

I can, of course, give one explanation for it. There was much more demand in those items where there was surplus production. Take, for example, sugar. Really speaking, when there is surplus and one has to stock those items, there is demand for credit.

SHRI MAHARAJ SINGH BHARATI: It is a genuine demand.

SHRI Y. B. CHAVAN: Yes, there is a genuine demand. But at the same time, it does not lead to additional production. I am merely explaining the need for larger credit, which was the main question. These are some of the factors, and we are going into these things.

श्री कंबर लाल गुप्त : जहां तक बैंकस के एग्रीगेट डिपॉजिट्स का सवाल है, 1968-69 में इनक्रीज 16.4 परसेंट थी, जब कि पिछले साल वह 16.1 परसेंट थी। इसका मतलब है कि डिपॉजिट्स कुछ कम हो गये। बैंक क्रेडिट में पहले साल में 15 परसेंट इनक्रीज था, जब कि अब 21 परसेंट इनक्रीज है, यानी 6 परसेंट ज्यादा इनक्रीज हो गया है। क्या यह सही है कि क्रेडिट में जो वृद्धि हुई है, वह प्राइवेट परपजिज में नहीं हुई है, बल्कि नान-प्राइवेट परपजिज में हुई है, जैसे शूगर के स्टॉक में 300 करोड़ रुपये लगे हैं और यही हालत फूड प्रोक्युरमेंट और आयरन एंड स्टील की है? प्राइवेट परपजिज में ज्यादा लोन जायें, क्या उसके लिए सरकार ने यह निश्चित किया है कि कितने लोन एग्रीकलचरल सेक्टर में जायें, कितने स्माल-स्केल सेक्टर में जायें, कितने अलग अलग सेक्टरों में जायें?

SHRI Y. B. CHAVAN: He wanted to know whether we have fixed certain percentages and proportions for different heads of economic activity. If we merely go by that mechanical process, it will lead to some difficulties. After nationalisation, there is one very definite change, and I must say, a good change. So far what we call the priority sectors were getting less attention from credit institutions. Now that is corrected and the attention given to them has increased.

The demand for credit rises because of developing and expanding economic activity. For that there must be more resources with the banks also. Hence the emphasis on deposit mobilisation.

I do not accept the theory that deposit mobilisation has gone down. I do not know if members have with them Annexure Two—it is available to me. . .

SHRI LOBO PRABHU: Not keeping pace.

SHRI Y. B. CHAVAN: It is not true that it has decreased compared to previous record. I can give figures.

SHRI KANWAR LAL GUPTA: I say comparatively.

SHRI Y. B. CHAVAN: From 27 December 1968 to 31 October 1969, the total addition to deposit mobilisation was Rs. 567.1 crores. During the corresponding period afterwards, that is 26 December 1969 to 30 October 1970, the corresponding figure was Rs. 710 crores. So there is increase. But the point is that between the increase in deposit and increase in credit demand, there is an increasing gap. That has to be bridged. That is our problem.

National Transport Policy

*516. **SHRI N. K. SANGHI:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government propose to formulate national transport policy, to coordinate the development of various means of transport and to set up technical boards at the Centre and State levels as recommended by an earlier Committee on Inland Water Transport; and

(b) what was the proposed outlay for development of water transport during the last three Five Year Plans and what amount of it was actually spent?

THE DEPUTY MINISTER IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI IQBAL SINGH): (a) and (b). A statement is laid on the table of the House.

Statement

(a) The Committee on Inland Water Transport set up under the Chairmanship of Shri B. Bhagavati, has recommended that the National Transportation Policy should aim at exploiting inherent advantages of all modes of transport with the object to bring about conditions for the development of all modes of transport in such proportions and combinations as would ensure maximum return from investment in the transport system as a whole and to meet the total transport need of the community at each stage, at minimum cost. This recommendation of the Committee will be further processed taking into account the views of the State Governments and in consultation with the concerned Ministries.

Pursuant to the recommendation made by the earlier (Gokhale) Committee, a technical Directorate was set up in the Centre. The State Governments of Assam, West Bengal and Kerala have also set up technical organisations to deal with the matters relating to inland water transport. The need to set up such organisations or at least separate cells at each State level was emphasised on the State Governments. The Governments of Maharashtra and Bihar are considering the proposal. The other State Governments have intimated that for the present no separate cells or organisations were considered essential as there is no sufficient work and that all matters relating to inland water transport in those States are being dealt with either by their Irrigation/Public Works Departments and/or the State Port Officers.

(b) Although no separate allocations were made for the development of inland water transport in the First Five-Year Plan, expenditure amounting to Rs. 33.08 lakhs was, however, incurred on the grants and contributions made to the Ganga-Brahmaputra Water Transport Board for the acquisition of craft and for meeting its normal expenditure. During the Second and the Third Five-Year Plans, expenditure amounting to Rs. 72.34 lakhs and Rs. 307.40 lakhs were incurred against the plan provisions of Rs. 143.32 lakhs and Rs. 548.00 lakhs respectively.

