

But the loads will vary with the motive power.

Shri T. B. Vittal Rao: How many locomotives were used?

Shri Shahnawaz Khan: In this particular case we used four locomotives, three in the front and one in the rear.

Shri Tridib Kumar Chaudhuri: I wanted to know further whether the aspect of wagon turnovers has been considered, because, we know that a Member of the Railway Board had submitted a report in favour of these long trains after his tour of the United States. But I am not very sure whether this aspect of wagon turnover in the present condition of our track, wagon and station yard capacity and all that has been taken into account. So I am interested to know if that aspect has been taken into account.

Shri Shahnawaz Khan: All that has been taken into consideration. I do not understand where the wagon turn-round comes in. It means, a wagon leaves a station, goes to the destination and then comes back to the station

Shri Tridib Kumar Chaudhuri: When a large number of wagons go in these long trains and with our present yard capacity that difficulty is likely to arise. That is what I felt I want to know whether that aspect has been taken into consideration.

Mr. Deputy-Speaker: That also shall be taken into consideration.

The Minister of Railways (Shri Jagjivan Ram): As a matter of fact, the turn-over will be better.

Shri T. B. Vittal Rao: As far as I am aware, this experiment....

Mr. Deputy-Speaker: He should only ask if he is not aware.

Shri T. B. Vittal Rao: ... was conducted only at a siding station for a few miles, i.e. near the Gua iron ore mines. May I know whether the ex-

periment will be conducted over 100 or 150 miles?

Shri Shahnawaz Khan: The experiments were conducted over the main line Gua to Burnpur and no particular difficulty was experienced. Only the need was felt for better communication between the front and the rear locomotives, because the train was something like 2½ mile long. For that, we are installing wireless sets.

Smuggling of Rice and Paddy from Orissa

*1681. **Shri B. C. Mullick:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the State Government of Orissa have made complaints to the Centre about the smuggling of rice and paddy to West Bengal from Orissa due to the fixation of high price in West Bengal; and

(b) if so, the action taken thereon?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b), There has been no such specific complaint by the Orissa Government. In West Bengal there has been no procurement on fixed price since June, 1959 and no question of disparity between the Government procurement prices in the two States arises. Smuggling is encouraged by the much higher level of market prices in West Bengal compared to Orissa but this abnormal disparity is largely due to the separate cordoning of the two States. The two States are being joined to form one zone to eliminate this disparity.

Shri B. C. Mullick: May I know what suggestions the Orissa Government has made to keep the price at a reasonable level within the State of Orissa, so that the poor consumers who purchase rice and paddy may not be affected?

Shri A. M. Thomas: The Orissa Government suggested at one stage

that the procurement price had to be increased. As you know, we could not accept that suggestion except an enhancement in the case of superfine varieties of rice. But even if the procurement prices are increased, the disparity will not be eliminated to any considerable extent, so long as the West Bengal prices are very much higher. With regard to the other matter, the House knows that the Orissa Government has been authorised by their legislature to make negotiations in regard to this matter with the Central Government as well as the West Bengal Government.

Shri Panigrahi: When the price of rice and paddy has not been fixed in West Bengal and the price has already been fixed for Orissa, may I know how the movement of rice and paddy from Orissa is going to be affected by not fixing the procurement price in West Bengal?

Shri A. M. Thomas: As the House knows, there is no procurement now in West Bengal and so, there is no question of fixing procurement price in West Bengal.

Shri Tridib Kumar Chaudhuri: Am I to understand that this decision about linking up of Orissa and West Bengal has been taken finally and the Orissa Government have given their final consent?

Shri A. M. Thomas: With regard to this matter, taking the sense of the House and considering all the aspects, I believe the hon. Minister himself will make an announcement in this regard in his reply to the food debate.

Shri Surendranath Dwivedy: Am I to understand that because the Orissa Government have not sent any complaints regarding smuggling, the Government of India are not aware of the problem that about 5 lakh tons of rice are smuggled out of Orissa every year across the border of Bihar, Andhra and West Bengal? May I also know whether they propose to take any steps with regard to this matter?

The Minister of Food and Agriculture (Shri S. K. Patil): That is exactly the reason why this provision is being made for a wider zone.

Shri Panigrahi: The Minister has stated that with a view to check smuggling, this wider zone is being made. May I know whether Government is aware that the Government of Orissa were not able to procure 3 lakh tons of rice and paddy, when they assured procurement of 4 lakh tons in the last procurement season and how Government is going to check this smuggling?

