 1959 are now working only for 50 hours. Similarly, the Commanders who used to get sometime back a maximum salary of Rs. 3,650 are now getting Rs. 4,500. Similarly, navigators who used to get a maximum salary of Rs. 2,320 sometime back have now come to the scale of Rs. 2,575. Similarly, in the case of others also there is an increase.

While speaking about this matter, I do not know whether hon. members opposite consider the implications arising out of these things or not. Yesterday, our learned friend. Mr. Nath Pai gave many examples and said in such and such cases, the awards were modified. He happens to be a renowned barrister. There has been a consistent fight so long that the judiciary should be separated from the executive. Now he has come to the conclusion that the executive should play a more important part than the judiciary. If that is fully accepted nobody will have any faith in the awards of any tribunal.

Shri Nath Pai: Does this Government have any faith?

Shri K. N. Pande: My suggestion to the Government and to all the parties is, once a judge is appointed and he gives an award, whether it is for or against, that should be accepted. Modification always creates trouble. See the peculiarity of the demand. The Navigators have put in the demand that unless the Government modifies the award they will go on strike. The peculiarity is further added because the pilots who had

come to an agreement with the department have also become their supporters.

Sir, this is in the public sector and the Chairman of this corporation happens to be Mr. J. R. D. Tata. He is a very experienced man. (*Interruption*). I may not agree with his views, that is a different matter.

An. hon. Member: It is not public sector.

Shri K. N. Pande: The money comes from the Government. A very able man is the Chairman of this corporation.

Shri S. M. Banerjee (Kanpur): *Tariph karo.*

Shri K. N. Pande: I am not going to ask for anything from Mr. Tata. You cannot deny that he is a capable man. Moreover, Shri Banerjee should know that under his chairmanship this Air-India has got such a reputation.

Shri S. M. Banerjee: No, no; not at all.

Shri K. N. Pande: It has got such a reputation that even foreigners used to try to get reservations in the Air-India services ignoring other services. Sir, the crash near Geneva brought Air-India to a miserable position, but this strike has ruined the prestige and reputation of Air India. They should know that there should not be any strike at the cost of national interests. After all the nation is bigger than an individual or a class of workers. I do not support the idea that simply because it hit a certain section of employees they should put the country to such a tremendous loss of Rs. 90 lakhs.

What is required of this House at the present moment is that we should plainly say to the navigators that we have no sympathy with this agitation. First they should withdraw their agitation and then leave the matter to the Ministry. The Ministry

would then try to consider the matter sympathetically. That is the honourable course to be adopted. I would also like to mention here that instead of trying to bring about some improvement in the position some of my colleagues, some Members of Parliament, are trying to create false hopes in the minds of these navigators telling them that they should wait for some time and their demands will be conceded. This is a wrong policy and I do not agree with this policy. Everything should be made plain and clear to the navigators. They should be plainly told that the country has no sympathy with the agitation. It is said that Shri Reddy is a very strong man. I may submit that every Member of the House is very strong on the matter of principle. I do not want the whole country to surrender to a demand which is not genuine, to a demand which is unreasonable, at a time when the country is facing such grave difficulties. If he is strong I congratulate him. Had he not been strong I would have said something against him as well. Now the time has come when the Government should take a firm policy to see that the country is not made to lose because of such agitations. They should realise that appeasement does not pay. Appeasement does pay sometimes, but it does not pay always. On the contrary it gives encouragement to wrong people who take wrong courses in order to ruin the entire country.

A few remarks I want to make about the highways. As Shri Reddy happens to be in charge of this Ministry, he should lay down some principles in the matter of construction of highways. The area, the population and the question of approach to the remotest corners of the country should be the primary principle in having highways. There are many States which have newly come up and where there are no highways. There are also border States. These type of States require some preference over other States. Therefore,

he should keep these States in view and formulate a policy for construction of highways.

श्री बागड़ी (हिसार): अध्यक्ष महोदय, भारत एक घामों से जुड़ा हुआ देश है जिसके परिवहन बैलगाड़ी से लेकर वैज्ञानिक युग के हवाई जहाज और जहाजों और मोटरगाड़ियों पर निर्भर है। मैं बड़े भ्रम से भ्रम करूंगा कि जहां भारत को विज्ञान के साधनों को बढ़ाना है, वहां हिन्दुस्तान के पुराने साधनों को भी कुछ न कुछ जीवित रखना है और उनको तरक्की देनी है, तब तक, जब तक कि सारे देश में विज्ञान के साधन उपलब्ध न हो जाय। यह ठीक है कि हिन्दुस्तान के भन्दर हवाई जहाजों, सड़कों के ट्रकों, मोटर बसों प्रायः की तरक्की बहुत जरूरी है, लेकिन हिन्दुस्तान की बहुत बड़ी प्राबादी हिन्दुस्तान के उन पुराने साधनों, जैसे छकड़ों, गाड़ियों और तांगों के सहारे अपनी जरूरियात को पूरा करती है। इसलिये हमें एक दर्शी न होकर दो-दर्शी बनकर ही देश को आगे की तरफ ले जाना चाहिये।

श्री कपूर सिंह (लुधियाना): छकड़ों पर कैसे लेजाओगे?

श्री बागड़ी : छकड़ों के टायरों को रबड़ का बनाने की बात की जाय, इस तरह से वैज्ञानिक आधार पर उनकी तरक्की की जाय ताकि उनके भन्दर कुछ सहूलियतें पैदा हो सकें और इस विज्ञान के युग के भन्दर प्रायका पैसा भी उनकी तरक्की में लग सके।

श्री शिखरे (मारमागोघा): यह भी सरकार के द्वारा होगा?

श्री बागड़ी : सरकार प्रोत्साहित करे। जैसे हवाई जहाज, जहाज और मोटरों की बात करते हो, उसी तरह से इनकी भी तरक्की करनी चाहिये। आज हमारे

[श्री बायड़ी]

यहां रिक्वायें बहुत ज्यादा बढ़ गई है, यह भी सरकार की कमी है, ऐसी चीजों को हमें डिस्क्रैज करना चाहिये, बल्कि मिटाना चाहिये तभी इस देश के अन्दर कुछ समानता पदा होगी।

मैं कुछ थोड़ासा समुन्दरी जहाज के बारे में बात करूंगा। विदेशों से खाद्य पदार्थ और कल-कारखाने जैसी दूसरी चीजों के लाने-लेजाने के लिये जो साधन सबसे ज्यादा हो सकता है, वह है समुन्दरी रास्ता। भारत को इस बात के लिये सोचना होगा कि हमारी बन्दरगाहों की शक्ति कितनी है? जैसा कि अभी खाद्यान्न की कमी थी तो अमरीका के कुछ अखबारों में यह बात निकली है, भारत की बन्दरगाहों में इतनी शक्ति नहीं है कि जो हम एक साथ भ्रम भेजें तो वे उसको उतार सकें या सम्भाल सकें। इन बातों को सोचना है कि आप उन बन्दरगाहों की शक्ति को कैसे बढ़ाना चाहते हैं।

बन्दरगाहों की शक्ति बढ़ाते हो तो एक बात सोच लो, कि उनकी बुनियाद कहां से रखनी है। हमारे देश में बुनियाद बिल्कुल विपरीत होती है, वह चीज पहले और ज्यादा पैसा से बनाई जाती है, जिससे नफा कम हो लेकिन रहने वाले को अराम ज्यादा हो। हमारे यहां बड़े बड़े अफसरों, शीफ इंजिनियरों के कमरों के बनाने में ज्यादा पैसा खर्च किया जाता है, लेकिन जो मजदूर लबका है, उसके रहने के मकान पर उतना पैसा नहीं खर्च किया जाता, उसके सुख का ज्यादा ध्यान नहीं दिया जाता। इसी तरह से जो उनकी तनखवहें और सुविधाओं का सबाल है उनमें इतना अन्तर होता है कि फिर उनमें संघर्ष बढ़ता है, लड़ाई बनती है। इसलिये मैं निवेदन करूंगा कि बन्दरगाहों के बारे में खास तौर से सोच कर काम किया जाय, उन बन्दरगाहों को ज्यादा

तरफकी दी जाय जो बन्दरगाहें ज्यादा शक्ति रखती हों, जिनके फैलाने की ज्यादा गुंजाइश हो चाहे वे पिछड़े इलाके में या कहीं पर भी हों।

14 hrs.

मैं यह भी निवेदन करता हूँ कि मजदूरों की सुविधाओं का आप ज्यादा खयाल रखें। यह ठीक है कि अगर अफसरों की सुविधाओं का आप ज्यादा खयाल नहीं रखेंगे तब भी उनको ज्यादा सुविधायें रहेंगी। लेकिन मजदूरों को ज्यादा सुविधायें देने का आप खयाल रखोगे तब भी आप देखेंगे कि उनको जरूरियातें जिन्दगी के मुताबिक सुविधायें भी नहीं आप दे पायेंगे। इस वास्ते आपको कोशिश यही करनी चाहिये कि मजदूरों को जहां तक हो, सके ज्यादा सुविधायें दी जायें।

बन्दरगाहों की तामीर के बारे में एक बात मैं यह कहना चाहता हूँ कि उनके अन्दर बहुत अछूटाचार चलता है। बहुत रुपया वहाँ उसमें खया जाता है। ठेकों इत्यादि में बड़े बड़े अफसरों की मार्फत बहुत रुपया खया जाता है। मैं चाहता हूँ कि इन चीजों की आपकी तरफ से खास तौर से जांच होनी चाहिये और ऐसे अफसर जिनकी वजह से देश को घाटा पहुंचता है, देश को हानि पहुंचती है जो देश को अछूटाचार की तरफ ले जाते हों, उनके खिलाफ सख्त एक्शन आप लें।

श्री श्री० श्री० अग्ने (नागपुर): सवाचार समितियां जो बनी हुई है।

श्री बायड़ी: ये सवाचार समितियां हैं, सवाचार समितियां नहीं हैं।

अब मैं सड़कों के बारे में एक दो बातें कहना चाहता हूँ। इनको बनाने समय

दो तीन बातों का ध्रापको खयाल रखना चाहिये। पहली बात तो यह है कि देश में सड़कों के बारे में एक समान नीति हो। भ्राज होता यह है कि एक तो प्रान्तीय नीति चलती है, एक किसी एक जिले की नीति चलती है, किसी एक गांव की नीति चलती है, शहर की नीति चलती है। इसकी वजह से हमारी सरकार देश व्यापी नीति नहीं बना पाई है। पहली बात जो देखने की है यह है कि सड़कों को सबसे ज्यादा किस को फायदा पहुंचेगा। इसके बारे में ध्रापका मन बना हुआ है। ऊंचे जो लोग हैं, ऊंचे जो शहर हैं, उनको ज्यादा फायदा पहुंचाया जाए और उनकी सुविधा को देखते हुए ही सड़कों ज्यादा बनती हैं। बड़े बड़े शहर, बड़े बड़े लोग, बड़ी बड़ी कोठियां जो हैं, उनको जिन सड़कों से लाभ पहुंचता हो, उन सड़कों को ज्यादा बनाया जाता है। ध्राप चंडीगढ़ शहर को लें। उसके इर्द गिर्द कितनी सड़कें बनाई गई हैं, इसको ध्राप देखें। ध्रगर उतनी ही सड़कें सारे प्रान्त के ध्रन्वर बनाई जाती, ध्रगर उतना ही खर्च करके सारे प्रान्त में सड़कें बनाते तो एक गांव को दूसरे गांव से मिलाया जा सकता था, सारे ग्रामीण क्षेत्रों को एक दूसरे से मिलाया जा सकता था। लेकिन उस तरह की नीति भ्राज तक भी ध्रपनाई नहीं गई है। जो नीति चलती है वह इस तरीके से चलती है, कि बड़े शहर, बड़े मकान, बड़ी कोठियां, बड़े बंगले जो हैं, इनके चारों तरफ सुविधायें पहुंचाई जायें। इनके चारों तरफ सुविधायें चक्कर काटती हैं—

श्री इयान्जाल सरकारी : ये भी रहें ये भी बनें।

श्री बागड़ी : नहीं। दोनों की शक्ति : नहीं है। दोनों नहीं चल सकती हैं। दोनों नहीं बन सकती हैं। नीति ध्रापको ऐसी बनानी पड़ेगी सड़कों के बारे में कि किस तरह से देश ज्यादा तरक्की कर सकता

है। जब ध्रापकी नीति ऐसी बनी तभी बात होगी। ध्रापको देखना होगा कि इन सड़कों से देश कैसे तरक्की कर सकता है, लोगों को कैसे सुविधायें प्रदान की जा सकती हैं। दोनों नीतियों के साथ देश नहीं चल सकता है। ध्रापको एक नीति बनानी होगी।

दूसरी नीति सड़कों के बारे में यह होनी चाहिये कि बचाव की दृष्टि से जो सड़कें महत्वपूर्ण हैं, उनको बनाया जाए, उनको देखा जाए। इस बार देश के ऊपर जब आपदा आई थी तो पता चला था कि पंजाब और राजस्थान इत्यादि के सरहद्दी इलाकों में सड़कें न होने की वजह से बड़ी असुविधा हुई थी। इसकी वजह से राष्ट्रीय सम्मान के ऊपर ध्राघात पहुंचा था। मैं चाहता हूँ कि इस दृष्टि से भी सड़कों के बारे में नीति में परिवर्तन होना चाहिये। देश के बचाव के लिए जिन सड़कों का महत्व है, जो सरहद्दी सड़कें हैं, उनको खस तौर से देखा जाना चाहिये।

ध्राप देख रहे हैं कि हर साल टुक वाले स्ट्राइक कर देते हैं। एक प्रान्त की बसें दूसरे प्रान्त में नहीं जा सकती हैं। प्रान्तीय सरकारों की बसें होती हैं, पब्लिक सेक्टर की बसें होती हैं लेकिन फिर भी उनके टैक्सों में, किरायों में बहुत बड़ा ध्रन्तर होता है। मैं चाहता हूँ कि इन सब चीजों को भी ध्राप एक सतह पर लायें। एक समान नीति सारे देश के लिए ध्राप बनायें। देशव्यापी दृष्टिकोण ध्राप इस बारे में ध्रपनायें। जब ध्राप देश को एक सतह पर लायेंगे तभी देशव्यापी बात होगी।

ध्रम मैं हवाई जहाजों के बारे में कुछ कहना चाहता हूँ। भ्रसन में बात यह है कि इस कारपोरेशन का ध्रध तो है पब्लिक सेक्टर और ध्रिर है प्राइवेट सेक्टर। पैसा और सारा काम जो है वह सरकार का है और इसके बेयरमैन ध्रापने

[श्री बागड़ी]

बना रखे हैं टाटा साहब। सिर टाटा का ई श्रीर घड़ है हमारे मंत्री का। घड़ बेचारे का क्या कसूर ? उसको जिधर हिला दोगे उधर हिल जाएगा। घड़ का कुछ भ्रसर नहीं होता है। भ्रसर सिर का होता है।

श्री कपूर सिंह : वह सज्जन पुरुष हैं।

श्री बागड़ी : ये कहां दुर्जन पुरुष हैं। इसमें दुर्जन या सज्जन की बात नहीं है। सवाल नीति का है। पब्लिक सैक्टर और प्राइवेट सैक्टर की नीति की बात है। किसी की प्राइवेट जिन्दगी के प्राधार पर या सज्जन या दुर्जन होने के प्राधार पर मैं बात नहीं कह रहा हूँ, मैं नीति के प्राधार की बात कह रहा हूँ। जब पब्लिक सैक्टर के भ्रन्दर प्राइवेट सैक्टर का सिर हो तो फिर उसके भ्रन्दर पक्षपात चलता है, तरक्कियों में, नौकरियों में और भ्रदला बदली में पक्षपात चलता है। इतना टकराव होता है कि काम ठीक तरीके से नहीं चल पाता है। जो हड़ताल चल रही है, यह एक बहुत बड़ा हथियार बना हुआ है। कुछ लोग कहते हैं कि यह देशद्रोहिता है और कुछ इसको देशद्रोहिता नहीं मानते हैं। इस सम्बन्ध में मैं एक बात कहूँगा। देश के भ्रन्दर की कोई भी लड़ाई हो उसको आप कभी भी भूल कर देशद्रोहिता न कहें। यह भ्रन्दर की लड़ाई है और इसको आप भी भ्रगर देशद्रोहिता कहते हैं तो मैं कहूँगा कि देश के भ्रन्दर आप देशद्रोहिता को सबसे ज्यादा जन्म दे रहे हो। आप ही इस देश के भ्रन्दर देश द्रोहिता को सब से ज्यादा स्थान दे रहे हो और आप ही इसके लिए सबसे ज्यादा जिम्मेवार हो। हो सकता है कि उनकी माँगें गलत हों, लड़ाई गलत तरीके में लड़ी जा रही हो। हो सकता है कि आप में भी कभी हो, आपने भी गलती की हो। लेकिन इस तरह की बातों में देशद्रोहिता

की बात नहीं आती है। जब चीन या पाकिस्तान के साथ हमारा संघर्ष था उस वक्त देशद्रोहिता की बात कहते तो वह हो सकती थी। अब तो वे भी आपको देशद्रोही कह सकते हैं। यह तो इतिहास ही बतायेगा कि कौन सी बात सही थी और कौन सी गलत थी। इसमें देशद्रोहिता की कोई बात नहीं है। मैं कहूँगा कि मंत्री महोदय को कभी भी छोटे मन की बात, भ्रहंकार की बात नहीं करनी चाहिये। यह हो सकता है कि जो हड़ताल पर हैं उनमें शक्ति कम हो, यह भी हो सकता है कि उनकी बात गलत हो। लेकिन हमारे मंत्री महोदय का बड़प्पन इसी बात में है कि कमजोर शक्ति को भी वह देखें, उसमें छोटी मोटी त्रुटि भी है तो उसको भूल जायें और आदर सहित सब बातों का फैसला किया जाए, उन सब बातों को मिटाया जाए। भ्रगर ऐसा होता है तभी आप अपनी शक्ति का परिचय देंगे, तभी वह ज्यादा शक्तिशाली बात होगी। सरकार में भाज ताकत है और वह उनको मिटा सकती है, झुका सकती है। लेकिन उसका परिणाम क्या होगा, इसको आप न भूलें। उसका परिणाम यह होगा कि उनमें कभी भी राष्ट्रीयता की भावना पैदा नहीं होगी।

अब मैं एक दो शब्द टूरिज्म के बारे में कहना चाहता हूँ। यह जो टूरिस्ट शब्द है यह बहुत सुन्दर शब्द है। हमारी बहन ने भी अपने मुख से बड़ी सुन्दरता के साथ इसका उच्चारण किया है। देश के भ्रन्दर यात्री आते हैं। उनको सिर्फ बकाचीय नहीं चाहिये। वे भारत की जो मूल संस्कृति है, उसका ज्ञान करना चाहते हैं। भारत की संस्कृति पहाड़ों में जंगलों में छिपी हुई है। उसको निकाल कर आपको दुनिया के सामने लाना है। यह एक बहुत बड़ा कर्त्तव्य

सरकार का है। दुनिया के सामने इस संस्कृति को लाना, सरकार का एक पवित्र कर्तव्य है। बस्तर के इलाके को ध्राप देखो। वहां की संस्कृति को ध्राप देखो। वहां पर धगर कोई जाना चाहे और वहां की संस्कृति का अध्ययन करना चाहे तो न तो वहां जाने के लिए रास्ता है, न सड़कें हैं, न कोई मोटर घाती जाती है, न कोई गाड़ी घाती जाती है। इसका नतीजा यह होता है कि वहां की सम्यता और वहां की संस्कृति बिल्कुल छिपी रह जाती है। ध्राज तक वह छिपी रह गई है। ये जो दो चार चमकने वाली जगहें हैं इनको छोड़ कर हिन्दुस्तान के हृदय में विशाल जो जगह है और जिन जगहों की यात्रा करना जरूरी है और जो सदियों से गुलामी की बजह से प्रकाश में नहीं आ सकी है, उसको सामने लाने के लिए, उन पिछड़े हुए इलाकों को सामने लाने के लिए उन इलाकों की सांस्कृतिक भांकी लोगों को मिला सके, ऐसा करने के लिए उन जगहों को सड़कों ध्रादि द्वारा जोड़ा जाए और वहां पर पहुंचने की सुविधायें प्रदान की जाएं। इससे तो कुछ उन्नति होगी ध्रन्यथा क्या उन्नति हो सकती है। ध्रमी विदेशी सिकके की, दस, बीस, चालीस सैकड़ा की बात हो रही थी। पाकिस्तान से युद्ध की बात हो रही थी। इसका ध्यौरा इस बात से हो सकता है कि ध्रपने मुल्क में ध्राने की विदेशियों को कितनी छूट है और ध्रपने देश से जाने पर कितनी पावन्दियां हैं। इसका ध्रन्तर निकालो तब ध्रापको पता चलेगा कि ध्रापने कितनी तरक्की की है।

Shri Khadilkar (Khed): Mr. Deputy-Speaker, Sir, the discussion of the Demands for Grants of the Ministry provides this House with an opportunity to consider the functioning of the Ministry. In fact, I have to say it figuratively that this provides an opportunity to both sides of the House to put the Ministry in the dock and see if they have committed

some mistakes in certain respects and, if they have done well, compliment them properly. This sort of some critical evaluation is called for and this is the function of this House. For that these Demands are brought forward for discussion.

