

Railway Freight Structure Enquiry Committee

*128. **Shri Krishnacharya Joshi:** Will the Minister of Railways be pleased to refer to the reply to the supplementary on Starred Question No. 197 on the 20th November, 1956, and state:

(a) whether the Railway Freight Structure Enquiry Committee has since submitted its report; and

(b) if so, what are its main recommendations?

The Deputy Minister of Railways and Transport (Shri Shahnawaz Khan): (a) No Sir.

(b) Does not arise.

Shri Krishnacharya Joshi: May I know when the report is likely to be submitted?

Shri Shahnawaz Khan: We hope, by the end of next month.

Shri Krishnacharya Joshi: May I know the reasons for the unusual delay?

Shri Shahnawaz Khan: It is a very big job which has been given to them, and they have to go into the matter very thoroughly.

Shri Nambiar: May I know whether Government's attention has been directed to the reports that appeared in the press about the draft recommendations made by this committee?

Shri Shahnawaz Khan: We have not yet received the report officially. So, we cannot go by what has appeared in the press.

Shri Nambiar: Has Government's attention been directed to the press reports? If so, have they cared to study them?

Shri Shahnawaz Khan: We would rather wait for the report of the committee itself.

Shri T. B. Vittal Rao: May I know whether the delay in the submission of the report is due to the fact that the chairman and some members of this committee have got international obligations to discharge?

The Minister of Railways and Transport (Shri Jagjivan Ram): I will not impute that thing to the delay. This work is a very complicated one, and the job is very big. So, I shall not say that the committee have taken any abnormally long time.

Railway Workers Union

*129. **Shri T. B. Vittal Rao:** Will the Minister of Railways be pleased to state:

(a) Whether any Union not affiliated to the National Federation of Indian Railwaymen has since been recognised; and

(b) if so, the name of the Union?

The Deputy Minister of Railways and Transport (Shri Shahnawaz Khan): (a) and (b) The South Eastern Railwaymen's Union and the Western Railway Employees' Union, which were recently granted recognition by the Railway Administrations concerned, are not affiliated to the National Federation of Indian Railwaymen.

Shri T. B. Vittal Rao: Since there has been a revision of the policy in the matter of recognition of unions, may I know at what stage is the consideration of recognition being granted to the Southern Railway Labour Union?

The Minister of Railways and Transport (Shri Jagjivan Ram): The unions are granted recognition on certain conditions, namely, if they have a certain percentage of the workers as their members and also certain other things which the Administration thinks should be observed by the unions. The question of affiliation does not arise.

Price of Rice in Andhra

*131. **Dr. Kanna Rao:** Will the Minister of Food and Agriculture be pleased to state:

(a) the price of rice as on the 1st March, 1957 as compared to the price prevailing on the 1st March, 1955 and

1956 (or any comparable dates) in Vijayawada and Kakinada (Andhra); and

(b) the stock of rice in hand with the Central Government?

The Deputy Minister of Food (Shri M. V. Krishnappa): (a) The prices of rice in Andhra which were ruling at about Rs. 17/- to 18/- per maund in January-February, 1954, got unduly depressed in 1955, in sympathy with the fall in prices of other foodgrains and the government had, therefore, to introduce price support scheme to safeguard the interests of the cultivators. 1956 cannot, therefore be considered as a normal year and a comparison of the prices prevailing in 1955 with those in other years may not, therefore, be quite proper. However the whole-sale prices of common rice in Vijayawada and Kakinada if so, what steps have been taken to on 1st March, 1957 compared with the prices prevailing about the same time in 1955 and 1956 are as follows:—

Vijayawada Kakinada

1-3-57	Rs. 20-4-0	Rs. 19-0-0
End Feby. 1956	Rs. 15-0-0	Rs. 14-12-0
End Feby. 1955	Rs. 11-6-0	Rs. 13-8-0

(b) The stock of rice with the Central Government is about 140,000 tons in addition to State Stocks.

Dr. Rama Rao: Are Government aware that the present high price of rice is at least partly due to the heavy loans given by banks on paddy in spite of a few restrictions?

Shri M. V. Krishnappa: It is due to various causes, not only one cause.

Dr. Rama Rao: Is that the main cause?

Mr. Speaker: All the causes were enumerated the other day.

Shri Ramachandra Reddi: How much of the stocks now available with Government has been procured locally in Andhra Pradesh? Are any warehousing facilities provided for storing it?

