

about a particular item, he may send a note to him.

Shri M. L. Dwivedi : If the hon. Minister has got any information in this connection, he may give it to the House.

Mr. Speaker : All the 42 ? Whoever is interested will take it.

Shri V. P. Nayar : From the several research papers published by the Institute it is seen that the Institute has established that many species of lesser known timbers can be used for constructional purposes in place of teak and sal. I want to know whether the Government of India or the State Governments have taken advantage of this, and if so, what is the percentage by which the commercial use of teak and sal have been reduced by Government on account of the research by the Forest Research Institute ?

Dr. P. S. Deshmukh : I could not give the percentage, but it is a fact that very large and increasing use of minor timbers is being made in place of better timber.

Railway Wagons

*238. **Shri H. N. Mukerjee :** Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 919 on the 11th April, 1956 and state:

(a) whether it is a fact that as many as 1360 wagons approximately are still being utilised as dwelling quarters for Railway employees ; and

(b) how these 1360 wagons are distributed in different railway systems ?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan) :

(a) Yes Sir, 1353 wagons are still being utilised for the purpose out of which 684 are condemned unserviceable wagons.

(b) A statement is laid on the Table of the House. [See Appendix II, annexure No. 30].

Shri H. N. Mukerjee : I find from the statement that a little over 50 per cent of the wagons utilised are described as condemned unserviceable wagons. I take it the others are not condemned and unserviceable. May I know if Government can find no better use for condemned as well as uncondemned wagons and prefer that railwaymen should live in such shocking tenements ?

Shri Shahnawaz Khan : Early in 1955 the Railway Ministry had issued orders that no more condemned or unserviceable wagons were to be utilised for accommodating railwaymen. We are trying to eliminate this as soon as we can. During the next five years about 50,000 quarters are to be constructed and we hope during that time all this will be eliminated.

Shri H. N. Mukerjee : I find from the statement again that more than 80 per cent of the total number of such wagons are in the Eastern Railway and the North-Eastern Railway. Do I take it that this is because provision of residential accommodation is particularly unsatisfactory in these two systems ?

The Minister of Railways and Transport (Shri Lal Bahadur Shastri) : The position on the North-Eastern Railway in regard to quarters is certainly unsatisfactory, and there are not enough quarters, but we have provided more funds for building quarters on the North-Eastern Railway. As regards the Eastern Railway, I find that out of about 214 wagons which are being used for living purposes, 142 quarters are going to be built and they will be completed very soon. So, a very small number will be left over who will have to live in wagons for some time more.

Shrimati Renu Chakravartty :

Since the number on the North-Eastern Railway is very high, at 939, may I know whether out of the 50,000 houses that are going to be built under the Second Five Year Plan, these persons will have the first priority, and if so when will be the first lot ready for the use of these people ?

Shri Lal Bahadur Shastri : If there is something more than first priority they would get it, except of course at the Ghats, e.g., Manihari Ghat, Sekrigali Ghat or Mokameh Ghat, where the ghat is shifting from one place to another. There are about 200 wagons there. They might have to be retained for some time, because those wagons are on wheels and they are moved from one place to another. But at other places these wagons will certainly be replaced by pucca quarters.

Shri T. B. Vittal Rao : May I know if Government are aware of the fact that those people who are living in these condemned wagons have to live under the wagons during the rainy season because rain water seeps in ?

Shri Lal Bahadur Shastri : That is not quite correct. They are condemned only for movement on the track, the fact of the matter is that we have removed people from the condemned wagons and still they want to come and live there in the same wagons.

श्री चिन्मति मिश्र : क्या यह सही नहीं है कि पूर्वोत्तर रेलवे में अभी ४० प्रतिशत आदिमियों के रहने के लिये क्वार्टर हैं और ६० प्रतिशत के लिये क्वार्टर नहीं हैं। उनको सरकार कब तक पूरा करेगी ?