Unfortunately, what I find is that there is a tendency that without being critical, without understanding the problem, people just go on giving fulsome praise for things which they do not deserve. Whenever I spoke on the Transport Ministry's Demands, in the past I have devoted much of my time to road transport and such other things. Today also there are some things; for instance, I would talk something about shipping, particularly the Jayanti affairs and the foreign exchange involved in it. To my knowledge, even the Reserve Bank has taken note of this. But I feel that I should devote the time that I have been provided with for a discussion of the current dispute of Air India.

An allusion was made, directly or indirectly, to my efforts at mediation. Let me be very frank with you, Sir, and with this House as to whether I acted in a proper spirit. If the strike is called an anti-national act, some treacherous thing, then mediation certainly is not good because I am helping them. Therefore I would like to state in brief why I started this mediation, how far it progressed, where it was blocked, as if I am giving evidence before this House on oath.

When this dispute had not taken a very serious turn, my hon. friend, Shri Nath Pai, wrote to the Prime Minister in his letter dated the 19th March—I will just quote the relevant portion of it; I will read only one paragraph; yesterday he mentioned some portion but another portion is more important—

"By way of compromise they"—that is, the navigators, pilots etc., particularly the navigators—

"suggested that the enforcement of the award, which has led to

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the strike, should be postponed till after your return from the States. If this is done and you appeal to them to end the strike, they will resume work. This is what they gave me to understand and I got in touch with Chief Minister Naik, Chief Minister of Maharashtra, and requested him to convey this message to you."

So, mediation actually started on that day.

I want to submit that this strike could have been averted much earlier by his efforts as well as by my efforts. I want to raise one important fundamental question before this House. Who is responsible for Rs. 90 lakhs or more of foreign exchange loss or other losses? That must now be brought before this House. Why I say this is because after this some of the pilots and navigators approached me. Naturally, my first reaction was not very favourable. I told them, "You are not advised well in taking this precipitate step." They said, "That is true in some respect, but still you try to understand our point of view." When they gave me the whole background of this dispute, more or less I was convinced that this strike has been brought about not by the navigators, not by the pilots, but by certain acts of omission and commission on the part of the management and, unfortunately, in this affair—that is what I find—the Minister is led or misled by the Secretary of the Department. Nowadays, as you know, Secretaries have become more or less courtiers; formerly they used to give independent advice but now in the new regime they behave as if they are courtiers and they never give their independent opinion because they feel that perhaps it may not be to the liking of the Minister. Therefore this matter must be examined by this House.

Who is responsible ultimately, finally, basically for the strike? With tact and certain amount of human

consideration the strike could have been averted at a very early stage when it started or when I took up the thread when, because his senior colleague Shri Sanjiva Reddy was not on the spot, I approached his junior colleague, Shri Poonacha. I phoned him. I am giving the story; I do not want to contradict him, but I have a right to correct him because this is an august House and I will not make a statement which is false. If it is proved false, I will pay the penalty; but I will say that the Minister has also to pay the penalty.

An hon. Member: What is the penalty.

Shri Khadilkar: When I phoned him, he was so good. He said, "Well come on, let us have a discussion." He said, "It would be of an exploratory nature", I admit it, "because my senior colleague is not here". I said, yes. We had about two and a half hours' discussion and tentatively we left it there because the pilots and navigators concerned said, "We are also having some talks in Bombay with the management simultaneously." After three or four days—I am not quoting dates because it will take time—again they came, all of them, all authorised representatives or office-holders of the unions. I phoned Shri Poonacha to say, "Would it be possible to have a second sitting?" He said "You are welcome." He gave me enough time. We discussed everything thereabout.

My first reaction was not favourable. I do not like to settle any trade union dispute by humiliating the workers. Some of us have almost similar reaction like that of a bull. When somebody mentions the word "strike", it is as if it is a red rag to a bull and his reason is paralysed; we do not go deep into what are the symptoms. Strike is a symptom. We never go deep into the social malaise and try to understand why this symptom has erupted. Therefore I

said to the pilots and the navigators, "You will have to express regret."

Whatever transpired between us, I noted it down. It was not an agreement, I must make that clear. When he says that it is not an agreement, he is right; but it is sort of a summary of our discussions put on paper and communicated to him. After communication he was good enough.....

Shri Nath Pal: It was a fabrication, he said.

Shri Khadilkar: I am going to that. He must withdraw the word "fabrication".

The Minister of State in the Ministry of Transport and Aviation (Shri C. M. Poonacha): I have said, it is not. It is not correct to say that.

Shri Khadilkar: My hon. friend, Shri Nath Pal, or myself have been functioning in public life for more than 35 years.

Shri C. M. Poonacha: So am I.

Shri Khadilkar: I know; therefore, I am dealing with you and I was dealing with you. Therefore I will say that we will not say a word which is untrue; particularly, we respect this House.

Then, after these negotiations, I prepared this draft, just a rough draft, and sent it on to him. He phoned me back and said, "Khadilkarji, it is all right, but it needs a lot of change and modifications." For instance, the first demand of the union was—it was a right demand—that Government should institute an inquiry into the affairs of the management. He said that it should not form part of this draft. I entirely agreed with him. Then the main clause was the third clause. Why I am saying this is because I want to point out to this House that the House is being misled by statements supposed to be made from positions of strength—I do not know what sort of strength? I recognise social strength; I recognise

social sanction but I do not recognise strength of a danda. This is my approach to life, political life in particular, because I believe in persuasion and in understanding and, therefore, I believe in democracy.

In this respect what the management has already conceded nobody has cared to look at. On 23rd there was a communication by the management in which it has been stated:—

"If there were any anomalies, inconsistencies and discrepancies"—

I am quoting verbatim—

"these could be rectified by mutual consultations and agreements between the management, guilds, associations and the unions concerned."

Once you recognise it that there are certain contradictions, anomalies, discrepancies, whatever they are, what else is there? I must confess that I had the pleasure of talking with the Minister and he was a nice person trying to understand and settle the matter. He never wanted a crisis. Some people want to develop a small situation into a crisis so that they can ride rough-shod over the situation. That was not his approach. When this had been conceded, I pleaded with him, "Look here, if this is conceded, then what is the question?" The question is very simple. After all, a question of pay has been brought in. I think, if the question of pay is to be brought in, the whole Award can be revised. I did not want to bring in the question of pay nor other things. The point at dispute is only ranking, whether this ranking was done with some technical assistance, whether the job evaluation was made or not. The Minister ought to realise that those who sit in the cockpit are doing a very difficult job and a risky job. While dealing with such well-qualified persons who have earned a name for us, you should not stamp them with anti-national act and this and that. I do not think this would be right because during the last War some of them offered their services

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to go to the front. You must realise it.

Shri Joachim Alva (Kanara): You don't consider the degree and the rate of sacrifice in the I.A.F. men as compared to mere commercial pilots.

Shri Khadilkar: Please listen to me. You have never understood the problem.

of engineers—they expected as a member of the advisory board or something like that and you have got a free ticket. That is why you speak for them.

Shri Khadilkar: When he conceded the question of job evaluation, of their responsibility in the cock-pit, the management accepted that their rank will be third, not common ranking with the flight engineers-navigators' rank would be superior to that of engineers—they expected as a symbolic reflection of it virtually having accepted the question of job evaluation. Then, what remains in this dispute? Only one point and that point is, if that was the suggestion made—we had a long discussion—that if a proper technical advice is taken this dispute could be resolved and on the advice of small technical committee, the Government should be guided regarding the pay scales that is the basic thing.

We went even further. On the suggestion of the Minister of State, Mr. Poonacha. Do you want to disturb the gradations given? Why not adjust it by way of personal pay?", I readily conceded that point also because he was very helpful—I must confess that. With all this, where is the point on which now the strike continues? It continues because of certain rigid attitude on the part of the Ministry because they have been wrongly guided by the management. Let me tell you very plainly that Rs. 90 lakhs are the poor tax-payers' money and we never take these things

into consideration. Who is responsible for this? We never try to fix responsibility. I would appeal to every section of this House: let us fix the responsibility. If the management is responsible, they must be made to realise that they are responsible for the continuation of this strike.

Sir, this is a national issue. We have an international reputation. These pilots were so eager and they felt that it would be their honour to fly our Prime Minister to New York and back, strike or no strike, it being an internal dispute. But the management thought it might perhaps create a favourable impression. At first, they misguided the Ministry and that effort was scuttled. The first demand that was made—he will bear me out—was not about this grade of pay but they pleaded, "Will you even now allow us to fly her back? We forget everything about the strike." Our Minister said, "I appreciate your enthusiasm" because they said, "We consider it our honour and privilege to fly back our Prime Minister". The Air India is a sort of an international organisation doing, indirectly, some diplomatic goodwill work all over the world. Wherever I have gone, the Air India offices have served me as a sort of a diplomatic centre there. The Ministry ought to realise this. Therefore, I plead even now that there is no justification for this attitude. They must realise it. They must know, when we are building a socialistic society, we want to look to the interests of the workers. If they are wrong, certainly, you castigate them and punish them, if you can prove that they are in the wrong.

This dispute has been prolonged because of the perversity of the management. There is a clique in the management. There is a clique in the warn this House that those who are not qualified for long flights, less-qualified persons, are given higher rank because of favouritism. At whose cost and at whose risk? Have you gone into it? I would plead that

this dispute must be settled and this House is seized of the matter and the responsibility for the loss and the continuation of the strike must be fixed here and now. This is the occasion for that.

I would again say a last word—there are so many good things that the Ministry has done but I have no time to go into them—that this House has a right, as a sovereign body, to tell the Minister who is responsible to this House that here he has been misled and that his stiff attitude is wrong. As to the applause he got from Mr. Masani, he must beware of it.

Shri Sanjiva Reddy: You forget your own Congress Benches and you remember only Mr. Masani.

Shri Khadlikar: Some people applauded Mr. Masani, "Put them in jail". This is easily said. There was a strike in London; there was a strike in Paris and there was a strike in New York—international pilots and others. They were never charged that they were anti-national. In this country, because there is a strike, the word 'anti-national' is bandied about. Don't use that word so cheaply. If you use it frequently, it will be misused and it will lose all its meaning. Therefore, I again appeal to Mr. Sanjiva Reddy to shed his rigidity and to come forward generously and treat them as children. If they have gone astray, pat them and bring them back and see that not a day more this strike continues. If he responds, I am confident, the workers will respond. If he assumes the same rigid attitude, an un-understanding attitude, being led by the management, then he will continue in the blind alley and there will not be any solution.

Shri C. M. Poonacha: With your permission, Sir, I would like to intervene in the debate at this stage.

Many important points have been raised. While it would not be possi-

ble for me to touch all the points that have been raised in the course of the debate as well as by way of tabling some cut motions and things like that, I would like to touch upon some salient issues that have been raised in the course of the debate.

It was put forth by one hon. Member of this House that in this Ministry of Transport, we do not have a fixed policy. I was wondering as to what exactly this remark or this observation means. In the matter of transport policy, in the matter of road development policy, in the matter of port development policy, in the matter of ship-building and ship development, in the matter of tourism and in all other modes of transport, the House has been, from time to time, given the occasion to discuss specific plans and programmes related to these problems. With the broad approval that has been obtained from time to time during the course of several Plan periods, there has been an accepted course of action in the direction of improving the various modes of transport that we have in this country.

Taking the road development programme over which some hon. Members were kind enough to give their comments and to make their observations and also valuable suggestions, I would like to inform the House that the responsibility as far as the road development programmes are concerned in this Ministry is limited, firstly, to the development of national highways.

Number two is to assist the State Governments in getting financial assistance for developing roads of inter-State importance and also to assist the Governments financially to some extent for general road development programmes within the States. Under these various categories, assistance given, the amount spent, has been of the order of Rs. 130 to 135 crores in the First Five-Year Plan programme; about Rs. 245 to 250 crores in the Second Plan period; and

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about Rs. 480 crores in the Third Plan, to the close of which we are now coming.

Developmental works in connection with national highways, roadways of inter-State importance and the State road system have been extended after careful examination by this Ministry and with this, we have progressed considerably in the direction of establishing national highways of the length of about 15,000 miles. We had several missing links in this network of national highways; all of them have practically been linked up except a few.

Shri Sham Lal Saraf: What about border roads?

Shri C. M. Poonacha: I am coming to that.

We had to plan and build about 252 bridges over the various national highways; most of them have been completed; only a few of them—about 60 to 70 major bridge construction works—are in arrears which are at various stages of execution.

Then we have the question of border roads. As far as border road development programme is concerned, we have the Border Road Development Authority constituted which has taken up a programme for developing roads in Jammu and Kashmir, Punjab, Himachal Pradesh, Uttar Pradesh, Sikkim, West Bengal, Bhutan area Assam, NEFA, Mizo Hills, Nagaland, etc. The length of road under this programme would be 5,341 miles, of which 3,887 miles of road work has already been taken up. We have also a programme for improving the roads which are in existence in these areas, such improvements being to an extent of 2,770 miles. This is as far as border road development programme is concerned.

Later, after we had the conflict with Pakistan in 1965, we were confronted with certain deficiencies in our com-

munication system in the region of Rajasthan and Gujarat. There also, we have drawn up plans for the development of 2,500 miles of road length in Rajasthan and 954 miles or nearly a thousand miles of road length in Gujarat area at an estimated cost of about Rs. 26 crores so far as Rajasthan is concerned—this is all additional—and about Rs. 12 crores so far as Gujarat area is concerned. We have taken up the work. We once thought of executing the works through our own civil engineering staff but, later, we found some difficulties in this matter and so we have entrusted the work to the State P.W.D. and they have taken up the works. The works are on hand; the works are going on. It might take two to three years for us to complete this programme of road development in the States of Rajasthan and Gujarat and in the other areas which I have just now mentioned.

A point was made—I am trying to be brief—about transport operators having resorted to strike in the State of Punjab. Here again as related to transport problems, I must say that the Ministry has been endeavouring its best to develop the transport system in the country because that is the surest and the quickest way of transporting commodities from one place to another within a State area, or interstate area, barring of course the Railways which do a commendable job of transporting goods from one end of the country to another—on long haulage routes—on an economical basis and on an efficient basis too. To supplement the Railway system, we have the road system and the road transport organisation set up. Very many factors come up for consideration at every stage—the question of vehicles, the question of roads, the question of bridges and then also the question of uniform transport policy. As the hon. House is aware, the administration of the Motor Vehicles Act largely vests with the State Governments and they have their own programmes for the motor vehicles taxation and other regulations. But, by

and large, it has a uniform pattern and it is being co-ordinated at the Centre by, what we call, the Inter-State Transport Commission. This Commission assists the various transport authorities in the country, co-ordinates and also programmes for the issuance of inter-State or multi-State permits and thereby assist in the easy flow of goods from one end of the country to another. It might, therefore, be interesting to know that, with the various works that we have taken up, the transport system has no doubt increased in this country and one cannot say that the transport system has been put under sufferance because of the great importance that we are giving to the Railways; it is not so. If we look into the figures, we would find that the number of transport vehicles that ply in our country has increased two-fold in about five or six years' time and the capacity of production of vehicles in this country has also increased tremendously. We are now in a position to meet the internal demands so far as heavy truck passenger vehicles are concerned from within the country and the production programmes have been stepped up. We have almost reached near self-sufficiency in some respects, though there is some difficulty in meeting the full demands in view of foreign exchange difficulties. We have also taken up the question of advising the various State Governments in issuing inter-State permits for the goods vehicles to ply between the neighbouring States and in that direction made considerable progress. There has been a singular increase in the number of inter-State permits that have been issued by the various State transport authorities, the latest position being that we have as many as 25,000 vehicles now permitted to ply between more than two States. This is to illustrate that there has not been any under-rating of the importance of road transport in this country. In this vast country, we cannot afford to under-rate the importance of road transport. Road transport has to play a great part, particularly in the quick movement of foodgrains, bulk commo-

dities and provisions from one end to another and between the producing centres and the assembling centres, i.e., the market centres. Therefore, in this regard, road transport does play a very important part, and the Ministry's efforts are always in the direction of giving the maximum assistance that is possible.

Coming to the question of development of port capacity in our country, which was raised by more than one hon. Member, it would be interesting for the House to know that in spite of the various limitations that we have, with the difficulties as far as foreign exchange and other requirements are concerned, the port capacity in this country has been stepped up considerably. As against a capacity of about 48 million tons of goods handling capacity at the ports, we have almost touched 60 million tons capacity today. It is hoped that before 1970 or 1971 we shall be able to handle nearly 80 million tons of cargo, both incoming as well as outgoing, through the various ports of our country. We had about six major ports before, but now we have 8 major ports, and with the inclusion of Mangalore and Tuticorin which are under way now, we shall be having 10 major ports.

Shri Basappa : The work at Mangalore is going very slow.

Shri Poonacha : I am coming to that point. So, 10 major ports with a capacity to handle about 80 million tons of cargo is, of course, a commendable performance as far as the Ministry's efforts are concerned.

It was a problem and it is still a problem, namely the handling of huge quantities of foodgrains that are now programmed to be imported under the various deals that have been concluded. As against a normal handling of about 6 to 7 million tons of foodgrains import, we are called upon to handle over 12 million tons of foodgrains import this year. Hon. Members would be interested to know that

[Shri Basappa]

as against a normal capacity of about 6 lakhs tons per month, we have already touched the figure of 1 million tons per month. The performance in the month of March has been 1 million tons; 1 million tons of foodgrains have been received, discharged and then moved to the various consuming centres. It is hoped and it is programmed on a very sound basis that in the month of April we shall be able to handle 1.2 million tons.

Shri Nath Pai: Why should he not be generous enough to give credit to the dock workers and their leaders for the magnificent work done by them?