Shri M. V. Krishnappa: We could not procure in Andhra Pradesh. We wanted to procure and we sent officers in December, when the prices were coming down. But in January there was a support tendency and we decided not to procure any quantities of rice in Andhra Pradesh.

Shri B. S. Murthy: May I know whether Government have any idea as to hoarding of stocks by landlords? If so, what steps have been taken to get them released?

Shri M. V. Krishnappa: Among big agriculturists and merchants, there is some hoarding tendency because of the unsettled conditions in the country. I am sure it is a wrong calculation if they expect that a war would come. They are going to suffer very great loss because Government have got enough stocks. We would open more and more fair price shops.

Shri B. S. Murthy: What steps are being taken to make them realise that their idea is foolish and they are going to suffer?

Shri M. V. Krishnappa: The Reserve Bank has directed scheduled banks to limit the advances that they make on these stocks.

Shri Heda: What are the steps other than the last named that are taken to bring down prices?

The Minister of Food and Agriculture (Shri A. P. Jais): Opening fair price shops, limiting the advances against stocks of paddy and generally improving the efficiency of the fair price shops.

Dr. Rama Rao: Are Government aware that at Kakinada when the co-operative society started fair price shops, because the quality of rice supplied by the Central Government was bad, the stocks were not lifted, though the price was favourable?

Shri M. V. Krishnappa: That must be very old stock. Now wherever we supply, we give good stock. It so happened in the case of Andhra Pradesh, because they had some old

stock in Hyderabad, and from Hyderabad they sent it to Andhra to be consumed there. But now it is not so. Whatever rice we are getting is good rice.

Skipping Tonnage

*132. **Shri Matthen:** Will the Minister of Transport be pleased to state:

(a) what will be the total quantity of the additional cargo which will have to be imported on Government account during the Second Five Year Plan period; and

(b) what steps are being taken to expand the national tonnage to participate in the carriage of as large a quantity of this additional cargo as possible?

The Deputy Minister of Railways and Transport (Shri Shahnawaz Khan): (a) The information asked for is not readily available. An effort is, however, being made to collect the information.

(b) A statement showing the steps taken generally to expand the national tonnage during the Second Five Year Plan is laid on the Table of Lok Sabha [See Appendix II, annexure No. 36.]

Shri Matthen: Regarding part (a), my information is that the total freight amount in respect of the cargo on government account during the Second Plan may come to Rs. 400 crores. Is the hon. Minister inclined to confirm it as approximate?

The Minister of Railways and Transport (Shri Jagjivan Ram): I will neither confirm it nor deny it. There is no denying the fact that we have to pay a considerable amount in foreign exchange as freight charges. But with our tonnage at present, we cannot think of saving all the foreign exchange that we should on this account.

श्री रघुनाथ सिंह: क्या इसके लिए वर्ल्ड बैंक से लोन लेने का प्रयास बांधुनी तरफ से किया जाएगा ?

श्री जगजीवन राम: इसका भी प्रयास किया जाएगा। अभी तो डाक्स के लिए प्रयास किया जा रहा है।

Dr. Rama Rao: May I know how much tonnage in shipping the Government expect to acquire for the Rs. 37 crores that have been allotted or ear-marked?

Shri Jagjivan Ram: The answer was given two days earlier in the House.

Shri Shahnawaz Khan: It is 1.8 lakh tons, to be exact.

Shri Raghavaiah: What exactly is the amount we are paying to foreign countries towards freight charges?

Shri Shahnawaz Khan: I require notice.

Shri Matthen: From the statement, I understand that the sum of Rs. 37 crores allotted for the development of shipping has already been made use of. My information is that with this we will be able to get about 1,70,000 GRT. The modest target fixed in the Second Plan is 3,00,000 tons. So the shortage, including replacement of 90,000 tons, will come to 2,20,000 tons. Am I correct?

Shri Jagjivan Ram: Yes, there will be a shortage of something like 2,10,000 tons.

Shri Matthen: In view of the fact that we have to pay foreign exchange—the hon. Finance Minister is also here—one of the best ways of earning foreign exchange will be by increasing our overseas shipping tonnage, not coastal shipping. Will the hon. Minister consider seriously the question of availing of the offer made by the World Bank for developing shipping, and make use of it for acquiring additional tonnage?

The Minister of Finance and Iron and Steel (T. T. Krishnamachari): I am grateful to the hon. Member for the suggestion that he has made. But I would like to add that these factors