SHRI N. K. SANGHI: Is it a fact that the Bhagwati Committee has recommended an expenditure of Rs. 12 crores in the Fourth

Plan for this whereas the Plan has provided only Rs. 8 crores for this purpose, out of which 50 per cent has to be the States' contribution? The finances of States like West Bengal and Bihar where water transport has to be increased are absolutely in the red. What do Government propose to do to fill up the gap so that at least the outlay of Rs. 8 crores can be utilised for inland water transport?

SHRI IQBAL SINGH: The Bhagwati Committee made some specific recommendations. We have sent these to the State Governments. As for the Plan provision for inland water transport and all those things, it is Rs. 13 crores in the Fourth Plan, Rs. 5 crores in the central sector, Rs. 4 crores in centrally-sponsored schemes and Rs. 4 crores in the States sector. Wherever, it has to be revised, we will take it up one by one and whatever the recommendations of the State Governments concerned for projects and so on, we will consider them.

SHRI N. K. SANGHI: The development of a co-ordinated transport system by Government has been absolutely lacking. What action has been taken to develop the Farakka Barrage into a rail-road-river Co-ordinated transport system? Also what action has been taken to develop the Rajasthan Canal into a satisfactory water transport system?

SHRI IQBAL SINGH: The Bhagwati Committee was appointed to make recommendations for development of the inland water transport system. The Committee have gone into the matter with State Governments and the interests concerned in detail. We are examining their recommendations. We have asked the State Governments concerned to make specific proposals on them.

Regarding Farakka, we have sent the Committee's recommendations to the State Governments and others concerned.

SHRI N. K. SANGHI: What about the Rajasthan Canal?

SHRI DHIRESWAR KALITA: The hon. Minister said that Bhagwati Committee was appointed to study the problem of inland water transport. The Committee has specifically recommended that in Brahmaputra the water transport system which was

being managed by the RSN Company but now taken over by the Inland Water Transport Corporation should immediately come into existence under the new arrangement, for which the necessary funds should be provided by the Government of India. I want to know what steps the Government of India has taken in respect of this particular specific recommendation made by the Bhagawati Committee.

SHRI IQBAL SINGH: The recommendations of the Bhagawati Committee were received only on 27th October, 1967, and within one month we have sent all these recommendations to the State Governments to make up their minds and send specific recommendations. We are taking steps from all aspects whatever has been recommended by the Committee, so that they may take some concrete shape.

Regarding the recommendation of the Committee on the Brahmaputra, we have asked the State to comment on it.

SHRI SRADHAKAR SUPAKAR: May I know what the Government are doing to co-ordinate this inland water transport with road transport and railway transport, and whether there is any thinking that some water steamer or transport service in the perennial rivers should be started in the public sector by the State Governments, either by themselves or with the help of the Central Government?

SHRI IQBAL SINGH: The Bhagawati Committee has recommended the starting of a service in the Ganga. We are examining it with the State Governments of U. P. and Bihar. No such service can be run effectively unless it is taken up by the State Government, we can only give assistance. Our experience in Assam is that in spite of all our persuasion, things could not pick up. So, we have asked the State Governments of U. P. and Bihar to take this matter, and we are ready to assist them.

SHRI A. C. GEORGE: The hon. Minister said that Rs. 5 crores are allotted for the Central Sector and Rs. 4 crores for the centrally sponsored schemes in the Fourth Plan for inland transport. Taking into consideration the wide potentialities of develop-

ing inland transport in Kerala, may I know how much money is allotted for Kerala and if it meets the demands of the State as such?

SHRI IQBAL SINGH: Regarding the specific demand of Kerala, I have no information at present. There is one scheme that has been recommended by the Bhagawati Committee; we have asked the State Government to take up the projects, and they have already sent the project, i.e., the Nandikera scheme. We have asked them about the other schemes which have been specifically recommended. The total complex is: Rs. 167 lakhs for the Champakaran Canal, Rs. 41 lakhs for the Nandikera Canal and for acquisition of passenger boats Rs. 30 lakhs.

Arrangement for receiving bigger Jet Plans in Major Airports

* 518. **SHRI SRADHAKAR SUPAKAR:** Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether arrangements for receiving bigger jet planes have been completed in all the major airports of India; and

(b) the total expenditure involved in the project of improving the airports?

THE DEPUTY MINISTER IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (DR. SAROJINI MAHISHI):

(a) The international airports at Bombay, Delhi, Calcutta and Madras are even now in a position to receive Boeing 747s. Certain essential improvements are, however, being made and additional facilities provided to meet the requirements more adequately. Almost all domestic aerodromes to which Indian Airlines are likely to operate the Boeing 737s are suitable for the operation of this aircraft.

(b) A sum of Rs. 37.50 crores is available in the Fourth Plan for developing the four international airports and Rs 5 crores for domestic airports.

SHRI SRADHAKAR SUPAKAR: The present scheme is to have these bigger planes only in the four major ports. May I know whether, in course of time, the other airports will also be served by these bigger planes which can accommodate larger number of passengers, and if so, what is the scheme?