Shri Poonacha: Of course, certainly.

Shri Nath Pai: But he did not do so.

Shri Poonacha: In this empire of ours, if Shri Nath Pai were to so term it, the entire dock workers and the port labour are all included.

Shri Vasudēvan Nair (Ambalpuza): But he had to be reminded of it.

Shri Poonacha: They are all part of it, and we do not consider them as outside our fold. They are very much ours. We are happy that they have played a very useful part and we hope that they will continue to play the same most useful and helpful role, and in that I would always look to the active assistance of friends like Shri Nath Pai and others.

As regards shipping development, it is a happy coincidence that today's debate on our Ministry's Demands is taking place on the most eventful day, namely our maritime day; we are discussing here the Demands of this Ministry on this maritime day, and it is heartening to note . . .

Shri Sham Lal Saraf: It is a happy augury.

Shri Poonacha: It is a happy augury. It is the third anniversary that we are observing now. It is

heartening to note that our shipping tonnage has increased beyond what it was expected to be under the Third Five Year Plan programmes. Under the Third Five Year Plan programmes we were expected to touch about 11 lakhs tons capacity. We have exceeded that, and today it is 1.5 million tons; that is, 15 lakhs tons capacity has been almost reached. And with the orders that we have already placed with the various shipyards and the vessels that are under construction today it could be reasonably hoped that within a year or two we shall be touching a gross tonnage capacity of about 2 million tons. This has added to our capacity to handle both our export and import trade much more vigorously and successfully.

May I at the same time refer hon. Members to the changes taking place in the very pattern of our economic life? I do not want to refer to the various other things, but in this field, we were hitherto a country which was exporting raw materials and importing finished goods. From a pattern as an exporter of raw material in bulk and an importer of finished goods and engineering goods, we are fast changing into a nation which is also an exporter of finished materials and an importer, in a progressively lesser degree, of raw materials. This is a great change that is taking place in our export-import trade.

In the same way, as far as shipping is concerned, we were hitherto operating on f.o.b. exports and c.i.f. imports. Whatever we exported we sent f.o.b. because we did not have the shipping capacity, and whatever we wanted to import was imported c.i.f. at our ports. Now, we are changing this pattern. We are now ourselves quoting c.i.f. for exports and f.o.b. for imports. This is a thing which has got to be taken note of. If this trend could be maintained and developed, then within about five or six years we would be one of the principal maritime nations

of the world. It is now hoped that by the end of the Fourth Plan, we would be adding to our gross tonnage another 3 million tons and coming to 5 million tons capacity.

Up till now, we were operating vessels of 12,000 or 13,000 or 20,000 tons capacity; only vessels with such capacity were received in our ports. But now we are able to receive vessels of a higher capacity. Our ports have been considerably improved in this direction, and we hope that we can now receive vessels of a higher capacity. Then, our ports are also being developed, modernised, equipped and mechanised. Reference was made to certain special problems of Assam and then the Rajasthan area. Dr. L. M. Singhvi is not here. But Shri P. C. Borooah is here. Assam has its own problems. When my hon. friend Shri P. C. Borooah was detailing the difficulties of Assam, I was feeling whether he was not voicing my own feelings. I come from an area which is almost similar to Assam. May I say to Shri P. C. Borooah with all respect that we suffer from geography in the first instance and then perhaps from history? Probably, geography and history have contributed to the woes of his State to a larger degree. We should try to solve them.

As for road development programmes in Assam, we have not in any manner lightly treated the matter. We have been doing our utmost to help the State to build up its roadways system, and a considerable progress has been made. The only difficulty is that the construction and maintenance of the road system in Assam is more difficult than in other areas. This is so in my district also. On account of the very high rainfall and also the nature of the terrain of the area concerned, it is a bit expensive. But important road programmes drawn up for the State have been taken on hand and we have made considerable progress. I would not like to go into details of these programmes, but I give this assurance to my hon. friend that the programmes

accepted for implementation will be executed without further delay and we will try our best to see that Assam's communications are improved to the expected levels.

I would make a brief reference to the inland water transport system. The RSNIWT service in the Brhmaputra covering the Assam region, Cachar and other areas, has been disrupted for reasons well known to the House. We hope that friendly relationship will be restored and the right to operate on this riverway will again be available to us. We will then operate the RSN in full strength. At the moment, it is dislocated; there is a certain fleet strength isolated in Assam and some units of the fleet are in Calcutta at the moment. However, we are now trying to operate on the Jogigopa, Gauhati and other sections with the fleet strength we have in the Assam region. The RSN is no doubt functioning to that extent, but it has not been able to function in full capacity because of the dislocation that has taken place. But our object is to do our best to get RSN back on its normal working condition. No doubt, it is a losing concern at the moment. The position has to be thoroughly examined; various improvements that could be effected to make it an efficient I.W.T. system have to be done. The matter is under the active consideration of our Ministry, and if normal relationships are restored, and we get opportunity to ply on this river system, we will certainly use RSN to its full capacity.

There have been one or two suggestions with regard to the recent strike in Punjab.

Shri Nath Pal: Leave some points for Shri Sanjiva Reddy.

Shri Sanjiva Reddy: It makes no difference; go ahead.

Shri C. M. Poonacha: I was trying to make a comparison. The situation has taken a turn and a strike is now on and most of the vehicles are off the road. I understand that it is

[Shri C. M. Poonacha]

consequent on the increase in motor vehicles tax enforceable from 1st April 1966. This fresh increase in tax was decided upon by the Punjab Government. I wanted to compare the new rate with the rates in other States and find out whether the recent increase of the tax in Punjab was really of that severe nature as to hurt the operators very seriously. I have some figures here. Taking the total, both the motor vehicles taxation and the goods taxation which they have imposed very recently, I find the position as compared to some of the other States is as follows. In Madras, the annual total tax comes to about Rs. 3,900 per vehicle, in Kerala it is Rs. 3,600, in Madhya Pradesh it is about Rs. 4,200 and so forth. In Punjab it is Rs. 2,414—*as against* the figures in the region of 3,600, 3,900 and 4,000 in other States. This is after the recent increase. Till 31 March, 1966, it was Rs. 1,810 in Punjab as against Rs. 3,600 elsewhere. Now in Punjab, they have increased it by Rs. 600, making it Rs. 2,414, against which there is such a serious reaction and the operators have decided to go on strike. I am not trying to pronounce an opinion on this matter. The matter is, of course, under consideration. I was only trying to understand the extent to which this new impost was going to seriously affect the operators in Punjab *vis-a-vis* their counterparts in other States in the country. Comparatively speaking, as the position stands today, it could not be said to be exorbitant. This is the point I wanted to make.

With these few observations and with your permission, I wish to thank the House for the valuable suggestions Members have given. We will bear in mind all the other minor details and points made during the course of the discussion and we will try to do the needful.

Shri Nath Pal: Not only bear them in mind, but try to implement them.

Shri C. M. Poonacha: Bearing in mind means bearing them in mind with a view to take further action towards implementation.

Shri Shinkre: I would start by saying that the new incumbent of this Ministry deserves some pity for the very bad reception that nature gave him after he assumed charge of the new portfolio. As you know, one after the other, there were three major air accidents involving the loss of 3 very costly aircraft, one Boeing, one Fokker Friendship and one Caravelle, resulting in the death of more than 150 persons. Any other person with lesser fibre and weaker calibre would have lost his heart, but as far as we could hear him making his statement yesterday, we can at least be sure that he is possessed with enough guts and courage to face the situation.

14.58 hrs.

[SHRI SHAM LAL SARAF in the Chair].

That brings me to the recent strike—or running strike—involving Air India International which, in practice, has amounted to complete paralysation of our international air services. Nobody would dispute that the strike is completely illegal, but I would urge upon the Minister and the Ministry that they should not stick too much to the rigidity of the legal position and should make a completely dispassionate examination of the whole question with an open mind, specially because from the memoranda and representations that have been circulated amongst MPs—perhaps the Ministers have also received them—it appears that the flight navigators have a very serious grievance or charge against the management.

As we know, normally the Ministers are led by their Secretaries. I do not endorse the opinion expressed by my hon. friend, Shri Khadilkar, that the Secretaries are simply courtiers. Quite the contrary. We have come to such a stage that Ministers are courtiers of

the Secretaries of their departments. There may be some exceptions, happy exceptions; I know Shri Sanjiva Reddy is definitely in a position to be one of such exceptions. So, as I was saying, the charge appears to be very much against the management, and the flight navigators appear to be feeling or thinking that the management sided up with the flight engineers whereby Justice Khosla was somewhat misled to give an award which does not correspond to the realities of their position. That being so, I would warn the Ministry against relying very much on the advice of the Secretary, and take some sort of decision with their own examination of the entire matter.

15.00 hrs.

Asking one supplementary regarding the air crash of Air India Boeing near Mont Blanc, I had drawn the attention of the Ministry to a press report which at that time had appeared in a very important West German newspaper, and we know that the West German press is not particularly friendly to this country, in a newspaper called *Frankfurter Allgemeine* stating that at the same time and at the same place where the Air India Boeing met with the disaster, an Italian jet fighter was also missing, and the implication or insinuation was that the Italian jet fighter might have hit Boeing and caused the disaster. Since I have seen in one local weekly also this news item displayed on very broad letters, I would very earnestly urge upon the Ministry to examine this question, because it is not so much to find out or assess the responsibilities but to restore the great prestige of the pilots and the navigating staff of Air India, that this country requires that the real position should be forthwith restored, so that we can say to the world that this disaster of Air India has nothing to do with the inefficiency or carelessness of the pilot or the crew of the craft, but it has some different origin. I do not want to believe myself that our Ministry will

be a party to the general hushing up of the truth of the entire situation as reported by that newspaper and some other newspapers both outside as well as in this country.

As the time at my disposal is bound to be very short, and as other hon. Members who spoke earlier have dealt with various aspects of the various departments under this Ministry, I would be very brief and make passing references to only two departments of this Ministry, aviation and tourism.

I do not know why they have now called it Aviation instead of Civil Aviation. When you say civil aviation, one knows that all aviation other than military is included therein. Whether this has something to do with the economy measures that the Government have launched upon I do not know, but I think in most countries of the world this aviation department is called Civil Aviation. So, why they had to make this particular reduction or elimination of the word "civil" I do not know, may be not to make it uncivil.

This brings me to a very important point regarding the Indian Airlines Corporation. I think by and large the Indian Airlines Corporation requires only to be civil to be a good air corporation. The moment it becomes very civil, all troubles with the Indian Airlines will cease to exist.

Mr. Chairman: Two minutes more.

Shri Shankre: As everybody knows, there are very small things, very small irritants that sometimes come in for a long bad experience and unpleasant experiences. For instance, let me say what happened with me about a month back when I went to Calcutta. I arrived at Palm just to hear the announcement that the flight had been delayed by one hour. After about one hour and 20 minutes, I was greeted in the aircraft itself by the ugliest looking air hostess that I have ever come across. I do not want to say

[Shri Shinkre]

that ugly looking air hostesses should not be given a chance to work as air hostesses, but it is being said to us repeatedly that they have some sort of criterion of selection of the air hostesses, but that particular afternoon when I went to Calcutta, it so happened that that so-and-so could not be placed anywhere within the sort of bracket of good looking ones or even average looking ones, and so, even a fellow passenger asked me: what is this? I said: she may be related to the Chairman of the Corporation or to some Minister, and that has made up for her shortcomings of beauty and good looks. Thereafter, I arrived at Calcutta 1½ hour late, completely in the worst part of the evening, to be greeted by the worst traffic jam that Calcutta is so famous for. All this added to my unpleasant experience.

Shri P. C. Borooah (Sibsagar): What is the worst part of the evening?

Shri Shinkre: The worst part of the evening was that I had to spend something like 1½ hours there in the traffic jam. But Calcutta was excellent after the evening.

The other aspect I want to refer to, I hope you will give me some time, is tourism.

Mr. Chairman: Please conclude in one minute now.

Shri Shinkre: At least four more minutes.

Mr. Chairman: There are many other speakers. Only two more minutes.

Shri Shinkre: This Government, although they speak so much about tourism, do not appear to have given tourism that approach, that human, approach, that is essential, if we want our tourism to develop and flourish. We want tourism just now because we want to earn as much foreign exchange as possible through tourism. If that is so, and experience has shown

that only five to ten per cent of people really care for tourism.

Mr. Chairman: Conclude, please.

Shri Shinkre: About 90 to 95 per cent either travel because of business or some real engagement or some work. So, if we have to care for this five to ten per cent who can be termed real tourists, we will have to see that they are afforded and accorded here such a reception and given such amenities that will be within their reach. But what do we see? The Ministry is trying to encourage the building of prestige hotels and so on which would cater to not even one per cent, the tourist as such would not like to go to prestige hotels, would rather prefer second class or third class hotels.

An. hon. Member: You mean home tourists.

Shri Shinkre: Even international tourists, because a tourist from America or Europe, by the time he goes back home, spends Rs. 5,000 to Rs. 7,000 only on transport, and thereafter he will have to

Mr. Chairman: The sentence is non-stop, I cannot help.

Shri Shinkre: In this regard, I would draw the attention of the Ministry to the so-called poor cousins of Europe, Spain, Portugal and Greece, which are very famous for tourism, and the Ministry ought to know that these countries have

Mr. Chairman: I shall have to call another Member now. Mr. Jaipal Singh.

Shri Shinkre: develop tourism only because they provide cheap amenities.

Shri Jaipal Singh (Ranchi West): After the recent aggressions, aviation, civil and military, has taken on a new significance and we ought to look at this Ministry very seriously, do a lot of rethinking and try to make

changes which, to my mind, are very, very necessary if we have to survive.

Not long ago the Indian Air Force was the Cinderella wing of our armed forces, but recent performances have shown that, although immediately it may not be as big as the land forces, it is just as important, and in effect the two are inter-dependent. The recent aggressions have proved that, and hence we have taken to doubling the expenditure on the Indian Air Force.

During the past I had advocated in this House more than once that we should begin to think of Aviation, Civil Aviation in particular, as a second line of defence. We do not do that in this country, despite the fact that Civil Aviation came to the rescue of this country more than once. We had it in the North-East frontier. There were situations elsewhere also.

Mr. Chairman: Kashmir also.

Shri Jaipal Singh: I am very glad, Sir, you are supporting me in this regard. I wish that the Treasury Benches, and especially the Planning Commission and the Finance Ministry should come to their senses, they don't. There are various branches of Civil Aviation here which used to be in water-tight compartments once upon a time. Fortunately, that situation has now disappeared. But still there is a great deal of overlapping; and it is because of this overlapping that still I feel that something has to be done, so that there is no waste of time.

Take, the flying clubs. We have 19 flying clubs. Last year we had 33 lakhs of rupees spent on them. How many commercial pilots did they produce? Six. I know they produced other pilots also. But I only wanted to point out that there has to be more serious thinking. What is happening about the employment of pilots in Air India, Indian Airlines Corporation and even the Indian Air-Force? They are borrowing from each other. You

find one minute Air India is taking pilots from the I.A.F., another minute Air India is taking from the Indian Airlines Corporation and so on and so forth. Now this calls for, as I say, very serious re-thinking and re-planning. It is not that I want to get rid of my friends over there. I think, as things are at the present moment, although this picture may not obtain in other countries, as things are in our country, I feel, Sir, better results would be achieved if Civil Aviation were to be a department in the Ministry of Defence. We would have the advantage of coordination, of discipline, of so many other things. Already, the flying clubs are doing part of the work of the Indian Air Force in this regard.

Shri Joachim Alva: It is not so in Britain. Their Civil Aviation Department is not a part of the Defence Ministry; it is a separate Ministry altogether.

Shri Jaipal Singh: It is better we became wiser since we became independent. Let us live according to our requirements, according to the circumstances in which we find ourselves. If we have to copy, I would like to tell Shri Joachim Alva that he has no case against the navigators because the position of the navigators in every other line is different from what he advocated yesterday. We are talking about other countries. Let us face the problem ourselves, as we can face them, as they are good for us, to serve our purpose. That is the way we should approach this problem.

I know, in the past, what I have advocated has not met with the approval of the Treasury Benches. But I still feel that if the entire department of Civil Aviation cannot go over there, at least, there can be greater co-operation in the matter of recruitment, of training, and even in respect of the rather bigger question now of replacement of aircraft. We have been hearing all sorts of whispers; various aircraft have come here and Ministers flew in them, and I hope they will

[Shri Jaipal Singh]

ride in more of them. I would like to know clearly whether, after all the agitation which we have had in this country against multiplying the types of aircraft any decision has been taken to economise and have only two, or at the most, three kinds of aircraft? Or, are they in the same position as in the past when the Viscounts were to be replaced and they took years and years before they could decide about the replacement of the aircraft? Today, Sir, the same situation is there. I know there is the foreign exchange difficulty; and that is why I have brought in this question of this new significance that has come about, as a result of the recent aggression. The Government must now think that Civil Aviation is part of Defence. When we talk of Defence we seem to forget whether we are short of foreign exchange or not. Similarly, Civil Aviation, in order to develop, in order to be the second line of defence, will have to be treated on a higher priority than it has been the case hitherto. And, I am very clear in my mind that all the training schemes will have to be co-ordinated. There is a great deal of wastage. There are, for example, the selected flying clubs which give commercial pilots training. There is the I.A.C, special training centre in Hyderabad and so forth. Well, this seems to be just dissipated energy to my mind. There could be great economy if there is a little more coordination. Then, Sir, about the flying clubs, I would like to say that we have to become more and more air-minded. I feel that there are certain provinces that seem to get a sort of special treatment. I feel that in my province, in Ranchi especially, they should open a flying club. That can be a part of the Bihar flying club, I do not mind that. Similarly, the gliding clubs should become more popular and more widespread especially among our university students.

Mr. Chairman: The hon. Member's time is up.

Shri Jaipal Singh: There are many other things, but since you say I have taken up too much time, I wish to refer to only one subject, namely, the most important thing at the present moment, the question of pilot shortage. Pilot shortage is there in the Indian Air Force also. It is there in Civil Aviation also. Similarly, even with, shall I say, other arms of aviation like engineers, and the like, there is shortage. All this has to be set right because we are in a very difficult position at the present moment.

I have been hearing a great deal about the Management. I am not concerned with who the Secretary is; or for how long he has been there. But what is rather important, I think, in Civil Aviation, is the fact that the man who is there must belong to the I.A.C.? Officers have come and gone. They remain for a couple of years and then go. The hon. Minister should see to it that such people are recruited into it who are in the industry, the industry is in their blood; they will do anything for it, not people just who come and go. Only recently somebody has come and he is about to go to some other job. It is natural that people who are in the industry look forward to better opportunities in the industry.

Sir, I am not one who shares the views of some Members here about the pilots and air hostesses. I do not believe in damning the whole lot because one or two misbehaved. Pilots are a very fine lot of men, and to say that they are grossly overpaid is sheer ignorance. If you remove the ban and permit them to go abroad, they will get double the amount. One of my pilot instructors has gone to Singapore and there he is getting double of what he was getting at the Delhi Flying Club.

Mr. Chairman: Please conclude.

Shri Jaipal Singh: Let us not hit at people who are not here to answer. I

do feel, rather strongly, because it is not fit to level charges against them.

As far as the navigators are concerned, I think, the navigators have a case, although they have put themselves in the wrong by this illegal strike. Otherwise—believe me, I know enough of these things—they have a case, but they have set about it in the wrong way. Therefore, I would ask the Hon'ble Minister to be charitable about it; but I do think that a solution can be found.

