

of the kisan. What is the commercial policy? Is it a commercial or an agricultural matter? What is it?

Mr. Speaker: Matters of policy are not inquired into during the Question Hour.

Shri Hari Vishnu Kamath: But the difficulty arises when they lay such statements on the Table. Why should they make that kind of statement?

Mr. Speaker: Information has been given. Matters of policy can be raised separately.

Shri Hari Vishnu Kamath: Why should they raise it in the statement? They have said so that in the statement.

Mr. Speaker: That is a different question. All the information he can give he has given.

Shri Hari Vishnu Kamath: He has not given any information.

Mr. Speaker: He is asking about policy.

Shri Hari Vishnu Kamath: Can he explain this part of the statement?

Mr. Speaker: He has done that.

Shri Hari Vishnu Kamath: How?

Mr. Speaker: He has given the information. I think the answer has come.

Shri Hari Vishnu Kamath: Will you be so good as to listen to this part of the statement namely,—

“commercially feasible and profitable proposition”?

Is that the Government's intention? Do they propose to make it a commercially profitable proposition and not look to the interests of the kisan? What is the Government's attitude?

Dr. Ram Subhag Singh: How does the question of profiteering arise? I am afraid, the hon. Member is not

reading the statement between the lines.

Shri Hari Vishnu Kamath: You better read and understand it.

Mr. Speaker: Order order. Next question.

Manipur State Transport

*584. { Shri Rishang Keishing;
Shri G. Mohanty:

Will the Minister of Transport and Communications be pleased to state:

(a) whether Government are aware of the fact that the Manipur State Transport has been running on heavy loss ever since its inception;

(b) the loss incurred during the last five years;

(c) the reasons for the loss; and

(d) the steps taken to improve the working of the Manipur State Transport in order to earn profit?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (d). A statement giving the requisite information is laid on the Table of the Sabha.

STATEMENT

Since its inception in 1949-50 and up to 1960-61 the Manipur State Transport has been running on loss except for four years.

The profit and loss position during the last five years is as indicated below:

Year	Profit	Loss
1957-58	Rs. 25,366	—
1958-59	Rs. 3,21,218
1959-60	Rs. 2,54,377
1960-61	Rs. 5,68,308
1961-62	(Profit and loss account is under preparation).	

The main reasons for the losses are as under:

(i) The Manipur State Transport does not get sufficient mate-

rial for carriage from Imphal to Dimapur and as such approximately 15 vehicles run empty every day from Imphal to Dimapur.

- (ii) The present maximum fare of Rs. 5 per passenger between Imphal and Dimapur over a distance of 134 miles is low.
- (iii) The vehicles on this route run in convoys under military escort due to the prevailing law and order situation. The military authorities do not run any convoy on Sundays, Wednesdays and other important public holidays. The Manipur State Transport is, therefore, able to operate on this route for not more than 250 days in the year. This factor alone reduces the revenue of the undertaking by about 1/3rd without any corresponding decrease in pay of establishment, depreciation, interest on capital, etc.

The following steps are being taken to improve the working of the Manipur State Transport in order to earn profits:

- (i) The Manipur Administration is examining the question of raising the maximum fare limit of Rs. 5 per passenger on the Imphal Dimapur route.
- (ii) Ways and means of securing sufficient load for carriage from Imphal to Dimapur by competing with the private operators is also under the consideration of the Administration.
- (iii) Services on uneconomic routes are being withdrawn and the frequency of service on other routes is being suitably revised on the basis of the traffic offering.

Shri G. Mohanty: As it is a continued loss what steps were taken after its detection in the first year and the second year?

Shri Raj Bahadur: The losses are there because we have got to keep the service running compulsorily and because of certain circumstances in that area. Between Imphal and Dimapur the vehicles have often to run almost empty as many as 15 per day. They are passenger vehicles. Apart from that the quantity of goods traffic over this line is not quite adequate but the services have got to be kept running. We are taking steps to see whether the fares can be revised upwards. We have also taken steps to secure sufficient load for carriage from Imphal to Dimapur which is the main using line. Services on uneconomic routes are being withdrawn.

Shri G. Mohanty: May I know whether these steps were taken only in the year after detection in the first year and also may I know what steps were taken after the second year, third year and the fourth year?

Shri Raj Bahadur: I cannot say yearwise. But these are, broadly, the results of certain experience.

Shri Maheswar Naik: As many as fifteen buses are said to be running empty every day. May I know why it is that these buses were allowed to run empty and these losses allowed to continue?

Shri Raj Bahadur: The service is kept running between Imphal and Dimapur. The service is kept running under the protection of military convoys. We can run it only on 250 days out of 365 days. It is because of this.

Sugar Trade in Delhi

*585. **Shri D. C. Sharma:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether sugar trade has been licensed in Delhi; and