Shri A. M. Thomas: It is not only to check smuggling that the bigger zone is intended to be formed, but on account of other circumstances also which are too well-known to this House. With regard to checking of smuggling, we have ourselves suggested that there must be a 'no movement belt' on the borders of Orissa. But due to the fear that it may unnecessarily harass the peasants and cultivators, the Orissa Government did not accede to that, although we ourselves suggested to the State Government that a 'no movement belt' should be created. It is true that because of large-scale smuggling, it has not been possible for the Orissa Government to procure the estimated quantity, although no specific target was fixed, as stated by my hon. friend.

Shri Harish Chandra Mathur: What is the ruling price of rice in Orissa today and what is going to be the price, according to the estimate, after the bigger zone is formed?

Shri A. M. Thomas: The ruling price of rice at present varies from Rs. 14-12-0 to Rs. 15 for coarse variety and goes up to Rs. 17-15-0 for Balasore rice, which is called *batta*. As the House knows, prices in West Bengal also have come down considerably and we think Orissa price will not go un-

duly high. We are also having the necessary safeguards to see that Orissa prices do not go up.

Shri Palaniyandy: Large-scale smuggling is going on in Bombay into Goa

Mk. Deputy-Speaker: The hon. Member is jumping from Orissa to Bombay. Next question.

श्री विभूति मिश्र : उपाध्यक्ष महोदय, मुझे भी एक प्रश्न करना है।

उपाध्यक्ष महोदय : प्रागे प्रापकी बारी जा जाएगी।

श्री विभूति मिश्र : इधर तो प्राप देखते ही नहीं।

उपाध्यक्ष महोदय : कभी-कभी मेरी गलती भी माफ करनी चाहिए।

राष्ट्रीय राजपथ

*१०८३. **श्री विभूति मिश्र :** क्या परिष्कृत तथा संचार मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने राष्ट्रीय राजपथों के बारे में विवेचन: उन की चौड़ाई आदि के सम्बन्ध में और ऐसी सड़कों के बारे में जो राष्ट्रीय राजपथों से सम्बन्धित कस्बों और गांवों में से गुजरती हैं, कोई निश्चित नीति बनाई है; और

(ख) यदि हां, तो गांवों और कस्बों में सड़कों की चौड़ाई कितनी रखी जाएगी?

परिष्कृत तथा संचार मंत्रालय में राज्यमंत्री (श्री राज बहादुर): (क) सड़कों की चौड़ाई उनके वर्गीकरण के अनुसार निश्चित न की जा कर संभावित यत्नसमय के परिमाण के अनुसार निश्चित की जाती है। इसलिए राष्ट्रीय राजपथों की चौड़ाई आदि के बारे में कोई पृथक

सरकारी नीति नहीं निश्चित की गयी है। सड़कों के बारे में आवश्यक से जके बजट (स्टैंडर्ड) अपनाये गये हैं वही इन राजपथों पर भी लागू हो। है।

(ख) सवाल पैदा नहीं होता।

[Shri Raj Bahadur: (a). No separate policy is required for National Highways in regard to its standards for width of pavement etc. because it is governed by the intensity and volume of traffic and not by the classification of the road. The standards adopted for roads in general apply to National Highways also.]

(b) Does not arise.]

श्री विभूति मिश्र : सरकार ने, जैसा कि प्राची मंत्री जी ने बतलाया, कोई नीति निर्धारित नहीं की है। इसका परिणाम यह होता है कि जहां सरकार नेशनल हाईवेज बना रही है वहां सरकारी ग्राफसर कहीं से फीट कह देते हैं कहीं २०० फीट। क्या इससे गड़बड़ी नहीं होती है।

श्री राज बहादुर : मैंने जो निवेदन किया था वह पक्की सड़कों के बारे में निवेदन किया था कि उसको जितना यातायात उसके ऊपर होता है उसके अनुसार चौड़ा रखा जाता है अगर अधिक यातायात होता है तो २२ फीट रखा जाता है वरना ११ फीट और कहीं कहीं इससे भी कम। इसमें नीति का सवाल नहीं आता।

श्री विभूति मिश्र : मैं जगाना चाहता हूँ कि सरकार जब किसी सड़क को नेशनल हाईवे घोषित करती है, तो उस घोषणा के बाद क्या सरकार यह घोषणा भी करती है कि जब वह सड़क फहर से निकलेगी तो कितनी चौड़ी होगी और जब देहात से निकलेगी तो कितनी चौड़ी होगी?

श्री राज बहादुर : जिन सड़कों को नेशनल हाईवे घोषित किया जाता है वो