Sir, the Air-India has been in an unfortunate situation for us, but I wish the Hon'ble Minister the very best of luck in solving the problem as fast as possible.

Shri M. L. Jadhav (Malegaon): Sir, I rise to support the Demands that are before the House. In the first place I would like to draw the attention of the Government to the condition of the Bombay port. There is room for extension of this port. I find that there are about sixteen minor ports in Maharashtra; but they are all undeveloped, and they are not accessible even by crafts or by trucks or by dredgers.

It is necessary that these ports may be developed so that that all types of traffic can be handled in these ports. People in these areas are poor and backward and they suffer for want of communication. It is very necessary that these ports may be made sea-worthy throughout the year and communications should be made cheaper.

The extension of Ballard pier and the construction of a new passenger terminal building were included in the Second Plan but there is no progress in construction though we are on the verge of the Fourth Plan. The passengers have not good hotels and the services are poor and we cannot attract tourist. The plight of Kokan passengers is horrible. Something

should be done to provide more amenities and attract tourists. In Bombay port there is a lot of congestion. From April 1964 to March 1965 5000 ship days were lost because the vessels had to wait outside the stream for the berth. One day lost means a loss of Rs. 8,000. This way there is a loss of lakhs of rupees and taking that into consideration we should develop the port in such a way that vessels are not required to wait outside the port. In a number of cases demurrage had to be paid; it comes to Rs. 33.39 lakhs in 1964. This demurrage naturally increases the cost of the freight. This should be remedied.

Regarding Indian Airlines, I may say that we are running about 77 routes out of which 23 are not remunerative. Why should we run these routes which are not remunerative? Why not leave them to private enterprise? We are making a huge loss in the Air India operations. When we cannot run these routes remuneratively and when we have not sufficient aeroplanes to run all these routes economically and efficiently, we should leave out some of these routes. The Dakotas are out of date and we should have some better planes. We should see that the flights run in time. The food we get in the restaurants and the planes is of poor quality; it is necessary to improve the quality of the food. The other services also need improvement. Late running of flights is a usual feature. It is such an embarrassing thing that it costs a lot of inconvenience to passengers. With regard to accidents, I find that human element is more responsible than the mechanism. With due care and proper repairs, and flight checks and proper weather reports and other necessary information, these accidents can be avoided. We should take these steps to avert accidents.

श्री हुकम चन्द कल्लवाय (देवास) :
सभापति महोदय, मैं व्यवस्था चाहता हूँ।
सदन में गणपूर्ति नहीं है।

Mr. Chairman: The Bell is rung—now there is quorum.

Shri M. L. Jadhav: Will regard to road development, I find that a national highway like the Bombay-Agra road is not cared for properly. Between Nasik and Thana there are three railway level crossings which are not covered by overbridges. This point was raised a number of times and we were told that this would be covered but it has not been done. This hampers traffic. Early action in the matter is very necessary to remove bottlenecks on this road. Moreover, a number of accidents take place in this road because of its narrow width and the heavy traffic. This impediment should be removed by increasing the width of the road. With these words, I conclude.

Mr. Chairman: Shri Shankar Alva.

श्री बच्च बिहारी मेहरोत्रा (बिल्हीर): यहां जो लगातार बोलते हैं उन्हें ही बीका मिलता है। मैंने तीन तीन बार अपना नाम लिख कर भेजा है, लेकिन मुझे बीका नहीं मिला। मैं यहां क्या कर्क बैठ कर।

सभापति महोदय : आप तशरीफ रखिये, मैं बोल रहा हूँ। माननीय सदस्य को जानना चाहिये कि हमारे पास वक्त मुकरंर है और उसमें जिनको बुलाया जा सकता है उनको वक्त दिया जा रहा है। उनको बुलाया जाता लेकिन वह यहां उस वक्त से नहीं। इसलिये वह मेरी धाई कैच नहीं कर सके।

श्री बच्च बिहारी मेहरोत्रा : मैं यहां बराबर बैठ रहा हूँ। जो लगातार बोलते रहते हैं उनको ही बीका मिलता है, जो नहीं बोल पाते उनको बीका नहीं मिलता।

सभापति महोदय : घाडंर, घाडंर। आप तशरीफ रखिये।

Shri A. S. Alva (Mangalore): Mr. Chairman, I congratulate the minister for making a statement about the strike of navigators. But at the same

time I believe that the last word has not been said. After all no useful purpose will be served by blaming one party or the other. I am sure the minister will be able to find out a solution before long.

The hon. minister was kind enough to say that the runway of Mangalore airport would be lengthened so as to admit other planes than dakotas and I am sure he will take an early decision to start work. Steps may also be taken to acquire lands at an early date.

Mangalore will be an important place after the major port comes into being. As far as the major port is concerned, I would submit that the Minerals and Metals Trading Corporation, in their report, have stated that we have not got enough port facilities in India and port work is not progressing rapidly and as such they find it difficult to export our iron-ore in full. Recently also, a bargain has been struck for the export of ore to European countries so that the west coast will be in a position to handle these things cheaply. But not much work has been done in the Mangalore port. It is a project of Rs. 26.69 crores. Also, recently foodgrains which have been imported to India are handled to a certain extent from the Mangalore port itself. I would submit that since the design for the break-water and turing basin is expected to come to the Centre soon, it may be examined and a green signal may be given so that the ports may be completed as early as possible. There is also a proposal to have a fertiliser factory at Mangalore near the port itself. This would be an additional reason why the work of the port should be taken up urgently. There is one other thing also. That is about the light-house which is to be located near the port. The work on that also may be done at an early date.

In jassing, I would just like to refer to the National Highways about which the report says:

"The existing system of National Highways includes 14,925 miles of

roads. Owing to financial limitations it has not been possible to make any addition to this system during the Third Five Year Plan".

This is not a happy state of affairs. I would submit that the centrally-aided road—that is, West Coast Road—which is now touching the two highways i.e., highway No. 4 at Panvel in Maharashtra and highway No. 47-A at Cholliseri in Kerala—this is a very important road—may be converted into a national highway.

Then, I would submit that the road which is now running from Madras to Bangalore and to Mangalore via Mysore and Mercara may either be declared as a national highway or a centrally aided road since it is a very important road. From Mangalore upto Madras, a lot of bus services and lorry services run. Lots of goods are being conveyed through this road; it is a very important inter-State road and as such, the Ministry should see that this road is either converted into a national highway or at least this road may be developed as a centrally-aided road.

As regards the inland water transport the west coast has got a number of rivers. As far as Kerala is concerned, there are rivers and canals and generally goods go by canal and river routes. Canal is cheap mode of transport and goods can easily be carried and at low cost.

Mr. Chairman: The hon. Member's time is up. You should conclude now.

Shri A. S. Alva: I would take one or two minutes more. A survey of inland water transport was made in the west coast. This may be extended to the entire west coast of Mysore State. One word more and I have done. As regards tourism, a portion of the west coast of Mangalore which is called Marvanthe is fit for development. Here the sea and the river run parallel. In between there is a very fine beach which is an ideal place for tourist attraction. I know that there is a proposal to have a tourist hotel

built here and also to beautify that place. I am sure the Government will take early steps to convert this into a beauty spot.

These are some of the things which I beg to place before the Ministry and I am sure the hon. Minister will give his attention to them.

Shri S. Kandappan (Tiruchengode): Mr. Chairman, I share the anxiety expressed by some of the Members who preceded me, that the allocation made for the improvement of roadways in the coming Fourth Plan period is not adequate. Our country is vast; considering the difficulties of the terrain and the magnitude of work involved, the allocation made is really inadequate. But, the performance of this Ministry in the past goes to prove that it has got to move fast even to justify the present allocation that has been given to-day.

In the report of this ministry for the year 1962-63, there was a mention of an inter-state road connecting Mettur Dam in Madras with Madhewaran Koil at Karnatak via Kolathur. A sum of Rs. 18 lakhs was earmarked for this particular road. Subsequently, for three years, nothing was done with regard to that. Recently—two months back. I think the work was taken in hand. In fact I wrote to the then Minister for Transport early in 1964 asking for the reason why the work was not taken up. I would be very much obliged to know the reasons for the delay. I hope the present Minister would give the reasons for such kind of undue delays.

There is a mention in this report that practically there is no increase in the mileage of the national highways in the Third Plan. I find that there is a discrepancy with regard to the mileage given here. Here it is given as 14,000 and odd while the Minister said that this was about 16,000. I find that there are certain improvements made with regard to the existing roads by way of constructing bridges and other works. In this connection, I

[Shri S. Kandappan]

would like to draw the attention of the Minister to an important but much neglected narrow bridge across the river Cauveri along Madras-Calicut trunk road. This is a much traffic road and hedged in between two important towns Kamarapalayam and Bhavani and hence the traffic jam is almost unmanageable. Even the pedestrians find it difficult to cross the bridge. I would very much like the Minister to pay some attention towards that old bridge.

I made a mention while speaking on Transport last year about the collection of toll on the newly constructed bridges which is a novel innovation of the Madras Government. Madras is already collecting a heavy tax for the maintenance of roads. Every traffic on the newly constructed bridges have got to pay tolls now. The excuse of the State Government is that they do not have adequate funds for the maintenance and improvements of these roads. I would like the Central Government to intervene and put a stop to this open day-light highway robbery. I would urge the Ministry either to pay some compensation or by taking up some of the State roads into the central sector to assist the State Government to give up this kind of repugnant practice.

In the interest of tourism, I would like to make one humble submission. Not only for the sake of foreigners but also for those who travel from one part of the country to the other, I would very much like that the milestones on the national highways should have the mileages noted in all the national languages of India. It is quite possible. It is quite possible. (Interruption). I would go to the extent of saying that even the place-names of important towns and cities and other places of historic importance should be noted down in all the languages.

Mr. Chairman: Please conclude in two minutes.

Shri S. Kandappan: Please give me five minutes more. I have taken only five minutes so far.

Mr. Chairman: There is no time. Please conclude.

Shri S. Kandappan: This will help in a way the integration of this country by combating the pernicious tendency, the atrocious claim made that there should be scope for Hindi and Hindi alone in this country.

With regard to shipping, I would like to say a few words. The Government have no sense of maritime outlook. I am afraid they are oblivious to the obvious fact that our country has got a lengthy coast. Even the claim made by the hon. Minister of State just now that they have exceeded the target for the third Plan only goes to prove that they have undervalued the importance and the potentialities of development of our sea trade. The sea traffic and other waterways are much cheaper than the road traffic, as we all know. Even the technique of shipbuilding seems to have been forgotten and we depend on other countries' vessels to transport our cargoes or to bring our foodgrains and other cargoes by paying a heavy freight.

With regard to coastal traffic, I would like to draw the attention of the House to one particular aspect. There is mention of the Sethusamudram project in the report at page 16. This is a very important project, and the report says—I am quoting:

"This project envisages the cutting of a ship canal across the Mandapam Peninsula linking up the Gulf of Mannar on the South to the Palk Bay on the North. The dredging of this canal will enable ships from the West Coast to East Coast to sail round the Coast of India completely within Indian territorial waters itself, instead of having to go round the island of Ceylon as done now.

There will be a saving of shipping mileage approximately equivalent to a day's sailing and in addition the ships will benefit by the safe, protected and comparatively calmer sea route for the voyage from coast to coast."

This project, in spite of the importance of this scheme, has not been taken up so far, and only recently some investigation has been ordered. Even that was held up due to want of foreign exchange to get some wave recorders. There could be no excuse for such negligence. This project, apart from mercantile reasons, is a must for the security of our country. Our navy from the east coast must have access to the west coast without having got to go round via Ceylon though it is a friendly country. I emphasise this project and its importance, and I would like to submit that this project, alongwith the Tuticorin harbour expansion scheme, should be expedited.

Shri Muthiah (Tirunelveli): Mr. Chairman, Sir, I thank you heartily for giving me this opportunity to speak. Since the time at my disposal is very limited, I will confine my remarks to two or three points pertaining to my constituency. Demand No. 138 for Rs. 8.29 crores is for capital outlay on ports. For the Tuticorin harbour project, only Rs. 193.60 lakhs have been allotted, including Rs. 130 lakhs for works and Rs. 25 lakhs for tools and plant, against Rs. 400 lakhs asked for by the Harbour Authorities and the Harbour Development Council, Tuticorin. For 1965-66, only Rs. 2 crores were allotted, against Rs. 4 crores asked for, and even that amount was cut by about Rs. 5 lakhs in the revised estimate. This niggardly allotment of funds for the project which is to cost Rs. 24 crores or more, is most regrettable. This is going to prove a great loss to Government in the long run because of the cost of maintenance of the big establishment of the project. Only Rs. 4.5 crores have been spent so far on the Tuticorin project. The target date fixed

by Government is 1969, and only three years remain.

Shri Tarlok Singh, Member of the Planning Commission in charge of transport, said in Madras in 1964 that at least Rs. 4 crores should be allotted every year in order to finish the project by 1969. Rs. 4 crores should be allotted for 1966-67 and the remaining Rs. 15 crores should be allotted during the remaining three years. If this is done, the harbour project is sure to be completed by 1969. The cost of the project involves a foreign exchange of Rs. 1.8 crores and that should be released in time. A floating crane is essential now and this involves foreign exchange and the Government should acquire it with out delay.

The Tuticorin harbour project is a profitable project, and even in the first year after completion, the profit is estimated at about Rs. 45 lakhs. This profit is sure to rise every year and the outlay will prove a good gain to the Government in every way. The construction of the north and south breakwaters has been completed up to minus three metres. After that, the work stopped, because of want of funds. I have pleaded several times in Parliament for the immediate release of funds for the construction of the two breakwaters from minus three to minus five metres. I am happy to hear that the Government has released Rs. 40 lakhs just now to continue the construction of the breakwaters from minus three to minus five metres, and I express my gratitude to the hon. Minister for this prompt step. I would like to point out that the construction of the breakwaters should proceed with speed in future without any delay and without any break. The construction of the two breakwaters and the construction of the berths should be given to different contractors. A single, global tender is not advisable. Government should immediately call for tenders for the construction of the two breakwaters, since the Technical Advisory Committee has given its approval to it.

[Shri Muthiah]

The Government should also without further delay give approval and sanction to the detailed project report and the detailed estimate for the Tuticorin harbour project, since the Technical Advisory Committee has given its concurrence fully.

I request the hon. Minister to accord sanction to all pending estimates and see that the works are executed expeditiously without break, keeping in view the fact that every delay increases the cost of the project. I appeal to him again to allot Rs. 4 crores for 1966-67. On behalf of the people of Tuticorin and on my own behalf, I earnestly request Shri Sanjiva Reddy, the hon. Minister of Transport, to be pleased to visit the Tuticorin harbour project in June, 1966.

Mr. Chairman: Please conclude.

Shri Muthiah: I now take up the Sethusamudram project which is inseparably interlinked with the Tuticorin project. The Tuticorin harbour project cannot prosper without the Sethusamudram project. This is a point which has been repeatedly stressed by the report of the Ramaswami Mudaliar Committee appointed by the Central Government in 1955. This project is most essential not only from the commercial point of view but also from the defence point of view. Our naval vessels require quick mobility from the west coast to the east coast, and vice versa in times of danger, and sailing round Ceylon and in the Ceylonese territorial waters is not good and not safe, apart from loss of time and loss of money involved, Rs. 12 lakhs have been allotted for this project for 1965-66. Rs. 15 lakhs were allotted for 1966-67. The project should be implemented in the fourth plan period.

Mr. Chairman: Order, order. There is no time. Shri M. S. Murti.

Shri M. S. Murti (Anakapalle): Mr. Chairman, Sir, yesterday, our President, while inaugurating the World Maritime Day said that we have made good progress after Independence in

the matter of shipping. But we are still purchasing ships from outside although we have a shipyard here. Since 25 years ago, this shipyard has been there; it was established 25 years ago, but there is not much progress in that regard. The annual rated capacity of the shipyard is 50,000 tons whereas it has reached only 30,000 tons. The total value of the ships that we have produced there in 1953-54 was Rs. 116 lakhs and in 1962-63, it has come to Rs. 498 lakhs. But after that, it is gradually coming down and the latest figure is Rs. 429 lakhs, which is the cost of the ships that were produced there. In 1962-66, we reached the stage of constructing four ships a year and then we thought of constructing six ships. The development proposals have also been sent to this Government but they have not been so far approved. They say that there are difficulties in the matter of administrative delays, procurement of materials, foreign exchange and all these things. But I find in the Director's report one big statement that the shipyard has submitted its second stage of development for the approval of the Government. That has not been given. That related to the third Five Year Plan. It has not been approved although the third Five Year Plan has lapsed. There are administrative delays. Whereas the private industrialists can get materials without going to the Iron and Steel Controller, the shipyard in the public sector could not get these things without going to the Iron and Steel Controller and following the other procedures. It is these things that are impeding the progress there and I wanted to bring them to the notice of the minister.

They have got a very cheap labour there which is trouble-free also. But they are not being treated like the labour in the other public sector undertakings. The labourers in the sister concerns get more than what the labourers in the shipyard are getting. You will be surprised to know, Sir, that their basic pay is Rs. 29 and DA is Rs. 75. This must be rationalised. Some piece-rate works, job evaluation

and work-load assessment must be introduced there. None of these things have been done there since 25 years. These are the causes for the slow progress. I am glad at least now we have got a Cabinet Minister who can go into these things. He knows much about the shipyard. I request him to look into these matters, so that the progress there may be faster.

There is some trouble with regard to the officers also. They are demanding the same DA as other Central Government employees and employees of other public sector undertakings. The Board of Directors has recommended the giving of this DA to them, but somehow this is being held up here in the Finance Ministry. These things may be looked into and early orders passed in the matter.

I would like to say a few words about the minor ports in Andhra. The major port of Vishakapatnam has been progressing gradually, but the other minor ports like Kakinada, Masulipatnam and Krishnapatnam also should be looked into, because the draft in Vishakapatnam port is less and 35000 ton ships having a draft of 33 feet cannot come into Vishakapatnam. So, the minor ports must be improved and financial assistance must be given to them. Progress should be there in a coordinated manner with regard to these things also.

I request the minister to look into these suggestions and see that the shipyard functions most efficiently.

* **Shri Pottakkatt (Tellicherry):** Sir, the State of Kerala has been neglected by the Ministry of Transport not only in the matter of providing air facilities, but also in developing ports, shipping, ship-building, road transport, tourism and other allied matters. The question of providing air facilities to Malabar region of Kerala has been voiced in this House, but to this day no concrete shape has been given to this proposal.

The twenty-third Report of the Committee on Public Undertakings on Indian Air Lines Corporation in para 50 says:

"The progress made in opening new stations has been far from satisfactory. In fact, more stations have been closed than opened while it was expected that the Corporation would bring more stations within its net-work. The committee hope that expansion of routes will be undertaken early and efforts made to connect new stations which have a potential for traffic growth and profitable operation of services."

Sir, it is a matter of great regret that no steps have been taken to build an air-strip at Calicut. Pending the construction of a pucca air-strip, the facilities available at Mavoor should be made use of. I hope that the Minister will take urgent steps in this direction and introduce a regular service to Calicut to meet the demands of the Malabar region.

The story of the second shipyard at Cochin is another example of the sordid neglect of the State of Kerala. After years of vacillation and half-hearted deliberations, it was finally decided to locate the second ship-building yard at Cochin. But the manner in which the project is executed is a sad commentary on the efficiency of the Ministry of Transport. At this rate, when will the project be commissioned? We are told that the Japanese technical team—the Engineering Consultants—are now preparing the preliminary designs and a detailed project report. When the report will be finalised and how long the Government will take to arrive at a decision, we do not know. With the bitter experience of the phyto-chemical project before us, which was started and then abandoned, we have no illusions about the commitments of the Government of India. If you are sincere in the promises made, execute the project without much ado and commission the same without further delay.

