

will not be able to connect this with the port project.

Transportation of Coal by Road

*811. **Shri Maheswar Naik:** Will the Minister of Transport and Communications be pleased to state:

(a) the steps taken for transportation of coal by road from the collieries to consuming centres in order that the transport-bottleneck over the railways may be eased; and

(b) whether in that connection, limitation on the issue of inter-zonal and inter-State permits have been or are proposed to be raised?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). A detailed scheme is being drawn up for improvement of feeder and approach roads in the Bengal-Bihar coalfield area and of the G.T. Road from Calcutta to Dhanbad and National Highway No. 32 to Jamshepur to facilitate movement of coal by road to the industries in that area. In the meanwhile, the State Governments have been advised to liberalise their licensing policy and offer other concessions as inducements to operators undertaking transport of coal by road.

Shri Maheswar Naik: With regard to their proposal to develop the road transport system and facilitate transport of coal, may I know whether Government has under consideration the abolition of the disparity of taxes prevailing in the different States?

Shri Raj Bahadur: I think the hon. Member refers to the question of single point taxation as opposed to multi-point taxation. That problem, I think, has been largely solved because the State Governments have finally agreed that they will conform to the principle of single point taxation, and if there is any disparity on that account, that will soon be removed.

Shri Maheswar Naik: May I know to what extent the disparity of taxes

prevailing in the different States has been abolished? It is not a question of multi-point taxation. For instance, some States have got high taxation which is imposed on the trucks, etc., while some other States have got lesser taxation.

Shri Raj Bahadur: This is the same question in a different form. I shall repeat my answer. Single point taxation means that the tax will be realised in respect of the vehicle only in one State. Double or multi-point taxation means that the tax will be levied in more than one State. But the principle of single point taxation has been accepted.

Shri Bhagwat Jha Azad: In view of the fact that the roads now are being developed and widened, how do the Government propose to overcome the difficulty arising from the culverts and bridges which are now meant only for light trucks carrying only very small load at present? What is the proposal to see that heavy loads are also moved over these culverts and bridges?

Shri Raj Bahadur: It is possible to move heavy trucks on the roads only when we are able to strengthen the culverts and the bridges, and there is no other way of doing it.

Shri Iqbal Singh: May I know whether the Government will take some steps by which inter-State permits could be issued by the Central authority in this matter?

Shri Raj Bahadur: The Centre does not give inter-State permits. The States give inter-State permits. The Inter-State Commission, however, is there to look after the needs of traffic.

Shrimati Savitri Nigam: The Minister just now mentioned that the Government are trying to finalise some schemes to facilitate transportation of coal by road. What are the schemes and how long will they take to finalise this?

Mr. Speaker: Yesterday, all this was referred to by the Minister. He

explained everything about the transport of coal by river, road, etc. Next question

Bhakra Power for Delhi

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*813. { Shri Bhagwat Jha Azad:
Shri Mohammad Elias:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that the supply of 20,000Kw power of Bhakra for Delhi will be delayed;

(b) if so, what is the reason for this; and

(c) the steps being taken by the Government to meet the situation?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) Yes; Sir, but not beyond two to three months.

(b) The non-completion of the conversion of the Nangal-Delhi transmission line and connected sub-stations from 132 KV to 220 KV by the Punjab State Electricity Board.

(c) The Punjab State Electricity Board has been asked to take special measures to expedite the conversion of the line. It is further proposed to hold a discussion among the technical experts concerned to see to what extent this process can be expedited.

Shri Bhagwat Jha Azad: In the meantime, how do the Government propose to meet the shortage in supply which has now arisen in Delhi?

Shri Alagesan: I am afraid there is no short-term remedy for this. What we are doing is to see that this power from the Bhakra-Nangal system is expedited as early as possible. That is why we are trying even to shorten this period of two or three months by calling a meeting of technical experts and explore ways and means.

Shri Bhagwat Jha Azad: May I know whether the Punjab Government has been addressed in the matter, as to the reasons why the working plan

could not be made ready in time? May I know whether the delay is due to the paucity of funds or whether it is due to some other reasons?

Shri Alagesan: It is not a question of paucity of funds. We have to import the equipment; that was not received in time. Also, there was some difficulty in the supply of steel.

Shri Iqbal Singh: May I know whether the Government have considered the request of the Punjab Government regarding the point that they have no surplus electricity, and whether the Government will consider that question also?

Shri Alagesan: I do not think that arises in the matter of giving power to the Delhi Electric Supply Undertaking.

Mr. Speaker: When they are considering the question of giving it over to some others, the Punjab Members feel nervous about it! Next question.

Nationalisation of Light Railways

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*814. { Shri Dinen Bhattacharya:
Shri Saradish Roy:
Shri Mohammad Elias:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a decision has been taken to nationalise the Howrah-Amra and the Howrah-Seakhali light Railways in West Bengal;

(b) whether it is also proposed to nationalise Ahmedpur-Katwa and Burdwan-Katwa Railways; and

(c) whether any subsidy is being paid to these railways?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) to (c). A statement is placed on the table of the House.

STATEMENT

(a) No. The Central Government has no Contractual right to purchase these railways. The powers to purchase these lines vest in the local District