

ing sugar and is any Indian shipping used to export sugar or is only foreign shipping used? Do we pay the freight for export of sugar in foreign exchange, and if so, what is the amount of foreign exchange paid for freight, and what is the amount of foreign exchange earned by export of sugar?

Mr. Speaker: No so many questions.

Shri D. R. Chavan: This can be addressed to the Ministry of Transport.

Shri C. Subramaniam: I do not have the figures with me; if the hon. Member puts a separate question, I shall answer it.

श्री जगदीश सिंह तिड्यान्ती : इस बात से इन्कार नहीं कि किया सकता कि अन्य देशों को चीनी का निर्यात करने के कारण स्वदेश में चीनी की कमी पड़ती है। क्या इस काम को दूर करने के लिए सरकार गन्त-उत्पादकों का गूड़ प्रारंभ कर बनाने पर प्रेरित करेगा ?

Shri D. R. Chavan: Actually, this year the production is likely to be 32 lakh tons. On account of the increased production, we have liberalised the release. There are certain increases in the monthly quotas. Previously what was being released would be now increased; the releases given in monthly quotas now is about 10 000 tonnes more than that of November, 1964.

श्री रामलोक पादव : मैं यह जानना चाहता हूँ कि क्या नगरपालिका ने चीनी की उच्च के उतार-चढ़ाव के कारणों का अध्ययन किया है; यदि हाँ, तो उनको दूर करने के लिए क्या प्रयास किये जा रहे हैं ?

Shri D. R. Chavan: The Gundu Rao Committee was appointed to go into this problem, in all its aspects, of the Indian sugar industry. As I have just now stated, that report is under examination.

Shri Shivaji Rao S. Deshmukh: On the background of the past experience that sufficient quantities of

licensed capacity still remain, may I know whether the Government propose to license sufficiently large quantities to ensure the actual production of 45 million tonnes by the end of the fourth plan?

Shri D. R. Chavan: That is what is being proposed in the fourth Five Year Plan.

Mr. Speaker: Next question; we always get stuck up with sugar.

#### Viable Transport Units

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\*602. { Shri P. R. Chakraverti:  
Shri P. C. Borooah:

Will the Minister of Transport be pleased to state:

(a) whether a Study Group has been appointed to suggest a scheme for organising private road transport operators into viable units in the interests of promoting economy and efficiency;

(b) whether this Study Group will consider the feasibility of establishing organisations in each State for providing servicing, breakdown relief, constructing warehouses, terminals and rest houses; and

(c) how far the vehicle-owners have responded to the call for the formation of viable transport units?

The Minister of Transport (Shri Raj Bahadur): (a) Yes.

(b) Yes.

(c) As viable units will result in better organisation in the industry, there is likely to be good response from the vehicle owners. However, this will be assessed after the report of the Study Group has been received.

Shri P. R. Chakraverti: Keeping in view the fact that in the context of the Fourth Plan, the construction of roads and also the production of commercial vehicles have assumed importance, may I know what positive steps have been taken by the Government to promote this aspect?

Shri Raj Bahadur: Certain steps have already been taken. I can

enumerate them but it will take time. But the Study Group that has been set up will recommend more steps.

**Shri P. R. Chakraverti:** In view of the fact that concerted action and uniformity are essential for the operation of the Motor Vehicles Act, what steps are being taken to enlist the sympathy and active co-operation of the States in this matter?

**Shri Raj Bahadur:** All these steps will be taken. In the ultimate analysis, they will have to be implemented by the State Governments, and therefore we have to carry them with us. The Study Group will make recommendations and we will consider them and analyse them and then recommend the steps to the State Governments.

**Shri P. C. Borooah:** In view of the inevitable cut in the fourth Plan in the road transport outlay, may I know whether the provision for the development of road transport will be slashed and, if so, to what extent and what will be the final allocation?

**Shri Raj Bahadur:** The cut appears to be largely on the public sector allocation.

**Shri Sham Lal Saraf:** May I know whether care will be taken to see that no monopolistic trends become discernible when the formation of viable units takes place?

**Shri Raj Bahadur:** That has to be borne in mind, certainly. However, I would like to mention, in this connection, certain important facts. Out of 153,302 operators, that we have, as many as 136,000 are single-unit operators, that is 89 per cent. Out of the remainder, those who own two to five vehicles each total up to 14,000, that is, 9 per cent. There are only two per cent of owners who own more than five units. Therefore, in order to bring about some sort of order and organisation in the whole industry, it is imperative and important that viable units are encouraged.