[Shri Pottakkatt]

Sir, in 1954, the ministry initiated a special programme called the Central Aid Programme of State roads of inter-State or economic importance. As part of this programme, the West Coast Road which runs from Panvel on National Highway No. 4 in Maharashtra to Chalissery in National Highway No. 47 in Kerala was undertaken. While the entire road work passing through the entire States of Maharashtra and Mysore have been completed, the major works in the Kerala region have yet to be started. Why this discrimination towards the State of Kerala? I am told that several bridges, by-pass roads and missing links have got to be constructed and God alone knows when the entire work will be completed in the portion passing through Kerala. I hope the Minister will give an explanation for this apparent discrimination.

The possibilities of developing Beypore into an all-weather port are very bright. If this project is undertaken, it will be the beginning of the end of the backwardness of the Malabar region of Kerala. It is my earnest request that the Ministry of Transport should undertake a Master Plan for the development of the Beypore port.

The prospects of promoting tourist traffic in Kerala are indeed very bright. There is no other State in the entire country blessed with all possible physical formations of Nature as Kerala. We have got mountains, the sea, rivers, lakes, lagoons and backwaters harmoniously combined to make the entire State a tourists' paradise. Unfortunately the gold mine which can provide unparalleled scenic splendour has not been properly tapped by the Government. The only two places that are now on the tourists map of India are Thekkady and Kovalam. Even these two places are not properly advertised either in India or outside. Very few outside the State know anything about Kuttanad, Ezhimala, Anamudi, Varkala and

Dharmadom. Kuttanad is more to India than what Venice is to Europe. But how many among us know that there is such a place in India, where canals and waterways serve the purpose of roads? Out of the 400 sq. miles which comprise Kuttanad, 300 sq. miles, i.e. three-fourth, is water and only one-fourth is land, which again is a conglomeration of coconut grove islands. About 1 million people live in these islands.

Ezhimala in the extreme north of Kerala is a group of seven mountains, rising abruptly from the sea to a height of 800 feet. It may be interesting to note that this group of mountains attracted Vasco da Gama to the land of India. The construction of a small road and one or two bridges to connect the sea-side group of hills to the main road and a few tourist bungalows on the hills are all that is required to attract tourists to this charming and historical spot.

Anamudi is the highest peak, south of the Himalayas on the Western Ghats falling in Kerala. There is not even a road to reach this spot. Varkala, with its mineral springs, water tunnels and chalk-cliffs and temples provide ample attraction for any tourist, Indian or foreign. At Dharmadom, there is a beautiful island in the sea off the coast. If the island is connected to the mainland by a foot bridge and a few cottages are constructed on either end of the bridge, the charms of Dharmadom can be preserved for the tourists.

There was a proposal to develop the "Sand Banks" in Badagara into a sea-side resort. It affords ample facilities for fishing and angling. This site has now been acquired by the Birlas. Sir, why was this project abandoned? To benefit the Birlas?

I am only trying to draw the attention of the Government to a few very important places in Kerala which, if properly developed, can attract a large number of tourists. Given proper publicity, facilities for air trans-

port, good boarding and lodging conveniences and other amenities, Kerala can be made the Switzerland of the East. The number of tourist taxis available in Kerala is probably the lowest in India.

16 hrs.

Sir, the shipping services between the main land of India and the Union Territory of Laccadive, Minicoy and Amindivi islands including inter-island services are woefully inadequate. Steps should be taken to acquire more passenger-cum-cargo vessels to augment the existing services. So also, harbour and navigational facilities should be provided in these islands.

Lastly, we are much concerned about the dispute between the Air-India management and the flight navigators Guild which has resulted in the suspension of services. The National Industrial Tribunal Award should be reviewed. The attempt of the Government to split the workers by flying the aircraft with an additional pilot and without a navigator will affect the safety of the operation. A series of accidents have taken place from the date the present Minister has taken charge of the Ministry of Aviation. Our air services have a very good record, and once again I request that honest efforts should be made to normalise the situation.

Some hon. Members rose—

Mr. Chairman: Shri Mehrotra—He may have five minutes.

Shri Joachim Alva: Sir, before you call the next hon. Member I want to bring to your notice that my hon. friend, Shri V. B. Gandhi has been sitting here for two days....

Mr. Chairman: I will see.

श्री व. ब. गान्धी : सभापति महोदय, मैं आपका धन्यवाद करता हूँ परन्तु प्रतिवाद स्वरूप बोलना नहीं चाहता हूँ। दो दिव से इन्टरनेट करने के

बाद आप मुझे पांच मिनट देना चाहते हैं, आप इसे किसी दूसरे को दे दीजिये।

Mr. Chairman: Shri V. B. Gandhi—He may take five minutes.

Shri V. B. Gandhi (Bombay Central South): Mr. Chairman, Sir, ordinarily I should be speaking on the transport section of this Ministry, particularly on ports and harbours and their development, as I have been a member of the National Harbour Board for some years. But today I want to devote the few minutes that I have to consider this strike in Bombay of the Air India navigators.

Now, Sir, yesterday the Minister has made a statement and it has been a very helpful statement. I do not see what we could have done without the benefit of that statement. We could not have discussed anything very much realistically. That statement has been a revealing statement. For instance, it reveals a long story of recurring incidents, incidents of indiscipline, of go-slow methods, of work-to-rule practices and even of some lightning strikes. It is apparent that the navigators have rushed into this strike rather in haste. They have been badly advised. It is extraordinary that such a staff of high-ranking officers should take this course of action without giving proper notice which was required under the rules. If they had any grievances they could certainly have sought redress of those grievances in legal ways that were open to them. The Minister has said that this is an illegal strike. That is so, and we agree. In view of that, we do not see what else we could do in this House except to support the Government in its effort to enforce some degree of discipline to protect the interests of the large number and more numerous employees who are not participating in this strike and also to see that the trade union movement does not go off the track.

Now, Sir, I have very carefully listened to the speech of my hon. friend.

[Shri V. B. Gandhi]

Shri Khadilkar. We are impressed with the sincerity of the effort at mediation that Shri Khadilkar is making, but I for one must confess that I did not quite get a clear idea of where exactly that effort of mediation stands at this moment. However, I wish to say that we wish Shri Khadilkar all success in his efforts.

Before I conclude I would only say that listening to the speeches from all sides of this House one felt that there was a general sense of unhappiness about the way the situation in regard to this strike has been developing. In this general sense of unhappiness I would not exclude either Shri Masani or Shri Nath Pai. We all share it and I do feel that the Minister will keep this general sense in view in whatever action he would be pleased to take. We, in this House, of course, give him complete freedom of action.

Shri Sanjiva Reddy: Mr. Chairman, Sir, I have heard with rapt attention all the speeches made in this House. Last year I had the pleasure of moving the Demands relating to the Ministry of Steel and Mines. This year I am asked to move these Demands relating to the Ministry of Transport, Aviation, Shipping and Tourism.

An hon. Member: Next year?

Shri Sanjiva Reddy: Next year God knows whether I will move any Demands at all. It is only an astrologer in Delhi who can predict whether any Demands would be moved by me.

An hon. Member: Haveli Ram.

Shri Sanjiva Reddy: Unfortunately, they have not recognised me important enough to approach me—none of the astrologers of Delhi including Haveli Ram. Therefore, I do not know what will happen next year. Anyhow, I am glad that the speeches made, all of them, were very constructive and useful.

Many of the speeches have pointed out local demands, the problems of the States, the condition of the roads and aerodromes and also about tourism. My colleagues, Shrimati Jahanara Jaipal Singh and Shri Poonacha have dealt with the problems. Shrimati Jaipal Singh, in particular, dealt with tourism. Though it was a short speech, I think she replied to most of the important points made out here. If anything is left she would certainly get them examined and take action.

Shri Poonacha covered the rest of the points. Therefore, my work is much lighter now. Of course, one of my hon. friends remarked that there are three ministers in place of one. That is why I thought I might avoid speaking. But I am afraid hon. Members might take offence and, therefore, I am obliged to say a few words.

Mr. Chairman: He said the volume of work has enormously increased.

Shri Sanjiva Reddy: There were two ministers. We forget the Gujarat Governor who was in charge of civil aviation. We forget people the moment they go out of sight. Out of sight, out of mind; that is the normal way we look at things. Anyway, some people have been angry that I took some action regarding this strike and some friends appreciated the supposed-to-be firm action I took. There is no firm or stiff action. It is just the unavoidable consequence of the notice of illegal strike given by the navigators which has resulted in this unfortunate situation. It was forced on the Corporation and, naturally on the Government. Also, not that we have not taken any steps to meet their demands. Perhaps the steps taken by the Corporation and the Government might not have been known to my hon. friends. It was on the 16th of last month that the Secretary of the Department went to Bombay, met the navigators and told them that the tribunal award cannot be thrown out

but, certainly we will take steps to correct the anomalies and inconsistencies, and that too by mutual discussion. It is not as if from the very beginning we were stiff or tough and told them that the award cannot be changed. It is not so. The Secretary of the Department went there, spoke to them, discussed with them the whole question. This is apart from the steps taken by the Corporation. The Corporation officials have also been talking to them and persuading them to come to some settlement. Shri Tata, Shri Patel and others had discussions with them. Then the Secretary himself had to go there and speak to them. It was on the 18th that the Secretary spoke to them. Would you believe it that they gave notice of the strike on the 17th? And giving how many hours' time? Just twelve hours' time from evening 4 O'Clock to 4 O'Clock in the morning. They have chosen the night hours and not the day hours so that we could not meet anybody or discuss the matter between ourselves. They chose the night hours. They gave notice at 4 O'Clock in the evening till 4 O'Clock in the morning within which we must give them a reply.

Mr. Chairman: Under the law they have to give notice?

Shri Sanjiva Reddy: Fourteen days is the normal time under the law.

Shri Nath Pal: Mr. Chairman, we should kindly remind you that you are in the Chair and not on the floor.

16.14 hrs.

[**MR. SPEAKER** in the Chair]

Shri Sham Lal Saraf: Now I am on the floor!

Shri Sanjiva Reddy: I am glad of one thing. No Member of this House has supported this illegal action on the part of the navigators. Every Member has said that they ought not to have taken this step. I am very happy about this. Speaking about the viewpoint of the Government I may

say that firm action does not mean being obstinate. We would like to be kind and good to our people, our employees. But suppose people begin taking action like this, what is the alternative left to the Corporation or to the Government unless, of course, Members want the Government to say "I beg your pardon, excuse me, I accept all your demands, I will give you whatever you want, I will burn this tribunal award"? What is the other alternative? I thought that some constructive suggestions would be coming, pointing out where I was firm or where I was rude. From the 17th onwards we were waiting of some proposals. When I was away from this city for a week, in Hyderabad in connection with the Rajya Sabha elections, the Secretary of the Department went to Bombay, from Bombay he came to Delhi and from Delhi he came to Hyderabad, discussed with me the problem and came back to Delhi. Except for Government signing on the dotted-line on the draft which they through Shri Khadiikar placed before us, they were not agreeable to anything else, even though we took all steps to accommodate them by trying to come to some terms with them.

The workers are of different types. If it is a low-paid worker who is really struggling for a morsel of food, my sympathies to him would have been much more than that of Shri Khadiikar or anybody else. I would have been the first to oblige them and treat them kindly and give them a little more. But do you call these people who draw Rs. 3,000 or Rs. 3,800 a month workers? Are these the poor people who deserve the sympathies of hon. Members here?

There is bound to be trouble now and then in the country for various reasons. There are many many problems which agitate the minds of the people. For example, take the food problem. It is not confined to one party or one State. It agitates the mind of the people everywhere and there is bound to be some trouble here and there. Then there are political

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problems. Political parties look at things in different ways. Occasionally they come to clashes. So, there is bound to be some disturbances here and there. Industrial disputes are bound to be there. Workers and management sometimes come to a clash. But the present dispute has absolutely nothing to do with any of these things. No political party is involved in it. I am glad about it. No poor worker is involved in this. I am very very happy about that also.

41 people of this country, this great country of 41 crores of people, they are putting this country to shame in other countries. These 41 people, well-paid people, drawing Rs. 3,000 to Rs. 3,600 per month, they are doing this. And what is the average income of the country where they are demanding more money? I am glad a friend of mine has raised that point. The average income of a person in this country is Rs. 400 per annum. And here are persons who get Rs. 3,000 to Rs. 3,600 per month. And yet they are not happy with it. They are not happy with the award, not given by the Government or the Corporation but by a tribunal. Their allegation is that the Corporation threw its weight in favour of the flight engineers.

An hon. Member: Technical people were not associated with the enquiry.

Shri Sanjiva Reddy: It is the job of the Judge, the ex-Chief Justice of the Punjab High Court. He must have come to the conclusion on the basis of the information available to him. He must have had enough evidence and he must have looked into them before taking his decision. Further, if he wanted, he could have asked for technical advice. There was no bar or prohibition. There was absolutely no difficulty for him to get technical assistance if he desired so.

We have the pilots, we have the navigators and we have the engineers. I made it clear on the floor of the House that after the pilots come the navigators and then come the flight

engineers. All that the tribunal has done in the award is to put the flight engineers and navigators on par. The navigators have also got an increase. The only thing is that the flight engineers got a little more so that they could be on par with navigators. I have mentioned on the floor of the House that the ranking of the navigators is not at all reduced; they still rank above the flight engineers.

Shri Nath Pal: Was it ever conveyed to them?

Shri Sanjiva Reddy: I said it on the floor of the House. It was conveyed to them not by anybody else but by the Secretary himself.

Shri A. V. Raghavan (Badagara): In writing?

Shri Khadilkar: I have quoted it.

Shri Sanjiva Reddy: It was not as if some poor worker was suffering and was oppressed by the Corporation. Neither the Corporation nor the Government oppressed anybody. Here are people holding responsible positions, 41 of them, holding the country to ransom. Even now I would appeal to them to consider the position or prestige of our country in other countries to which our planes used to go. Let them not worry about petty things; their seniority is not affected.

Then, suppose I reduce the pay of flight engineers or give the navigators a little more. The moment we do it the flight engineers will go on strike. If you modify the award and give something more to the navigators the flight engineers feel aggrieved. I knew the difficulties that would arise if we touch the award. The management wanted to change the award.

The workers lower down, the low-paid workers, also felt aggrieved. As Shri Daji has pointed out, the low-paid workers are to get only Re. 1 more. They have a legitimate grievance rather than the highly-paid

navigators. But the navigators behave as if they are the sufferers.

If tomorrow in spite of the persuasion of my hon. friends, in spite of the efforts of the Corporation and the Government, the strike continues and the establishment is closed down who suffers? I know that it is not the navigators, it is not the pilots, both of whom are highly paid, but it is the humble workers, 6,000 of them, who will be put to difficulties.

I know, it is not the person who is having a bank balance—many of them have a bank balance—who is having the capacity to borrow, but the unfortunate workers, who can neither borrow nor do anything else, will be the person who suffers most. Have they borne this in mind?

What are the scales of pay in this country even of senior officers? They call them workers, people who are drawing Rs. 3,600 a month—navigators, commanders and co-pilots drawing upto Rs. 6,600 per month, not per year or per decade but per month! This is the total amount that they are getting. I have given the figures yesterday in full. Take, for instance, the other officers in our military. What is the Air Chief Marshal, the Chief of Air Staff, the topmost man getting? He is getting Rs. 4,000 plus Rs. 100 flying bounty and Rs. 500 entertainment allowance. All that he gets is Rs. 4,600. The top man in this country, who defends our country and who controls the Air Force, gets Rs. 4,600. The Commander, the Captain in a Boeing plane gets Rs. 6,600 all told every month.

Shri Nath Pai: How long will harp on this point?

Shri Hanumanthaiya (Bangalore City): Please do not defend these People.

Shri Sanjiva Reddy: Let the world know. It is not for my sake that I am telling this.

Shri Nath Pai: This is the commercial rate. This is nothing unusual. This is the international rate, not charity.

Mr. Speaker: Order, order. The Minister might be allowed to proceed as he likes.

Shri Sanjiva Reddy: I am not giving these figures for my sake—Shri Nath Pai knows it—but I want the people and the country to know. I want everybody in the country to know whether we are really starving them, whether this Government or the Corporation has done any injustice to them. I want the people to know. I know, the people do not know. I know, Shri Nath Pai knows. He is an able man; he knows everything, but how do the people know? Because speeches were made here, they are thinking that we are harassing them.

A Squadron Commander, who commands a squadron and who has put in 18 years of service, how much does he get? All allowances inclusive he gets Rs. 1,700. He has put in 18 years of service and he commands a squadron. I do not want to compare the other figures. A senior officer in the military, the top man gets only Rs. 4,600 and some of them Rs. 1,700 and these people are getting Rs. 3,600 to Rs. 6,600. Let them get it: I am not grumbling about money. But what about the reputation? Is it fair?

Even now I say what the Secretary said on the 16th. I am not angry with them. They are 41 of them and I have not seen anybody; I do not think I know anybody's name to be angry with them. There is nothing for me to be angry with them. Even now I appeal and repeat the same thing which the Secretary offered to them, namely, anomalies can be corrected; inconsistencies can be corrected by mutual discussion. But I will only say, for the country's sake go and join duty immediately. This can be considered by the Corporation. They can sit together and discuss. I too could come into the picture. My Secretary is there and he can go and sit with them. Some thing could be done, but let them first go and join duty and there should be no condition

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about it; then only we will certainly consider it.

Shri Nath Pal: You did not do your duty. Why did you not defer the enforcement by six days? There is a lot of ignorance. What would have been lost if you had deferred the enforcement? The appeal was made to you to defer the enforcement.

Shri Sanjiva Reddy: I refuse to do it.

Shri Nath Pal: That is the whole thing.

Shri Sanjiva Reddy: The tribunal has given the award and if you touch one point, a number of them will be there. The relevant point was made by Shri Daji when he said that others got Re. 1 as increment.

Shri Vasudevan Nair: Were all awards respected by you? You have touched awards in the past.

Shri Sanjiva Reddy: I know, the Bank Award was touched and they are quoting it every time. They do not give credit for awards that were not touched. It is not proper.

Shri Nath Pal: You changed half a dozen of them during the past 18 years.

Shri C. M. Poonacha: Only one, the Bank Award.

Shri Sanjiva Reddy: What would be the result if after this appeal of mine still they do not consider it? Shri Khadi'kar asked, who is responsible? He says, hold somebody responsible for this Rs. 1 crore of loss. He did not name anybody, but I would like to say that if only people had kept quiet for some time, there would have been a compromise eight days ago; if people had not encouraged them by saying, "Yes, we will go to this man and to that man, we will go round in Delhi and all that", there would have been no trouble and eight days ago the strike would have been ended. Naturally, when they get the support

of important people, they think that they will force this and issue a statement that they will get it. Who loses? It is the country that loses, not in money—I am not worried about the crore of rupees—but it is the reputation.

What can the Corporation do except laying off completely? They have already laid off about 1,500 people and another 3,000 to 4,000 people are there. We would be paying them without their working. If they are completely laid off, there would not be much loss. We are losing Rs. 5 lakhs because we are paying and are maintaining the whole staff without the income coming to the Corporation. We are losing Rs. 5 lakhs because of it. If we do not spend the money, we do not lose that also.

