

(६) राज्य सरकारों की मांग के अनुसार कपास की फसल के लिए उर्वरकों का विशेष कोटा उपलब्ध किया जाता है।

Railway Electrification Scheme.

*470. { Shri Dinen Bhattacharya:
Dr. Ranen Sen:
Dr. Saradish Roy:
Shri Sarkar Murmu:

Will the Minister of Railways be pleased to state:

(a) whether the Railway Electrification Scheme has been started as a project under the Railway Board;

(b) the number of persons employed in Eastern and Northern Railway under the same Scheme; and

(c) whether their service conditions are the same as for those of other railway employees?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy):

(a) Yes.

(b) 7447. Northern. 1951, Eastern 5496.

(c) Yes, except that of Casual Labourers.

Japanese Demonstration Farms.

*471. { Shri Yashpal Singh:
Shri P. R. Chakraverti:
Shri A. K. Gopalan:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether the yield of paddy in the demonstration farms organised on the Japanese pattern has considerably increased;

(b) if so, whether it is proposed to establish more such farms; and

(c) the criteria for selecting the sites for these farms?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Information on the performance of the paddy Demonstration farms received from the States is not yet complete. Available information shows that the performance of these farms was on the whole satisfactory in the first paddy season and it is likely to be very good in the present season.

(b) Yes.

(c) The Farms are selected by Japanese experts who constitute the Survey Team which visits the sites suggested by the State Governments. The Team considers the following factors:—

1. Location of the farm near and well connected with a town having civic facilities such as hospital, railway station, etc.
2. Irrigation and drainage facilities or proper water management.
3. Fields which are levelled or terraced to a high degree of perfection.
4. Location of the site in an irrigated belt.
5. Provision of residential and farm buildings according to standard and specifications of the Japanese Team.
6. Suitability of the soils for adoption of Japanese implements and techniques.

Nationalisation of Passenger Transport Service

*472. { Shri P. Venkatasubbaiah:
Shri Eswara Reddy:

Will the Minister of Transport be pleased to state:

(a) Whether it is a fact that the State Governments have been asked not to proceed with the nationalisation of passenger transport service in their States;

(b) if so, the reasons therefore; and

(c) the reaction of the State Governments to this proposal?

The Minister of Transport (Shri Raj Bahadur): (a) The National Development Council has suggested to the State Governments that programmes for expanding the fleets of the State Road Transport Undertakings for passenger service should be held in abeyance or curtailed to the minimum, and where possible, deferred.

(b) The reason which appears to have weighed with the Council is that the productive capacity of the automobile industry should be conserved for more important uses, including military needs.

(c) There is no nationalised service in Pondicherry while the transport services are completely nationalised in Himachal Pradesh. The question of the Himachal Pradesh and Pondicherry Government taking any action on the suggestion does not arise.

The Andhra Pradesh Road Transport Corporation is reviewing its programmes of nationalisation for the years 1964-65 and 1965-66.

The U.P. Roadways have deferred 10 out of the 32 schemes published by them and further publication of new schemes has also been deferred.

The proposal to nationalise road transport services in Tripura has been postponed.

The Government of Kerala have stated that the advice of the National Development Council will be kept in view by them.

The Manipur State Transport and Gujarat State Road Transport Corporation have reported that they are going slow with their nationalisation programmes.

The Maharashtra State Road Transport Corporation have been advised to finance their nationalisation programmes from their internal re-

sources and not to ask for any capital contribution from the Central Government or the State Government.

The Government of Punjab have regretted their inability to act on the advice of the National Development Council, since any postponement or deferment of the programmes in the Ambala and Jullunder regions will be contrary to the agreement of the State with the private operators to run transport services on a 50:50 basis.

The other States have not yet communicated their views.

Road Board

***473. Shri Ramachandra Ulaka:** Will the Minister of Transport be pleased to refer to the reply given to Starred Question No. 350 on the 12th March, 1963 and state:

(a) whether Government have since considered the proposal for setting up a Road Board; and

(b) if so, the broad features thereof?

The Minister of Transport (Shri Raj Bahadur): (a) and (b). The matter is still under consideration.

Timber Shortage

***474. { Shri Indrajit Gupta:
Shri Yamuna Prasad Mandal:
Shri Badrudduja:
Shri N. P. Yadav:
Shri H. P. Chatterjee:**

Will the Minister of Food and Agriculture be pleased to state:

(a) whether long-term plans have been drawn to meet 100 million ton deficit in timber and fuel; and

(b) if so, the outline thereof and the arrangements made to ensure financing of such plans?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) and (b). A 15 year programme for raising fast grow-