**Shri U. M. Trivedi:** This may be a very laudable thing, but will this not result in giving up the main idea of nationalisation of passenger transport and goods transport?

**Shri Raj Bahadur:** So far as goods transport is concerned, we know that the capacity for nationalisation, in view of the allocation made so far and what is proposed in the fourth Plan, is yet limited. Naturally we would not like to create a scare among the private investors; the small investors, especially, in the industry would not come in if there is any scare.

**Shri U. M. Trivedi:** He has not answered in respect of passenger traffic.

**Shri Raj Bahadur:** Only 33 per cent is now in the nationalised sector; in Passenger Transport and according to the proposals we have in the fourth Five Year Plan, this will increase to 40 per cent.

**Shri A. N. Vidyalankar:** May I know whether this matter is being studied for the first time or if it was studied earlier, and if it had been studied before also, may I know how far the recommendations were implemented?

**Shri Raj Bahadur:** This has been constantly under review and under consideration. We have taken certain steps like the grant of preference to transport co-operative societies; also, the Inter-State Transport Commission has provided that inter-State long-distance permits will be given to viable units, etc., etc.

**Shri Hem Barua:** May I know if the attention of the government is drawn to a report that the Pakis'an Government have detained 15 steamers and 31 flats bound for Assam and this is likely to disturb the economy of Assam? In that context, may I know whether the government have made any special arrangements for road transport?

**Shri Raj Bahadur:** We have already got the State Transport Corporation . . . .

**Mr. Speaker:** He has fears about the sea transport; he wants road transport to be arranged.

**Shri Raj Bahadur:** We have made arrangements and we are augmenting that.

#### Fishing Industry

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603. { Shri Warrior:  
Shri Mohammad Elias:  
Shri Basappa:  
Dr. Mahadeva Prasad:  
Shri Madhu Limaye:  
Shri Ram Sewak Yadav:

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

(a) whether it is a fact that the fishing industry has not made much progress under the three Five Year Plans;

(b) if so, the reasons therefor;

(c) the concrete schemes which have been worked out to develop the industry during the Fourth Five Year Plan; and

(d) the total amount proposed to be spent on the industry during the Fourth Plan?

**The Deputy Minister in the Ministry of Food and Agriculture (Shri D. B. Chavan):** (a) and (b). No. The total additional production of fish during the First Plan was 8.39 lakh tons; during the Second it was 13.00 lakh tons and the estimated additional production in the Third Plan is 15 lakh tons.

(c) Various schemes for the development of both marine and inland fisheries are under consideration. Under marine fisheries, the main schemes are: development of fishing harbours, mechanisation and expansion of fishing fleet, provision of refrigerated road and rail transport and expansion and improvement of the processing capacity. For development of inland and estuarine fishing, reclamation of waste land for fish farming, development of fisheries in reservoirs and various river systems of the country, bund system, exploratory

fishing and techniques of fish culture are being provided for.

(d) The provisional allocation agreed to is Rs. 114 crores.

**Shri Warrior:** In view of the fact that allocations in the previous plans were not fully utilised, may I know whether the Central Ministry itself is taking up any central plan for expansion of the fisheries industry?

**The Minister of Food and Agriculture (Shri C. Subramaniam):** Yes, Sir. There are a large number of central projects in the fourth plan.

**Shri Warrior:** May I know whether the State Government of Kerala has made any studies about this problem and submitted any schemes or projects to the Central Government?

**Mr. Speaker:** About Kerala fisheries, he has said enough yesterday; about 25 minutes he spent on that alone!

**Shri Warrior:** But the Minister did not reply to those points.

**Shri Hem Barua:** Warrior should be in the front! Why should he be here putting questions?

**Shri Indrajit Gupta:** What are the reasons for the delay in setting up the Central Fisheries Corporation, which was promised by the government? Is the Minister aware that before this corporation comes into existence, government has suddenly put a stop on the general licence for importing fish from Pakistan, creating an artificial scarcity in Calcutta?

**Shri C. Subramaniam:** In any event, import from Pakistan is out of the question in the present circumstances. I do agree, there has been some delay in setting up the corporation. It is the usual procedural delay and we are trying our best to push it through. Cabinet sanction has already been given and I hope to establish the corporation very soon.

**Shri Basappa:** May I know whether there is any proposal to construct