Therefore I am sure, my hon. friends would persuade the navigators to come back to duty. I may repeat what we said on the 16th of last month. What has happened has happened. We have lost, unfortunately. There is no use now of thinking of the loss that we suffered because of this illegal action. I hope, my hon. friends would persuade them.

Shri Daji: You did not complete the sentence. You said, "We are saying again what we said on the 16th".

Shri Sanjiva Reddy: I read that sentence. I will read it again if you want. What the Secretary said on the 16th when he met the Navigators' Guild and other associations was that they can take up anomalies and inconsistencies of the award with the management and this can be resolved by mutual discussion. What else could you say? If you guarantee one thing to the navigators then you get into trouble with the engineers. That is what I said.

Last year also we had some trouble. There was a strike by the navigators

also last year in May and then the pilots helped the Corporation by flying without the navigators. It is not as though they are going to do anything illegal. The ICAO requirement says— I am reading it—

“The flight crew shall include at least one member who holds a flight navigator's licence in all operations where navigation cannot be accomplished by the use of visual or non-visual ground aids.”

You need a navigator only where you do not have visual or non-visual aids. The rule is that within 600 miles you must have some radio communication with the flying plane. In India, for instance in planes going to Calcutta, Bombay and Madras we do not have navigators. In a similar way in a plane flying to Moscow we do not need a navigator. From Moscow to London or via the Middle East to London you can fly without a navigator without any risk. It is permitted in the rules. I wish, at least they could do it. Tomorrow or the day after tomorrow their Guild is meeting and let them take a decision in the interest of the country. After all, if the country's prestige suffers, it is not only the few of us who are sitting here but they also are equally responsible. I hope, they will resolve these differences and all of them would come back immediately so that we can get the planes flying from the 7th onwards if not immediately.

I do not want to harp on this point alone. Other important points were also made, for instance, about taxation in Punjab. Shri Poonacha explained about the motor vehicles taxation. The truck operators are on strike now in Punjab, I am told. Of course, I I read in the papers. I am told, Delhi is suffering because of shortage of vegetables etc. I was studying the taxation in other States. Just now Shri Poonacha read it out but because

Shri Masani was not here, I am taking the trouble of reading it again.

An hon. Member: Why this partiality towards him?

Shri Sanjiva Reddy: He raised that point; therefore, I am reading it. In Punjab the taxation, after the increase, is Rs. 2,414 per annum per vehicle. Take, for instance, Madras. There it is Rs. 3,900 today; in Kerala it is Rs. 3,600; in Madhya Pradesh it is Rs. 4,225; in Rajasthan it is Rs. 7,500. These are the taxes which are levied by the State Governments. The State Governments are asked to do this and that and they will have to raise their own resources. They have raised the land tax, the water tax and every other tax they have been raising. In a similar way Punjab also has made this rise. Comparatively, it is much lower even now than it is in Kerala, Madras or Madhya Pradesh and other places. So, I would appeal to the larry-owners also, “For Heaven's sake, please stop this. If the tax is very high and if you want a little relaxation, you can persuade the States and you can attempt that constitutionally.” But to go on strike for every small excuse is, I think, not very proper. I would appeal to them again to try to convince the State Governments and to talk to State Governments.

Shri Nath Pai: Ask Mr. Masani to persuade them.

Shri M. E. Masani: I never instigated them like you.

Shri Sanjiva Reddy: I find Mr. Nath Pai is a very able negotiator and, I think, he will be very successful. If Mr. Khadilkar also can help him, it will be a very successful negotiation.

Now, about ports, Mr. Poonacha has given very detailed answers to the points raised. Recently, we had the pleasure of getting the Paradip port inaugurated. It is really a good port and it has come up very well. One more berth is necessary. I went and saw the whole thing. The old berth is there but for the general cargo we need a berth. I told them, if we can

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persuade the Finance Ministry and get a little more money, we can take it up immediately.

Other ports are also slowly coming up. I know Mr. Alva is very angry because Mangalore port is not quick in its progress. About the Tuticorin port also, this morning the Chief Engineer and the Administrator explained the position and we are giving them a little more money. But we must also understand the difficulties of the Central Government. The foreign exchange problem is there and so many other things are also there. We are anxious to complete the ports as quickly as possible. There is no use starting the work and keeping it pending for decades.

Then, some points have been raised about the roads. . . .

Shri S. Kandappan: What about the Sethusamudram project?

Shri Sanjiva Reddy: About that also, a few days ago, the Chief Engineer came to me and explained the whole position. It is at the stage of investigation.

Shri S. Kandappan: I want to raise a pertinent point here. The work is being held up for want of wave recorders and you are not able to find foreign exchange for that.

Shri Sanjiva Reddy: It is quite true. It is at the stage of investigation. He explained the whole thing to me. We would like to push it through as quickly as possible. The position of foreign exchange may be difficult for a year or two. After all, a small amount of foreign exchange could be found and I would say that we could persuade the Finance Ministry.

Shri S. Kandappan: The scheme has been there for 100 years.

Shri Sanjiva Reddy: It has been there for 100 years and I would like my friend to wait for a few more months.

About roads also, a number of friends mentioned about the bad conditions of the roads and the border roads. Special attention is being given to them.

About aerodromes, many friends from Assam say that the aerodromes have not been made and they have not been expanded in many places. I think, these are the points to be considered, if we can expand them and all that, and I have nothing more to add to what my friend Mr. Poonacha said about these things.

I am thankful to the hon. Members. . . .

Shri Vasudevan Nair: What about the second ship-building yard?

Shri Nath Pal: He has not touched some of the important points. What about the same man being the Secretary of the Ministry and the Chairman of the Corporation?

Shri Sanjiva Reddy: I am glad the Public Undertakings Committee has made some recommendations.

Shri Nath Pal: What is your reaction?

Shri Sanjiva Reddy: It will not be proper for me to express my reactions off-hand. It is only two or three days ago that I saw the Report. I said in the Rajya Sabha that it is not normally necessary that the same person should be the Chairman of the Corporation. I said so in the Rajya Sabha about 10 or 15 days ago before I saw the Report of the Public Undertakings Committee. Normally, there is no question of any difference of opinion on principles which have been accepted by everybody. But it takes time, and some arrangement has been made by the Government.

Shri Vasudevan Nair: What about the second ship-building yard? It is hanging in the air for many years.

Shri Sanjiva Reddy: Some foreign companies have already been given consultancy. They are doing it.

Shri Vasudevan Nair: Will it come up?

Shri Sanjiva Reddy: It will definitely come up. I do not know why a doubt has arisen about it.

Shri Vasudevan Nair: The doubt arises because of our bitter experience in the past.

Shri Sanjiva Reddy: Now, about the other points mentioned in the Public Undertakings Committee's Report, I do not want to say anything now. I would give them the utmost attention. It is a responsible body. You cannot simply reply to them immediately on the spot or not take any action. I would say that we will examine it and take action.

Dr. L. M. Singhvi: By what time? This is an indefinite way of giving a reply

Shri Sanjiva Reddy: I cannot say. The Secretary has been the Chairman of the Corporation for the last two years. Not only this Secretary but some other Secretaries are the Chairmen of other Undertakings also. It needs examination.

Shri Surendranath Dwivedy (Kendrapara): It is a change in the policy that you have to make.

Shri Sanjiva Reddy: It needs the approval of the Cabinet if the Secretary is to be appointed as the Chairman of a Public sector Corporation it can only be done with the approval of the Cabinet. It is not as if one Minister appoints the Secretary as the Chairman of some Corporation. I do not think I can say here and now that this will be accepted and this will be done. If anything is to be done, it will be done by the Cabinet. It should go to the Cabinet again.

Shri Surendranath Dwivedy: It is a question of change in the policy.

Shri Sanjiva Reddy: As a general policy, I agree.

Sir, I do not want to go into other details. I thank the hon. Members again for giving their suggestions and for their co-operation.

Shri Narendra Singh Mahida: On a point of clarification. On the 28th March, the pilots, the engineers and the navigators had approached Mr. Tata for an unconditional arbitration. Mr. Tata refused it. May I know why Mr. Tata refused it?

Shri Sanjiva Reddy: No question of unconditional arbitration to the extent I know. We are asking them to join the duty unconditionally. Mr. Tata is the Chairman of the Corporation. Nobody need persuade Mr. Tata. But he is very very unhappy because the reputation of the Air India which was so high has gone so low.

Mr. Speaker: May I put all the cut motions together to the vote of the House? Yes.

All the cut motions were put and negatived.

Mr. Speaker: The question is:

"That the respective sums not exceeding the amounts shown in the fourth column of the order paper, be granted to the President, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1967, in respect of the heads of demands entered in the second column thereof against Demands Nos. 86-83 and 137-140 relating to the Ministry of Transport and Aviation."

The motion was adopted.

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

DEMAND No. 86—MINISTRY OF TRANSPORT AND AVIATION

"That a sum not exceeding Rs. 1,12,63,000 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 of March, 1967, in respect of 'Ministry of Transport and Aviation'."

DEMAND No. 87—METEOROLOGY

"That a sum not exceeding Rs. 2,37,51,000 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, 1967 in respect of 'Meteorology'."

DEMAND No. 88—CENTRAL ROAD FUND

"That a sum not exceeding Rs. 3,17,60,000 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, 1967 in respect of 'Central Road Fund'."

DEMAND No. 89—COMMUNICATIONS (INCLUDING NATIONAL HIGHWAYS)

"That a sum not exceeding Rs. 9,57,77,000 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, 1967 in respect of 'Communications (including National Highways)'."

DEMAND No. 90—MERCANTILE MARINE

"That a sum not exceeding Rs. 1,34,28,000 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, 1967 in respect of 'Mercantile Marine'."

DEMAND No. 91—LIGHTHOUSES AND LIGHTSHIPS

"That a sum not exceeding Rs. 1,12,47,000 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, 1967 in respect of 'Lighthouses and Lightships'."

DEMAND No. 92—AVIATION

"That a sum not exceeding Rs. 5,99,70,000 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, 1967 in respect of 'Aviation'."

DEMAND No. 93—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF TRANSPORT AND AVIATION

"That a sum not exceeding Rs. 2,88,06,000 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, 1967 in respect of 'Other Revenue Expenditure of the Ministry of Transport and Aviation'."

DEMAND No. 137—CAPITAL OUTLAY ON ROADS

"That a sum not exceeding Rs. 40,10,57,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967 in respect of 'Capital Outlay on roads'."

DEMAND No. 138—CAPITAL OUTLAY ON PORTS

"That a sum not exceeding Rs. 6,91,27,000 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 of March,

1967 in respect of 'Capital Outlay on Ports'."

DEMAND No. 139—CAPITAL OUTLAY ON AVIATION

"That a sum not exceeding Rs. 4,19,21,000 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 of March, 1967 in respect of 'Capital Outlay on Aviation'."

DEMAND No. 140—OTHER CAPITAL OUTLAY OF THE MINISTRY OF TRANSPORT AND AVIATION

"That a sum not exceeding Rs. 2,31,52,000 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 of March, 1967 in respect of 'Other Capital Outlay of the Ministry of Transport and Aviation'."

MINISTRY OF WORKS, HOUSING AND URBAN DEVELOPMENT

Mr. Speaker: The House will now take up discussion and voting on Demand Nos. 94 to 97 and 141 to 143 relating to the Ministry of Works, Housing and Urban Development for which 5 hours have been allotted.

Hon. Members desirous of moving their cut motions may send slips to the Table within 15 minutes indicating which of the cut motions they would like to move.

DEMAND No. 94—MINISTRY OF WORKS, HOUSING AND URBAN DEVELOPMENT

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 18,88,000 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, 1967,

in respect of 'Ministry of Works, Housing and Urban Development'."

DEMAND No. 95—PUBLIC WORKS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 29,56,83,000 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, 1967, in respect 'Public Works'."

DEMAND No. 96—STATIONERY AND PRINTING

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 9,82,51,000 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, 1967, in respect of 'Stationery and Printing'."

DEMAND No. 97—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF WORKS, HOUSING AND URBAN DEVELOPMENT

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 1,31,87,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Other Revenue Expenditure of the Ministry of Works, Housing and Urban Development'."

DEMAND No. 141—CAPITAL OUTLAY ON PUBLIC WORKS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 8,50,37,000 be granted to the President to complete the sum necessary to defray the charges which will come in course

[Mr. Speaker]

of payment during the year ending the 31st day of March, 1967, in respect of 'Capital Outlay on Public Works'."

DEMAND No. 142—DELHI CAPITAL OUTLAY

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 11,51,12,000 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, 1967, in respect of 'Delhi Capital Outlay'."

DEMAND No. 143—OTHER CAPITAL OUTLAY OF THE MINISTRY OF WORKS, HOUSING AND URBAN DEVELOPMENT

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 67,08,000 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, 1967, in respect of 'Other Capital Outlay of the Ministry of Works, Housing and Urban Development'."

Shri Yallamanda Reddy (Markapur): Mr. Speaker, Sir, I would like to draw the attention of the Minister to the performance of his Department regarding works and housing in the Plan period.

16.38 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

Everybody knows that after food and clothing, people need housing facilities. The housing facilities are the most important aspect of this Report and any Government, worth its name, should provide these housing facilities to the people who are poor, who have no house sites, no houses and no facilities for drinking water, and to those Harijans (sche-

duled castes) and scheduled tribes people and the agricultural labourers, about more than 10 crores of people, who have no such facilities at all. This Government has failed to have a Plan which meets the needs of these people. Also, the importance that has been given, in the First Plan, the Second Plan and the Third Plan, is not so much and the very provision that is made in the Plan is not so much. To my surprise, even the meagre provision that has been made in the Third Plan is not being properly utilised by the Ministry.

For instance, in the First and Second Plans the amount that was allotted for housing was Rs. 111.50 crores, but that was not spent fully; the number of houses sanctioned was about 3,20,000 but only 1,95,000 houses were completed in the two Plan periods, i.e., in ten years. In the Third Plan, the Government have allotted Rs. 80.62 crores for States, Rs. 19.53 crores for the Union Territories and Rs. 22.41 crores for the Centre. Out of these, the States have spent only Rs. 37.73 crores; the Union Territories have spent Rs. 20.53 crores; and the Central Government have spent only Rs. 11.57 crores, thus totalling about Rs. 69.83 crores. That means, the State Governments, the Central Government and the Union Territories, all combined together, have spent only about 57% of the total amount that has been provided in the Third Plan for the four years. Now it has been estimated that the actual expenditure in the Third Plan would be about Rs. 90 crores. I would like to know why this Government have not cared to see that the meagre amount that has been allotted in the Third Plan has been properly utilised by the States. What was the matter? Why have the States not utilised the amount that has been provided? As far as this matter is concerned, the Central Government have not spent the very amount they have allotted for themselves on the plea that the State Governments have not given their matching grants.

As against the Plan target of constructing 4 lakh houses under the various schemes, the likely achievement is estimated to be 2.2 lakh houses, as it has been recently estimated by the Planning Commission. This shows how this Ministry have virtually failed to utilise even the very meagre amounts that have been provided in the Third Plan. Specially in these housing schemes, they have got so many schemes, but the Government have virtually failed to give proper attention to those people who need the Government's help, for instance, industrial workers, plantation workers, agricultural labourers and Harijans. I find from the report that the amounts that have been allotted for the industrial workers have not been utilised and the employers have not cared to construct houses, even when the Government have come forward to give some loans. In regard to plantation workers, the Government have allotted some money to build houses, but these industrialists clearly refused to construct houses on the plea that they have no money. The Government have come round to give some subsidy also—about 25%.

The Government have not taken care in regard to construction of houses for the welfare of the Harijans. In this country, nearly ten crores of people—Harijans, (scheduled castes) and scheduled tribes—have not got even the housing sites for constructing small huts. They have not allotted any money for that. The Government have simply stated in the report that they have some money for this purpose, I do not know how much money has been allotted for taking house sites and how much has been spent on house sites for Harijans. The Government have virtually neglected to see that these downtrodden people, these Harijans, get at least some house sites, though not constructed houses. Under the industrial housing schemes, since 1962, only 1,54,000 houses have been completed out of about 1,79,000 houses which were estimated to be completed.

In regard to slum clearance also, the Government have virtually failed. The amount that is allotted by the Central Government for the housing sector is to be spent mainly on slum clearance, but there is a provision that the State Governments also have to pay something as matching grants. Because the State Governments have failed to pay that, the Central Government did not spend the amount allotted; they have utilised only 50 per cent of the total allotment that has been made in the Third Plan. From 1956 to 1965, the Government were to construct 94,898 dwelling units, but they completed only 52,984 dwelling units.

Under the village housing schemes, as it has been clearly stated in the Third Plan, the first place in the programme for improving village housing should be given to housing for Harijans, agricultural workers and those sections of the community whose housing conditions are very deplorable. Everybody knows that. It is a good thing that it has been put in the Third Plan, but these things have not been translated into action. The Government have failed to note this point which has been put in the Third Plan. The Government have not cared to see that even the meagre amount that has been allotted for village housing schemes is utilised. They have not utilised the money. I have requested the Ministry again to give the details.

श्री हुकम चन्द कछवाय (देवास) :

उपाध्यक्ष महोदय, मेरा व्यवस्था का प्रश्न है। सदन में गणनाति नहीं है।

Mr. Deputy-Speaker: The bell is being rung.

There is no quorum. The bell is being rung once again. Now there is quorum. The hon. Member may continue.

Shri Yallamanda Reddy: As regards village housing schemes, Government had sanctioned an amount of Rs. 8.01 crores up to 1965. Out of this amount,

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only Rs. 6.20 crores have been disbursed. The number of houses sanctioned was 57,923 of which only 28,362 have been completed.

As regards house-sites, no information has been provided in the report or anywhere else about the amount allotted for buying house-sites. The question of house-sites is a very important thing, as far as the villagers are concerned. Government will take time to construct houses for all the Harijans and the poor people in the villages. In every village, there is a craze at least for having a house-site. At least the house-sites can be provided by Government. There are many cases where Government could not take action to acquire the land even after they had proceeded in the matter, due to pressure from the landlords and due to so many defects in the Act. The State Governments have been requesting the Centre since a long time to amend the Act in such a way that whenever Government want to acquire land from the landlords or house-sites, they can do so easily. But up till now, nothing has been done in this regard. You will be surprised to know that there are so many cases which have been pending for the last sixteen or fourteen years. Even after the awards had been given, those lands have not been acquired because the landlords have been raising all sorts of legal difficulties and Government have been unable to do anything in that regard. Therefore, I would request the hon. Minister to see that proper legislation is brought forward to amend the Act so as to enable the acquisition of house-sites for the Harijans. Till now, this has not been attempted. I would request the Government once again to look into the matter and see that proper legislation is brought forward.

Coming to the needs of these people, I feel that Government should allot at least Rs. 100 crores for providing house-sites and houses for the Harijana.

Regarding allotment of Government accommodation in Delhi, recently Government have issued an order that even those officers who have got private houses in Delhi could also be provided with Government accommodation. I do not know why Government should have issued such an order. If there had been sufficient accommodation in Delhi so that they could provide Government accommodation to each and every Government official in Delhi, certainly Government could do so and allot houses even to those who have got their own private houses in Delhi, but as it is there is paucity of Government accommodation and some Government officers have no houses to live in. Therefore, I would request Government to look into the matter and rectify the position.