श्री लाल बहादुर शास्त्री : मैंने कहा कि हम बहुत से क्वार्टर बनाने जा रहे हैं, और नार्थ ईस्टर्न रेलवे की तरफ हमने ज्यादा ध्यान दिया है। लेकिन माननीय सदस्य को यह मालूम होना चाहिये कि आसाम में और उत्तरी बंगाल में कमी ज्यादा है, बिहार में वैसी कमी नहीं है।

Motor Vehicle Taxation

*239. **Shri Matthen** : Will the Minister of Transport be pleased to state whether in view of the admitted inadequacy of Transport in the movement of goods during the Second Plan Period, Government propose to take steps to implement the recommendations of the Motor Vehicle Taxation Enquiry Committee regarding the reduction of the Motor Vehicle Taxation, both direct and indirect, in the States as well as in the Centre?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan) : A statement indicating the action taken or proposed to be taken on the recommendations of the Motor Vehicle Taxation Enquiry Committee relating to reduction in motor vehicle taxation is laid on the Table of the House [See Appendix II, annexure No. 31].

Shri Matthen : Does the Minister agree with the view of the Committee that the motor user in India is perhaps the highest taxed in the world? If he agrees, what has he done or what does he propose to do to reduce the taxation in view of the great inadequacy of transport during the Second Plan?

The Deputy Minister of Railways and Transport (Shri Alagesan) : In the first instance, it is not quite correct to say that motor vehicle taxation is the highest in the country taken as a whole. It is true that in Madras the taxation is the highest in this regard at least as far as this country goes. This question of putting a ceiling on the motor vehicle taxation and not allowing it to go beyond three-fourths of the taxation level in Madras was considered several times by the Transport Advisory Council. At the last meeting also, which was held in February, 1956, this question came up for consideration, but the States wanted time to think over it and come to a conclusion. So, there the matter stands.

Shri Matthen : This report was submitted in 1950 if I remember aright. Why have they not come to a decision even after six years? They have had sufficient time.

Shri Alagesan : We had an idea of bringing in legislation regarding the fixa-

tion of the principles of motor vehicle taxation. Then we were advised by the Legal Department that a legislation which has to deal with the principles of taxation cannot impose ceilings, and it was suggested it should be done by mutual discussions etc. And so, the machinery of the Transport Advisory Council was used so that the States by themselves can come to this conclusion. So, discussions have been going on not at one meeting, but at several meetings of the Transport Advisory Council.

Shri C. D. Pande : May I know if Government are aware of the fact that apart from reduction in the taxation, the one thing that can improve the situation in transport is the doing away with the regional restrictions, for example, that a vehicle in U. P. is allowed only 75 miles or so. If it is made for a longer area, then the transport situation will improve. Will Government give any thought to this suggestion?

Shri Alagesan : The point just now mentioned by the hon. Member is a very important one, and it has been engaging our attention. We have advised the various State Governments that there should be absolutely no inter-regional restrictions, nor even inter-State restrictions. The State Governments have undertaken to hold talks between themselves, so that they could allow a vehicle belonging to one State to move to another and *vice versa*. Some States have come to an agreement in this matter, and some States are still negotiating on this point. We are very much aware of how far the movement of road transport will be improved, if this condition is fulfilled.

Shri V. P. Nayar : In view of the fact that our road transport system has to be expanded considerably in the shortest time, may I know when Government propose to finalise their conclusions on all the recommendations of the Taxation Enquiry Commission?

Shri Alagesan : One of the recommendations of the Taxation Enquiry Commission relates to the fixing of ceilings. They have also advised a ceiling lower than the Madras rates. As regards what steps we have taken in that regard, I have already explained the position.

श्री स० ला० द्विवेदी : मैं यह जानना चाहता हूँ कि मोटर व्हाइल्स प्रमेडमेट बिल जो कि करीब करीब तैयार है कब सभा में प्रस्तुत किया जायेगा और कब पारित होगा और क्या इसके बारे में कोई सैलेक्ट कमेटी (प्रवर समिति) भी बनाई जा रही है ?

Shri Alagesan : That Bill has already been introduced in this House, and we are waiting and waiting for its passage.