

**Shri Sadhan Gupta :** May I know what part of this expenditure would be forthcoming from foreign sources through the WHO or whether all the expenditure would have to be borne by us out of our own resources ?

**Shrimati Chandrasekhar :** I said, as part of my answer to a former question, that Rs. 11.37 crores was our contribution and Rs. 7.09 crores as T.C.M. supplies including equipment and other wreticides and 27 crores to provide for the second plan period.

**The Minister of Health (Rajkumari Amrit Kaur) :** I think the hon. Member wanted to know that if we went in for the eradication programme, what would be the expenditure of the Government of India. It would be on the same basis as is now being done with foreign help in regard to the control programme. I cannot give the exact figures at the moment. But, all these foreign aid programmes are operated on a particular basis and will be continued on the same lines.

#### Supply of Foodgrains to other Countries

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\*341 { **Shri D. C. Sharma ;**  
**Shri Bishwa Nath Roy ;**  
**Shri Bhagwat Jha Azad :**

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

(a) whether there is any demand of Indian foodgrains from any other country besides Pakistan ; and

(b) if so, whether the Government of India have agreed to supply the same ?

**The Deputy Minister of Food (Shri M. V. Krishnappa) :** (a) Yes, Sir.

(b) Only to a few countries.

**Shri D. C. Sharma :** May I know the names of the countries from which these demands have come and in respect of which we have given the help ?

**Shri M. V. Krishnappa :** We had requests for foodgrains from about 7 countries out of which we were able to help only 3, namely Saudi Arabia, Maldives and Pakistan.

**Shri D. C. Sharma :** What is the value in terms of money of these foodgrains which are going to be exported to these countries ?

**Shri M. V. Krishnappa :** To Pakistan, we have given on a loan basis 17,000 tons of rice which they are about to return and also 5,000 tons as gift. To Saudi Arabia, we have given 1,000 tons and we

have to give 9,000 tons more ; and for Maldives, we have given 1,100 tons of rice. The rice will cost approximately somewhere about Rs. 400 to Rs. 500 per ton, according to quality.

**Shri B. S. Murthy :** May I know whether rice is being exported and, if so, what quality of rice is exported to these countries ?

**Shri M. V. Krishnappa :** Not now ; we have stopped exports from the beginning of this year.

**Mr. Speaker :** Question No. 342, Shri V. P. Nayar, Absent. Shri Punnoose.

**Shri Punnoose :** No. 342.

**The Deputy Minister of Railways and Transport (Shri Shah Nawaz Khan) :** Sir, question is in the name of Shri V. P. Nayar.

**Mr. Speaker :** Shri Punnoose's name is also there.

#### State Transport Department

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\*342 { **Shri Punnoose :**  
**Shri V. P. Nayar :**

Will the Minister of Transport be pleased to state :

(a) whether there is any proposal to incorporate a Public Limited Company or a corporation with majority of shares held by Government to run the present Travancore-Cochin State Transport Department ; and

(b) if so, the reasons therefor ?

**The Deputy Minister of Railways and Transport (Shri Shah Nawaz Khan) :** (a) The Planning Commission, in consultation with this Ministry, have advised the State Government to set up a Road Transport Corporation under the Transport Corporations Act and the matter is under the consideration of the State Government.

(b) Operation of nationalised transport services through a Corporation is favoured so as :

(1) to achieve Rail-road coordination, and

(2) to ensure operation on business lines.

**Shri Punnoose :** Two reasons are stated ; one, for co-ordinating rail and road transport and the other, the commercial view. May I know whether the State Transport in that State has not been running at a profit all these years, increasing the profit every year ?

**Shri Shah Nawaz Khan :** I could not follow the question.

**Shri Punnoose :** The State Transport was begun more than a decade before. Every year it has registered greater profit and there was no conflict between the rail and road transport. So, I want the Minister to state what exactly is the reason for this move for a Corporation ?

**The Minister of Railways and Transport (Shri Lal Bahadur Shastri) :** The general policy of Government is to establish Corporations and the Planning Commission have advised that if the State Governments want to nationalise the road services they should form Corporations and they should not be run, as far as possible through, Government departments. It has also been suggested by the Planning Commission that the Railways should participate or contribute to the State Governments for running all the nationalised road services only when they decide to set-up Corporations.

**Shri Punnoose :** Is it not a fact that the road traffic there was nationalised much earlier than the formation of the Planning Commission or the Plan and do not the Government consider it a retrograde step now to hand over this business partly to private interests when it has been totally in the hands of Government now ?

**Shri Lal Bahadur Shastri :** The Corporation need not necessarily include the private operators. It is open for private operators to join the Corporation. But, wherever the Corporations have been set up so far, the State Government and the Railways have participated. So, it remains a State concern. The only point is whether it should be run departmentally where things are delayed and take a long time because there are checks and counterchecks. Therefore it was advised that a Corporation should be formed and it should be an autonomous Corporation. I know that in U.P. an effort was made but the private operators did not join it. So, the Railways and the State Governments participate and run the Corporation.

**Shri Punnoose :** Can we expect an assurance from Government that the terms and conditions of work for the workers and also their prospects will not be adversely affected by any such change, the formation of the Corporation ?

**Shri Lal Bahadur Shastri :** I do not think that will happen.

#### Indo-Pakistan Rail Traffic

\*344. **Shri R. P. Garg :** Will the Minister of Railways be pleased to state :

(a) whether through traffic between India and West Pakistan has registered an increase in the number of passengers to and from Lahore since January, 1956 ;

(b) the income to the Railways through this link up ; and

(c) whether Government propose to introduce any other link of through traffic between India and West Pakistan at any other place ?

**The Deputy Minister of Railways and Transport (Shri Shahnawaz Khan) :** (a) Yes. By about 15, %.

(b) Rs. 6.51 lakhs during January to September 1956.

(c) The opening of Ferozepore (India) Kasur (Pakistan) route is under correspondence with the Government of Pakistan.

**Shri R. P. Garg :** May I know whether the frequency of running of these trains between India and Pakistan is sufficient to reduce overcrowding on this route ?

**Shri Shahnawaz Khan :** At present no complaints about overcrowding have come to our notice. There is a road service also operating and people make use of either the railway or the road services.

**Shri Tek Chand :** To what extent has the crime of smuggling and trade offences increased on the restoration of this rail traffic between the two countries ?

**The Minister of Railways and Transport (Shri Lal Bahadur Shastri) :** It is for the Customs Department and another Ministry to give the figures to the hon. Member about that.

**Sardar Iqbal Singh :** May I know what are the main difficulties in opening up the Ferozepore-Kasur line when the agreement has been reached a year ago ?

**Shri Shahnawaz Khan :** We are waiting for a reply from the Government of Pakistan.

**Sardar Iqbal Singh :** May I know whether, in view of the difficulty of opening the Ferozepore-Kasur line, Government has considered the opening of Hindunal-Kot line ?

**Shri Shahnawaz Khan :** At present there is no such proposal.

**Shri R. P. Garg :** May I know whether it is a fact that Indian personnel responsible for running these trains are changed at Attari at the border, and if so whether it is in keeping with the spirit of the agreement ?

**Shri Shahnawaz Khan :** That is not so. The Indian crew go right through to Lahore.