As regards stationery, I want to bring to the notice of this House one important point. Recently, the Ministry has decided that there would be a decentralisation of the budget regarding the Printing and Stationery Department. I do not know how the Ministry has taken such a decision without even going into the implications of that decision. Has that decision been implemented on the plea that there will be economy in the Department and secondly that the necessary stationery could be supplied to the concerned Departments more easily? I would submit that these two objectives have not been achieved as a result of this decentralisation, and this has been proved by the Association of the Stationery Department employees. I would illustrate the position by mentioning the example of only eight items. If these items had been procured from the Stationery Department, the Government Departments would have had to pay only Rs. 52,41,729. whereas when they had to purchase the same articles in the open market, they had to pay, and they have paid virtually about Rs. 74,34,632. Virtually, the estimated loss would be about Rs. 22 lakhs. If we see the heavy loss that is incurred by the Government Departments to the tune of about

Rs. 22 lakhs on just eight items, we can estimate what a colossal loss would be incurred by Government as a whole if each and every Department is allowed to go to the open market for purchasing so many other items.

Therefore, I would request the hon. Minister to explain why the Ministry has taken such a decision and whether the Ministry had worked out the economy of such decentralisation of the activities of the Stationery Department. I would request the hon. Minister to give us the reasons for this. He should also tell us whether there has been loss or not, and if so, why Government are pursuing the same scheme.

There was a representation to the Ministry in this regard by the Association of the Stationery Department employees.

Mr. Deputy-Speaker: The hon. Member should try to conclude his speech now.

Shri Hari Vishnu Kamath (Hoshangabad): He can go on; this time can be adjusted in the other Demands. Only the total time for each party should not exceed the allotted time.

Mr. Deputy-Speaker: But if on every set of Demands the time is exceeded, then what is to be done?

Shri Hari Vishnu Kamath: We have been told that the total time should not be exceeded.

Shri Yallamanda Reddy: Everything that is spoken here should be taken into account including Shri Kamath's remarks now and then.

Shri Hari Vishnu Kamath: I did not interrupt my hon. friend. Let him carry on. I was only trying to help him.

Shri Yallamanda Reddy: I would request the hon. Minister to look into the representation made by the Association regarding this matter. Till now, the Ministry has failed to take

notice of this representation and they have behaved in such a way as if they want to avoid the representation from the association. Therefore, I would once again request the hon. Minister to look into the matter and abandon this decentralisation scheme.

Shri Shiv Charan Gupta (Delhi Sadar): I do not agree with the hon. Member who has just concluded that the Ministry of Works and Housing did not utilise its allocations fully. That is not a fact. If we just look at the allocations made and the amount utilised by the Works and Housing Ministry and for the projects directly under their charge, we shall observe that they have exhausted all the allocations. But the difficulty of the Ministry is that some of the schemes are carried out by the States and by the Union Territories. The States do not attach as much importance as they should to these housing schemes, and the result is that sometimes allocations made are not utilised. Secondly, the difficulty is that despite whatever allocations were made to this Ministry under the Third Five Year Plan, the Finance Ministry or the other Ministries of the Government decided to curtail the allocations of this Ministry on account of the emergency created by the Chinese aggression in 1962 and the Pakistani aggression in 1965.

17 hrs.

But when we have this review of the situation, we must admit one important fact, and that is that the housing shortage continues to be in the whole country. Urbanisation is taking place due to various developmental schemes, and if proper attention is not paid to housing, we will be in a very difficult situation, because slums will be created, insanitary conditions will come to prevail and all sorts of health hazards would be there. Therefore, it is essential that now Government take account of these things; if the Ministry of Works and Housing is not in a position to take up this matter independently, I think it enjoins on this whole House to take

[Shri Shiv Charan Gupta]

up this matter, discuss it and come to some sort of conclusion as to what is to be done in the Fourth and subsequent Plans for tackling this matter, because unless we pay attention to this matter in the general context of the situation and face this housing shortage problem and solve it right now, there will be serious difficulty in future.

It is good that to the Ministry of Works and Housing has been added the department of Urban Development. But I must point out that in Delhi the work of land acquisition is still dealt with by the Home Ministry. This kind of dual control sometimes puts us in very great difficulty, because sometimes we have to run to the Home Ministry, sometimes to the Ministry of Works and Housing, and we are not in a position to discuss the whole matter in an objective manner; secondly, we are not in a position to pin responsibility on one Ministry as to how and in what manner things should be done in Delhi. Therefore, it is very essential, particularly in Delhi which is directly under the Central Government, not only in respect of housing but in regard to the whole, administration, that the responsibility of housing, land acquisition etc. should squarely and pointedly be transferred to the Ministry of Works and Housing, so that whenever there is any problem, we may be able to discuss this question with them.

Now, I do not want to take time on the all-India question, but I would certainly draw your attention to the conditions prevailing in the capital. What was the object of the land policy enunciated in the Third Five Year Plan particularly in Delhi, because Delhi is a developing and expanding city and there continues to be an influx of population into the city every year? It has been estimated by the planners themselves that on an average 25,000 families would be added to Delhi's population every year after 1961. Although this

is a conservative estimate, even if this estimate is accepted, we have to see what are the conditions in Delhi consequent on this influx.

What was the object of mass-scale land acquisition and construction of houses in Delhi? The object was that land values should be brought down; secondly, that sub-standard development should stop; thirdly, that profiteering by speculators or colonisers in plots should be checked. These were the main objects so that people may get plots at reasonable prices. Let us now have a comparative statement about the price of land. What was the position in, say, 1958 and 1959, even in 1960 at the end of the Second Plan, and what is the position today? Even land developed by the Delhi Development Authority which is charged with working this scheme has been sold to very low income groups, in lots of 80 and 125 square yards at Rs. 39 and Rs. 42 per square yard. Further, they auctioned plots, they auctioned them plots of 200 square yards and above. The auction price comes to Rs. 65, Rs. 75 even Rs. 85 per square yard.

I put it through you to Government whether it is in this way that we want to control land prices, whether through this means we would be able to help the poor people to construct their own houses or to solve their housing problem.

If we look at things as they are happening in Delhi, we will be convinced that there is absolutely no realisation about the situation as it is prevailing. It was the planners' estimate that in the beginning of Third Five Year Plan, there was a shortage of 145,000 houses in 1960. By the end of the Third Plan, the additional requirement would be 125,000 units. That is, in all, 27,000 units would be required. It was suggested that Government

should construct 25,000 units, under the low income group housing scheme there should be constructed another 25,000 units—again this was to be done under the public sector—and there should be 75,000 units under private housing—total 125,000. That was how it was apportioned. It was also estimated that about Rs. 83 crores may be required for the purpose.

Firstly, whatever allocations or estimates were fixed in the Master Plan for the Third Five Year Plan, we are much behind that. If we look at the performance in actual achievement of targets, you will be surprised that in addition to the houses constructed by the Ministry of Works and Housing for their employees, only 5,712 houses have been constructed. If we look at the register of property tax of the Delhi Municipal Corporation, we find that only 40,000 properties have been added in the property tax register. Again, all those properties are not authorised ones—a large number of those properties have been constructed unauthorisedly. It is here that we stand.

Now, what did Government do? Whatever plots were available in approved colonies, in respect of them they issued a notification in March 1964 and tried to freeze those plots. They extended the term by another year administratively, and again by another year. What happened? Now those people who thought that Government might mean business, tried to sell their plots. In 1964, when this notification was issued by Government, the price per square yard was Rs. 100; it fell down to Rs. 50, and Rs. 60. The fall was to that extent. But unfortunately, Government so many times play stunts. What did they do? They made those honest people sell their plots. Now the price of the same plots is Rs. 150 and Rs. 175 per square yard.

I would very humbly make this submission to this hon. House. Let

Members of the House go into this question as to how things are happening in Delhi and where we stand, because it is the capital of India; if there is an influx of population and if we do not provide housing for the incoming population, if we do not provide other amenities, conditions are going to be worse and I think neither Government nor this hon. House can afford to let that situation develop here.

At present, under the Central Government list, if we take the all-India figure, there is a shortage of about 105,000 houses. In Delhi alone, there is a shortage of 60,000 houses. As far as the employees of the Delhi Administration are concerned, out of 40,000 employees, only 5 per cent have accommodation. This is the situation. Is it not desirable that in a city like Delhi, which is the capital, Government should try to understand the reality of the situation and make bolder provisions in the plans and not reduce allocations just for one reason or other. I will admit that due to the emergency certain steps have got to be taken, some provisions have got to be adjusted, nevertheless it is important that important provisions, as far as the Capital is concerned, should not be disturbed in a casual manner.

I would invite the attention of the House to go through the Master Plan of Delhi, as I said earlier, and assess what was provided there with regard to industrial plots, with regard to commercial plots, with regard to other facilities, about the working force. You will be surprised, if I may say so, that though in the last five years industrial plots were developed, if you try to find out how many industries have come up on these plots, to the very great amazement and surprise of the hon. House you will find that hardly one or two factories might have come up so far.

[Shri Shiv Charan Gupta]

What is going to happen to the working force which is increasing in this city every year? People will take to unauthorised activities, people will come and squat, just become hawkers. If you go to the Chandni Chowk or Jumma Masjid area, you will find that while four or five years back there used to be one or two rows of hawkers, today you will find five or six rows of hawkers. The number of unauthorised *rehriwalas* is more than the authorised *rehriwalas*, the number of unauthorised rickshawwalas is more than authorised rickshawwalas, the number of unlicensed industries is much more than the licensed industries. That is the condition in Delhi. If you look at the situation. We talk of respect for law, but it has become an unfortunate position that because of the failure . . .

An hon. Member: It is the responsibility of the Home Ministry.

Shri Shiv Charan Gupta: It is not the Home Ministry. It has a very good bearing because, whether we discuss the Ministry of Works and Housing or the Third Plan, the Master Plans are the responsibility of the hon. Minister. Unless those provisions in the Master Plan are implemented with regard to development of land and with regard to housing industries etc., I am afraid all these diseases follow from there. Therefore, it is very essential that something should be done in that regard.

The Delhi Development Authority has constructed about 180 houses and has decided to sell those houses to the people. The covered area is about 700 to 800 sq. ft. The price fixed by the D.D.A. of some of them is about Rs. 20,000. I put it to you: Is it possible for a person belonging to the poor community or to the lower middle class to afford a house of Rs. 20,000?

If you look at the problem of *Jhuggi-jhomprivalas*, what is happening? According to the 1960-61 census, they were about 43,000. The

hon. Minister was kind enough to say that if they submitted their proofs, he would get their names added to that list. The number came to about 50,000. So far, 25 sq. yd. plots have been allotted to only about 20,000 families; 30,000 is the balance, and another 50,000 has been added in the last five years. Is this city going to become a city of *jhuggi-jhomprivalas*, shanty-dwellers? And tomorrow, all sorts of problems will arise.

Mr. Deputy-Speaker: He has taken 17 minutes.

Shri Shiv Charan Gupta: I will take two or three minutes more.

Again, you will be surprised to know that when Gandhiji came to Delhi in 1937, he started an agitation about the people living in city ditches. The Delhi Ajmeri Gate Slum Clearance Scheme was considered by the Government at that time, and all the properties were notified for acquisition. More than a thousand properties had been acquired. But what is the progress? It was in 1937. Thirty years after, what is the progress regarding this and other slum clearance schemes? If we have to deal with problems like this, I am afraid that whatever effort is made by the government, it is negated by the other factors. In this country we take things very lightly. The late Prime Minister Pandit Nehru visited various slum areas in July 1955 and he said: I want in two years these *katras* should be improved. Eleven years afterwards, today there are still 800 more *katras* to be improved. Even if persons like Nehru and Gandhiji or for that matter the highest person in the land wants to do certain things, ultimately in this rigmarole of administrative procedures all their efforts are thwarted and the problems remain where they are.

About the question of damages for DDA land. The hon. Minister has very kindly waived damages on the

land belonging to L&DO. I would submit to him that the conditions of those people who are occupying the DDA land and who are being charged damages is no better and therefore, I would urge upon him to treat them also on the same basis.

Under the master plan 136 zonal plans are to be prepared and you will be surprised that the master plan becomes a legal document on 1st September 1962. So far only one zonal plan has been approved by the government, 11 plans are with the Government; 19 have been published by the DDA. It has been sent to the government. In all 70 plans are at different stages. Legally speaking, technically speaking, no development is possible unless the land used is shown in the zonal plans. What is happening in Delhi? Because of the housing shortage and the failure of government to provide housing to the lower and poorer people, they are eroding the green land provided in the master plan. The price of land in areas which are earmarked for parking purposes, green purposes, not for residential purposes, is Rs. 21 per sq. yard. It is unauthorised but that is how the master plan is eroded every day. What is the alternative? A tin shed which you could get for Rs. 30 three years ago goes for not less than Rs. 75 in the Lodi Colony and other areas. It may be unauthorised. But all these factors go to show what sort of difficulties are there in Delhi. Unless the government and the House takes them into account and adopts a bold stand, things will be difficult. Therefore, in conclusion, I would suggest to the hon. Minister that he may kindly give us an opportunity to meet the hon. Prime Minister and the Finance Minister so that we may discuss this question of Delhi threadbare and come to some sort of conclusion as to what is to be done in Delhi and how we are going to face the housing problem of the capital, because the policy so far followed by the Government unfortunately has not borne fruit. Therefore, something has got to be done on this account.

Mr. Deputy-Speaker: Hon. Members may now move the cut motions to Demands for Grants relating to the Ministry of Works, Housing and Urban Development, subject to their being otherwise admissible.

Shri S. M. Banerjee (Kanpur): I beg to move:

"That the demand under the head 'Public Works' be reduced to Re. 1."

[Failure to execute departmentally all minor original and maintenance and repair works of the C.P.W.D. (7)].

"That the demand under the head 'Public Works' be reduced to Re. 1."

[Failure to place all officers and establishments as are paid from the Public Works head of account, under the administrative control of the C.P.W.D. (8)]

"That the demand under the head 'Public Works' be reduced to Re. 1."

[Failure to carry out all major original works in the C.P.W.D. in Delhi through the agency of National Buildings Construction Corporation Ltd. (9)]

"That the demand under the head 'Public Works' be reduced to Re. 1."

[Failure to recover the House Rent Allowances from other departments, which is recovered by them from the salary of the staff who have been allotted Government accommodation (10)]

"That the demand under the head 'Public Works' be reduced to Re. 1."

[Failure to provide electric fans in Class IV quarters outside Delhi (11)].

[Shri S. M. Banerjee]

"That the demand under the head 'Public Works' be reduced to Re. 1."

[Failure to get all fans repair work of Delhi done in the Fan Repair Workshop of C.P.W.D. (12)].

"That the demand under the head 'Public Works' be reduced by Rs. 100."

[Need to place the air conditioning and electrical works of the Supreme Court in New Delhi under the same Superintending Engineer (Electrical) of the CPWD (13)].

"That the demand under the head 'Public Works' be reduced by Rs. 100."

[Delay in handing over certain air conditioning works in the Willingdon Hospital to Executive Engineer, Air Conditioning I of CPWD (14)].

"That the demand under the head 'Public Works' be reduced by Rs. 100."

[Need to revise the scale of pay of pay of motor lorry drivers of CPWD (15)].

"That the demand under the head 'Public Works' be reduced by Rs. 100."

[Need to prepare the combined seniority list of workcharged staff of Central Electrical Divisions I & II, Calcutta of CPWD (16)].

"That the demand under the head 'Public Works' be reduced by Rs. 100."

[Need to check continuous employment of workers on muster roll for maintenance works of permanent nature in each section of A, B and Parliament Works Divisions New Delhi of CPWD (17)].

"That the demand under the head 'Public Works' be reduced by Rs. 100."

[Need to pay the increments to certain workcharged staff of Allahabad Central Division of Central Division of CPWD for the year 1949 and 1950 (18)].

"That the demand under the head 'Public Works' be reduced by Rs. 100."

[Need to maintain zonal seniority of workcharged staff of CPWD for purposes of retrenchment only (19)].

"That the demand under the head 'Public Works' be reduced by Rs. 100."

[Need to revise the scale of pay of Road Inspectors on workcharged staff of the CPWD (20)].

"That the demand under the head 'Public Works' be reduced by Rs. 100."

[Need to get transferred Provident Fund account of workers of CPWD taken over from the Ranchi Mental Hospital (21)].

"That the demand under the head 'Public Works' be reduced by Rs. 100."

[Need to supply liveries to the Elec. Khalasis of CPWD employed in mechanical, refrigeration and air-conditioning works (22)].

"That the demand under the head 'Public Works' be reduced by Rs. 100."

[Need to transfer to the regular establishment the Work Assistants of CPWD in Calcutta Zone, who are on deputation to the P & T Department (23)].

"That the demand under the head 'Public Works' be reduced by Rs. 100."

[Need to provide recreation rooms to workers of CPWD Enquiry Offices at Moti Bagh, Nanakpur, Ramakrishnapuram, Netaji Nagar, Laxmibai Nagar, Kidwai Nagar, Andrews Ganj and Shahjehan Road (24)].

"That the demand under the head 'Public Works' be reduced by Rs. 100."

[Need to create additional permanent posts for work-charged staff of the CPWD with effect from 1st April, 1964 (25)].

"That the demand under the head 'Public Works' be reduced by Rs. 100."

[Need to declare the list of work-charged staff of CPWD eligible to be confirmed as permanent Machineman (26)].

"That the demand under the head 'Public Works' be reduced by Rs. 100."

[Need to issue confirmation orders of the work-charged staff of the CPWD declared eligible for confirmation as permanent with effect from 1st April, 1958 and 1st April, 1960 (27)].

"That the demand under the head 'Public Works' be reduced by Rs. 100."

[Need to declare the names of eligible work-charged staff of CPWD for confirmation as permanent on death or retirement of permanent workers (28)].

"That the demand under the head 'Public Works' be reduced by Rs. 100."

[Need to get the G.P. Fund account upto March, 1963 of work-charged staff of CPWD transferred to various Divisional Offices from the A.G.C.R. and AGCW & M (29)].

"That the demand under the head 'Public Works' be reduced by Rs. 100."

[Need to get the Provident Fund accounts of workers of CPWD who have come back from N.D.M.C. transferred to 'G' Division (30)].

"That the demand under the head 'Public Works' be reduced by Rs. 100."

[Delay in disbursement of wages of work-charged staff of Ajmer Electrical Sub-Division of Faridabad Central Electrical Division of CPWD (31)].

"That the demand under the head 'Public Works' be reduced by Rs. 100."

[Delay in disbursement of wages of work-charged staff of Gwalior Electrical Sub-Division of Faridabad Central Electrical Division of CPWD (32)].

"That the demand under the head 'Public Works' be reduced by Rs. 100."

[Need to get transferred the Provident Fund Account of work-charged staff of Ghaziabad Electrical Division of CPWD from the divisions from which they have been transferred to this division (33)].

"That the demand under the head 'Public Works' be reduced by Rs. 100."

[Need to verify the services of the work-charged staff of Ajmer Sub-Division of Faridabad Central Electrical Division of CPWD for the period from 1st June, 1947 to 31st August, 1947. (34)].

"That the demand under the head 'Public Works' be reduced by Rs. 100."

[Need to declare the result of trade test of work-charged staff of Electrical Division No. VII, CPWD (35)].

[Shri S. M. Banerjee]

"That the demand under the head 'Public Works' be reduced by Rs. 100."

[Need to create additional permanent posts for the work-charged staff of the CPWD with effect from 1st April, 1965 (36)].

"That the demand under the head 'Public Works' be reduced by Rs. 100."

[Need to prepare the seniority list of work-charged staff of Faridabad Electrical Division of CPWD (37)].

"That the demand under the head 'Public Works' be reduced by Rs. 100."

[Need to prepare the seniority list of work-charged staff of Ghaziabad Electrical Division of CPWD (38)].

"That the demand under the head 'Public Works' be reduced by Rs. 100."

[Need to supply statements of Provident Fund account for the year ending March, 1965 to the work-charged staff of Electrical Division No. V, CPWD, in New Delhi (39)].

"That the demand under the head 'Public Works' be reduced by Rs. 100."

[Need to prepare the seniority list of work-charged staff of different units of Delhi Aviation Electrical Division of the CPWD (40)].

"That the demand under the head 'Public Works' be reduced by Rs. 100."

[Need to revise the list of exceptional units for seniority of work-charged staff of the CPWD in view of the fact that some of the divisions have ceased to exist and new divisions have been created (41)].

"That the demand under the head 'Public Works' be reduced by Rs. 100."

[Need to declare the list of work-charged staff of CPWD eligible to be confirmed as permanent Concrete Mixer Drivers in the scale of Rs. 40-60 (revised Rs. 85-110) (42)].

Shri Vasudevan Nair (Ambalapur-
zha): I beg to move:

"That the demand under the head 'Ministry of Works, Housing and Urban Development' be reduced by Rs. 100."

[Need to sponsor a housing scheme to enable the low-income group, including the Government servants to construct their houses (107)].

"That the demand under the head 'Ministry of Works, Housing and Urban Development' be reduced by Rs. 100."

[Need to rationalise the rules regarding allotment of Government residential accommodation to Government servants (108)].

"That the demand under the head 'Ministry of Works, Housing and Urban Development' be reduced by Rs. 100."

[Need to utilise the large idle land appended to the bungalows occupied by Ministers, high Government Officials and others without cultivation of food-stuffs (109)].

"That the demand under the head 'Ministry of Works, Housing and Urban Development' be reduced by Rs. 100."

[Decision making eligible Government servants owning houses for allotment of Government accommodation. (110)].

"That the demand under the head 'Ministry of Works, Housing and Urban Development' be reduced by Rs. 100."

[Need to provide residential accommodation to low salaried Government servants. (111)].

"That the demand under the head 'Ministry of Works, Housing and Urban Development' be reduced by Rs. 100."

[Need to prevent rack-renting prevalent in Government colonies. (112) 1.

Mr. Deputy-Speaker: The cut motions are also now before the House.

श्री श्रीकांत लाल बेरबा : उपाध्यक्ष महोदय, सदन में कोरम नहीं है।

उपाध्यक्ष महोदय : घंटी बजाई जा रही है। ... अब कोरम हो गया है। श्री मोहन स्वरूप।

श्री मोहनस्वरूप (पीलीभीत) : उपाध्यक्ष महोदय, मैं आप का भ्रमारी हूँ कि आप ने मुझे बोलने का अवसर दिया।

वर्क्स, हाउसिंग ऐंड अरबन डेवलपमेंट पर बहस चल रही है। पिछले साल यानी 1965-66 में 89,14,15,000 रु० का प्राविजन था और इस साल 74,94,76,000 रु० का प्रबन्ध किया गया है। इस रिपोर्ट में खास तौर से कुछ कमेंटियों का जिक्र है। उन में एक कमेटी आफ आफिसर्स और गोविन्द रेडी स्टडी टीम का भी जिक्र है और बहुत सी सिफारिशों उस में दी गई हैं। मैं उन सिफारिशों से सहमत हूँ। उस पर मुझे कोई ऐतराज नहीं है क्योंकि बहुत सी रिक्लामेंटेशन बहुत अच्छी है। लेकिन बात यह है कि पब्लिक वर्क्स डिपार्टमेंट पर खर्च होता जा रहा है लेकिन उसमें कोई सुधार नहीं हो रहा है। मुझे यह कहते हुए कर्तई संकोच नहीं हो रहा कि बहुत कुछ कहने बाद, बहुत उस पर टीका टिप्पणी होने के बाद भी उस में सुधार होने की कोई आशा नहीं है। जो मकान प्राय बनते हैं

वह कल गिरने शुरू हो जाते हैं। अभी पीलीभीत में बंगालियों के लिए कुछ मकान बनाये गये थे। सिर्फ तीन या चार साल बने हुए हुए हैं लेकिन वह गिरने शुरू हो गये हैं। कहीं छत गिर रही है और कहीं दीवार गिर रही है। आखिर यह स्थिति इस मंत्रालय की कब तक रहेगी ?

निर्माण, आवास तथा नगरीय विकास मंत्रो (श्री मोहन चन्द्र खन्ना) : रिहैबिलिटेशन इस वक्त मेरे पास नहीं है।

श्री मोहन स्वरूप : मकान तो प्राय ही बनाते हैं।

श्री मोहन चन्द्र खन्ना : जी नहीं।

श्री मोहन स्वरूप : मैं यह धर्ज कर रहा था कि इस विभाग के ऊपर बहुत बड़े-बड़े मकानों के बनाने का और देग के निर्माण का दायित्व है। जब उस की हालत नहीं सुधार रही है तो पता नहीं इस देश का निर्माण किस प्रकार हो सकेगा ? मैं इस सिलसिले में कुछ सुझाव देना चाहता था और जो सिफारिशों की गई हैं उन में कुछ ऐडिशन करना चाहता था।

सबसे बड़ी बात जो है वह ठेकेदारी की कुप्रथा है। ठेकेदार ही सारे स्ट्रक्चर की खराबियों की बुनियाद हैं और सारे करप्शन की आधारशिला ठेकेदार पर होती है इस वास्ते मेरा सुझाव है कि ठेकेदारी प्रथा को खत्म किया जाय और सारा काम धमानी में कराया जाये और प्रसिस्टेंट इंजीनियर बगैरह होते हैं वे इस काम को करें।

एक बहुत बड़ी चीज यह है कि हमारे यहां प्रॉक्टेक्ट्स की बहुत कमी है। जब भी कोई बड़ा मकान या कोई चीज बनानी पड़ती है तो उसके लिये बाहरी प्रॉक्टेक्ट्स बुलाये जाते हैं और साबों रुपये उभ पर खर्च किये जाते हैं। मैं चाहता हूँ कि प्रॉक्टेक्ट्स की हमारे यहां व्यवस्था हो और इस के लिये कोई स्कूल बगैरह होना चाहिये जहां पर उनकी ट्रेनिंग हो सके।

[श्री मोहन स्वरूप]

इस के साथ साथ कुछ बिल्डिंग कंस्ट्रक्शन सोसायटीज का भी निर्माण होना चाहिये जो टेकेदारों की जगह ले सकें। टेकेदार टेकनिकल लोग नहीं होते हैं। वह लोग तो सिर्फ रुपये वाले होते हैं और दूसरों से काम लेते हैं। नतीजा यह होता है कि रुपया तो खर्च होता है लेकिन काम अच्छे प्रकार से नहीं होता है। इस लिये बिल्डिंग कंस्ट्रक्शन सोसायटीज बनें और जो ध्राज हम पब्लिक सैक्टर को रुपया दे रहे हैं उसका अच्छे तरीके से बटवारा हो।

इसी के साथ साथ मैं एक चीज यह चाहता हूँ कि सी पल सर्वे करने के लिये भी एक संस्था हो। चार स्टेज पर कंस्ट्रक्शन के काम को देखा जाये। पहले तो मीटीरियल की चैकिंग हो दूसरे जो लोहा और सीमेंट लिया जाता है उसकी चैकिंग हो। तीसरे जब प्रोसेज चल् रहा हो उम बन्त देखा जाये कि सीमेंट जो लग रहा है या मीटीरियल जो लग रहा है वह स्पेसिफिकेशन के मुताबिक है या नहीं और उस के बाद ध्राखिर में जब मकान बनना खत्म हो उस बन्त सैम्पल देखा चाहिये इतना करने के बाद फिर काम दिया जाना चाहिये।

लम्प सम देने की जो सिफारिश की गई है मैं उस को मानता हूँ। यह बात ठीक नहीं है कि परसेज बेसिस पर टेके दिये जाते हैं। यह फायदे की चीज नहीं है। मैं चाहता हूँ कि लम्प सम बेसिस पर काम किया जाये और जो भी पेमेंट हो वह उसी ध्राधार पर हो। परसेज पर जो भी काम होता है उस में गवर्नमेंट को हमेशा नुक्सान होता है और जो प्रोजेक्ट होता है वह ठीक से नहीं बनती। इसी के साथ साथ और बहुत सी चीजें हैं जिन की ध्रा ध्यान दिया देना चाहिये। उनमें से कुछ यह है कि देखभाल अच्छी हो, विजिलेस अच्छी हो, काम को ठीक से नियंत्रण में रखा जाय। भ्रगर इस तरह से किया जाये

तो मैं समझता हूँ कि स्थिति में काफी सुधार हो सकता है। मैं चाहता हूँ कि मंत्री महोदय इस की ध्रा ध्यान दें। भ्रगर बिल्डिंग्स इस तरह गिरती रहेंगी तो हमारे निर्माण के काम को बड़ा धक्का लगेगा।

ध्रा मैं कुछ हाउसिंग के बारे में कहना चाहता हूँ। हाउसिंग के सिलसिले में स्थिति यह है कि कुल मकान जो मंजूर हुए वह 3 लाख, 20 हजार, 279 थे और उन में से 1 लाख, 95 हजार, 500 मकान बने। इस का मतलब है कि 1 लाख, 24 हजार, 779 मकान नहीं बन सके और कुछ रुपया जो 122.56 करोड़ मंजूर हुआ या इस काम के लिये उस में से कुल 69.83 करोड़ यूटिलाइज हुआ और 52.73 करोड़ रुपया अनयूटिलाइज्ड रहा। मेरा निवेदन है कि हाउसिंग के लिये जो रुपया ऐलोकेट होता है वह खर्च नहीं होता और जो बच गया वह हाउसिंग पर न लगा कर दूसरे कामों में खर्च होता है। इस सिलसिले में मेरा यह निवेदन है कि जो भी ऐलोकेशन हो वह सब का सब हाउसिंग के काम पर खर्च होना चाहिये और जो भी रुपया बच जाये वह भ्रगले साल इसी काम पर खर्च किया जाना चाहिये क्योंकि हाउसिंग का जो मसला है वह बहुत ही महत्वपूर्ण मसला है और चाहे देहाती क्षेत्र हो या शहरी क्षेत्र हो यह बहुत बड़ी समस्या बन गया है। हर साल घरों की बहुत कमी होती जा रही है और जनसंख्या बराबर बढ़ती जा रही है। इसी के साथ जो दूसरी चीज हो रही है वह यह कि गांवों से लोग शहरों की तरफ माइग्रेट करते जा रहे हैं, गांवों की तरफ से लोग बहुत बड़ी संख्या में शहरों में चले ध्रा रहे हैं इसलिये शहरों में कंजेशन बढ़ रहा है और मकानों की समस्या दिन प्रति दिन जटिल होती जा रही है। तो मैं चाहता हूँ कि इसमें ज्यादा से ज्यादा इस तरफ तबज्जह दी जाय मकानों को बनाने की तरफ और जो मकानों की कमी है उसको दूर करने की तरफ।

ज्यादा हीटल्स में न जाकर मैं सिर्फ बिलेज हाउसिंग की बात कहना चाहूंगा। अभी द्वितीय पंच वष योजना पर जब जिक्र हुआ तो बिलेज हाउसिंग की एक तस्वीर खींची गई थी। उसमें बताया गया था कि कुल 558100 गांव हमारे देश में हैं और उसके हिसाब से 357 मिलियन आबादी तो सन् 1951 की जनगणना के आधार पर थी। उसके अनुसार 295 मिलियन मकानों की आवश्यकता थी। तो अगर उस तरीके से हिसाब जोड़ा गया था कि 5 सौ रुपये प्रति मकान भी खर्च हो क्योंकि मारे के सारे मकान जो देहाती क्षेत्र में हैं वह या तो नये बनने हैं या पुरानों की मरम्मत होनी है, तो 5 सौ रुपये प्रति मकान के हिसाब से अनुमान लगाया था कि 25 सौ करोड़ रुपये की आवश्यकता होगी। तो बिलेज हाउसिंग का बहुत बड़ा ममला है क्योंकि देश की 80 प्रति शत आबादी गांवों में रहती है और उसको सुधारने के लिए बहुत कम काम हुआ है। अभी 5 हजार गांव कुछ छांटे गये थे। पूरे 558100 गांवों में से 5 हजार गांव छांटे गए थे। मगर उनमें से 2386 में काम शुरू हुआ। 57923 मकान मंजूर हुए थे और 28362 मकान बने। कुल 8.1 करोड़ रुपये इसके लिए मंजूर हुआ था जो कि बहुत कम है। समुद्र में एक बूंद के बराबर है। तो मैं चाहूंगा कि गांवों की तरफ ध्यान जाना चाहिए। मंत्री महोदय को और मंत्रालय को इस तरफ सजग होना चाहिये क्योंकि गांव की स्थिति अगर नहीं सुधरती है तो देश की स्थिति भी नहीं सुधरेगी। शहरों के विकास या शहरों के लिए सड़कें बना देने से या उनको खूबसूरत बना देने से देश का वास्तविक विकास नहीं होगा। बल्कि जब गांवों की स्थिति सुधरेगी तभी मुल्क का विकास हो सकता है और उसमें सुधार हो सकता है।

कुछ थोड़ा सा स्टेट आफिस के बारे में भी कहना चाहूंगा। स्टेट आफिस का अब तक रेंट का बहुत बड़ा बकाया था। करीब

18.81 लाख रुपये बकाया था जो कि अब भी 5.25 लाख रुपया रह गया है। पेज 40 पर इसका उल्लेख है। अब भी बहुत बड़ी रकम रेंट की बकाया है। उसकी बसूलयाबी होनी चाहिये और उसमें ढिलाई नहीं बरती जानी चाहिये।

मुझे बताया गया कि मकानों की बड़ी भारी कमी है। 1 लाख 5 हजार 770 मकानों की कमी है। लेकिन कमी के साथ साथ एक प्रवृत्ति और है मकानों को गिराने की। बहुत सी जगह मिन्टो रोड पर और दिल्ली के बहुत से भागों में पुराने मकान गिराये जा रहे हैं। आपने खुद इस रिपोर्ट में माना है कि रुपये की कमी है। तो जब रुपये की कमी है तो जो हटमेंट्स या जो मकान मरम्मत के लायक हैं उनको क्यों गिराया जा रहा है? अभी बच रोड पर पूरी लाइन की लाइन गिराई गई। मैं समझता हूं कि काफी मकानों में मरम्मत से काम चल सकता था लेकिन उनको गिरा दिया गया। तो जब यह स्थिति है तो इनको क्यों गिराया जा रहा है? इसमें भी इसकी फिगर्स मौजूद हैं। 1 लाख 60 हजार स्क्वायर फीट जो जगह है वह गिरायी गई। इसी के साथ साथ गवर्नमेंट ने दफ्तरों को दिल्ली के बाहर भेजने की योजना चलायी थी। बहुत से दफ्तर बाहर भेजे गए। लेकिन बहुत से मंत्री लोग इसकी मुखासिफत कर रहे हैं। वह अपने दफ्तरों को फरीदाबाद नहीं ले जाना चाहते तो जहां एक तरफ कन्जेशन है, दफ्तरों की कमी है, मकानों की कमी है वहां इसकी मुखासिफत हो रही है। मैं चाहता हूं कि कैबिनेट के स्तर पर इस पर विचार करके स्थिति को सुलझाना चाहिये।

इसी के साथ साथ एक चीज विशेष रूप से प्रिंटिंग ऑफ स्टेशनरी के बारे में कहना चाहूंगा। अभी हमारे यहां जो रिपोर्टें पैक हुई हैं, उनके अनुसार यह तय पाया है कि ढाई करोड़ रुपये

[श्री मोहन स्वरूप]

कागज पर प्रौर 20 लाख रुपया दूसरी मर्दों में जो खर्च होना है उसको स्टेशनरी विभाग जो कलकत्ते में उसके ऊपर वह कम्पेन्ट नहीं करेगा यानी वह उस मांग को पूरा नहीं करेगा बल्कि सुझाव दिया गया है कि 100 रुपये या हजार रुपये की जो चीजें हैं मंत्रालय स्वयं उनके खर्च को वहन करेगा प्रौर वह सामान मार्केट से खरीदेगा । मेरे पास कम्पेरेटिव फिगर्स मौजूद हैं । उसमें जाहिर होता है कि जो सामान स्टेशनरी विभाग के जरिये खरीदा जाता है वह कहीं सस्ता है प्रौर जो बाजार से सामान खरीदा जाता है उसकी कीमत डबल तक है । तो मैं नहीं समझता कि इस तरह से जो डिसेंट्रलाइजेशन हो रहा है उससे कोई लाभ होने वाला है । एक तरफ तो 7 हजार घ्रापके इन्डेन्ट्स हैं जिनमें मिनिस्ट्रीज भी शामिल हैं । बहुत से विभाग हैं प्रौर बहुत से ऐसे लोग हैं जो गवर्नमेंट के नहीं हैं लेकिन यहीं से सामान लेते हैं । तो 7 हजार इन्डेन्ट्स को 100 रुपये या 1 हजार का सामान लाने के लिए भ्रमण से घ्रादमी मुकर्र करके पड़ेमें प्रौर ले जाने का खर्चा प्रौर बढ़ेगा । इस तरह से जो डिसेंट्रलाइजेशन होगा उससे कोई लाभ होने वाला नहीं है । इसलिए मेरा निवेदन है कि इस पर विचार किया जाय । यह बहुत पुरानी संस्था है जो कि सस्ते दरों पर सामान को इकट्ठा करके मन्त्रालयों को प्रौर दूसरी जगहों को देती है । तो यह कोई घच्छी बात नहीं होगी कि इसमें काम में कटीती की जाय प्रौर इस तरह से खर्च को बढ़ाया जाय । एक तरफ तो हम खर्च की बात को कहते हैं, रुपये की कमी की बात कहते हैं दूसरी तरफ खर्च को बढ़ाना भी चाहते हैं बिना बजह कोई कारण नहीं है, स्वामस्वाह एक नयी बात करने के लिए । बनिया जैसे बक्त्त में बाटों को इधर उधर तोलता है उसी तरह बाटों को तोलना चाहते हैं । काम जो करने को है वह करना नहीं चाहते प्रौर फिजूल की बातों में बक्त्त प्रौर रुपये को गंवाना चाहते हैं । तो मेरा निवेदन है कि

इस तरफ सरकार का ध्यान जाना चाहिये प्रौर यह जो इस तरह की स्कीमें है वह नहीं होनी चाहिये । इस मुहकमे का डिसेंट्रलाइजेशन नहीं होना चाहिए बल्कि काम जिस तरह से चल रहा था उसी प्रकार होना चाहिए । इतना कह कर मैं अपनी बात समाप्त करता हूँ ।

17.36 hrs.

STATEMENT RE: SHRI PURUSHOT-
TAM DAS KAKODKAR**Mr. Deputy-Speaker:** The Home Minister wants to make a statement.**Shri Hari Vishnu Kamath** (Hoshangabad): It has not been announced earlier.**The Minister of Home Affairs** (Shri Nanda): I had given intimation in the morning.**Shri Hari Vishnu Kamath:** But the Speaker did not announce it. It comes as a surprise.**Shri Nanda:** It is something which hon. Members would like to know.**Shri Hari Vishnu Kamath:** That is a different matter. In fairness, it should have been conveyed to Members in the morning. They did not even know that there would be a statement.**Shri Khadiikar** (Khed): I had given notice....**Shri Hari Vishnu Kamath:** The usual practice in this House has been