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Chaitra 28, 1890 (Saka)

LOK SABHA DEBATES

Fourth Session



सत्यमेव जयते

LOK SABHA SECRETARIAT
New Delhi

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LOK SABHA

Wednesday, April 17, 1968; Chaitra 28,
1890 (Saka)

The Lok Sabha met at Eleven of the
Clock

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Border Roads in Himachal Pradesh

*1257. SHRI PREM CHAND VERMA:
Will the Minister of DEFENCE be pleased
to state :

(a) The target fixed for the construction

of border roads in Himachal Pradesh during 1967-68 and 1968-69 and funds allotted for the same during these years ;

(b) the mileage of roads completed during 1967 ; and

(c) whether the development of border roads is proceeding according to the schedule and if not, the reasons therefor ?

THE MINISTER OF DEFENCE
(SHRI SWARAN SINGH) : (a) to (c).
A statement, containing the reply is placed
on the Table of Lok Sabha.

STATEMENT

(a) The plan of construction of roads in Himachal Pradesh included in the immediate programme of Border Roads Development Board, and amount allotted for 1967-68 and proposed to be spent in 1968-69 under Capital Outlay are as under :

	Formation cutting	Surfacing			Funds allotted / earmarked
		Soling	Metalling	Black-topping	
		(In Miles)			(Rs. in lakhs)
1967-68	55.6	61	61	96	328.91
1968-69	59.8	68	68	71	370.28

(b) Achievement during 1967-68 against the plan is indicated below :—

Formation cutting : (Class 9)	57.00 miles.
Surfacing : Soling	40.00 miles.
Metalling	63.50 miles.
Black-topping	88.00 miles.

(c) In 1967-68, the target set for General Reserve Engineer Force in respect of formation cutting was exceeded but Himachal Pradesh, P.W.D. could not achieve the same. In surfacing, there was a slight short-fall in respect of both General Reserve Engineer Force and P.W.D. This was due to un-expectedly heavy rains and snow conditions.

श्री प्रेम चन्द वर्मा : मैं रक्षा मंत्री महोदय से यह जानना चाहता हूँ कि जितना टारगट मुकर्रर था इन रोड्स को बनाने का वह टारगट क्या इस वजह से पूरा नहीं हुआ कि वहाँ पर जो आफिशियल्स लाहोल, स्पीती और किन्नोर डिस्ट्रिक्ट में जो कि बार्डर डिस्ट्रिक्ट्स हैं, जाते हैं वह वहाँ पर रहना नहीं चाहते हैं और वह किसी न किसी बहाने से वापस आ जाते हैं जिस की वजह से यह टारगट जो है वह पूरा नहीं हुआ ? क्या मंत्री महोदय यह बतायेंगे कि कितने इंजीनियर पिछले साल वहाँ पर गए और उस में कितने ऐसे थे जो वापस आ गए ?

SHRI SWARAN SINGH : As I have explained in the statement that I have placed on the Table of the House, this work is entrusted to two organisations : the Border Roads Development Organisation and the Himachal Pradesh P.W.D. So far as the Border Roads Development Organisation is concerned, it is a military organisation and no case has come to our notice where an engineer who had been posted in any part has not resumed his duty or has shirked going there. With regard to Himachal Pradesh, the hon. Member might know better. I have no information at the present moment. I have explained that the main reason why there was shortfall was due to excessive snow this year.

श्री प्रेम चन्द वर्मा : मैं रक्षा मंत्री से यह जानना चाहूंगा कि बोर्डर रोड आर्गनाइजेशन या पी० डब्ल्यू० डी० ने इस बात की ओर तबज़ह दिया है कि अगर किसी कारण पाकिस्तानी हमले की वजह से पठानकोट, अमृतसर, जालन्धर, गुरदासपुर, के क्षेत्र सुरक्षा की दृष्टि से खतरे से खाली न रहे तो दूसरा महाज्र यानी चीन की सरहदों पर जो हिमाचल प्रदेश के पहाड़ी इलाकों से मिलती है जिस में तिब्बत भी शामिल है वहां तक सेनाएं और दूसरी इमदाद भेजने के लिए जो सबसे छोटा और सुरक्षित रास्ता है, लाना-बूटा, अखनार, मंडीरोड और कांगड़ा, नादान, हमीरपुर, शिमला, हमीरपुर मंडी और कुल्लू रोड, यह जितनी रोड्स हैं इनके लिंक से जहां जम्मू और काश्मीर का हमारे भारत के दूसरे हिस्सों से लिंक नहीं टूटता वहां चीन और तिब्बत के सैकड़ों मील सरहद की रक्षा आसानी से हो जाती है ? अगर हां तो इस सिलसिले में उन को फीजी ट्रीफिक के लायक बनाने के लिए क्या इकदामात किये गए हैं ? अगर नहीं तो क्यों नहीं और क्या सरकार इन रोड्स के मुताल्लिक तमाम पहलुओं की जांच माहिरों से कराने पर विचार करेगी ?

SHRI SWARAN SINGH : At the present moment we are concentrating to complete the programme that we have undertaken, that is mainly the Hindustan-

Tibet road and also, on the other side, the Pathankot-Mandi - Kulu - Manali - Rohtang road, but these are the two main roads. The others are mostly interlinks.

SHRI HEM RAJ : In view of the fact that Narkonda remains snowbound almost the year round, there was an alternative proposal to construct a road from Khirathpur by the river Sutlej. May I know whether that has been taken up or not and if it has been taken up, what is the progress made therein ?

SHRI SWARAN SINGH : Khirathpur-Bilaspur road has already been completed mostly, but there is no other proposal to extend that along the Sutlej. At present, the Hindustan-Tibet Road does pass over Narkonda but it does not remain snow-bound for that long a period as the hon. Member said.

श्री अटल बिहारी वाजपेयी : अभी सुरक्षा मंत्री ने मंडी पठानकोट मनाली की जिस सड़क का उल्लेख किया क्या यह सच नहीं है कि उस को पूरा करने में बहुत देर लग रही है और अगर देर लग रही है तो उस का कारण क्या है ? और दूसरी बात—अगर हिमाचल का पी० डब्ल्यू० डी० इन सड़कों को नियत समय में बनाने में समर्थ नहीं है तो क्या ऐसा कोई प्रस्ताव सरकार के विचाराधीन है कि इन सीमावर्ती क्षेत्रों की सड़कों का निर्माण डिफेंस मिनिस्ट्री का बोर्डर रोड आर्गनाइजेशन अपने हाथ में ले ले ?

SHRI SWARAN SINGH : With regard to the first part, the work of widening and improving the road up to Manali is almost complete ; from Manali, between Rohtang-Kieling, as you know, that is a fairly difficult part, and the more difficult part out of this also is with the Border Roads Development Organisation. This year the progress was not quite up to the expectations mainly on account of the excessive snowfall. I think the Himachal Pradesh P.W.D. are doing reasonably well. If we find that they require any assistance we will be glad to give them, or even we can take over the work ourselves.

श्री भारद्वाज राय : मान्यवर, मैं यह

जानना चाहता है कि इस प्रश्नोत्तर का संबंध सीमा की सड़कों से है तो डिफेंस डिपार्टमेंट की यह कौन सी नीति है कि इस माउन्टेनस एरिया को और ज्यादा अलंघ्य और दुर्गम न बना कर, इन में सड़कें बनायी जा रही हैं ताकि अगर कोई लड़ाई हो और हमारी फौजें दुर्भाग्य से पीछे हटें तो इन सड़कों का इस्तेमाल दुश्मन भी कर सके ? तो इन एरियाज को और कठिन न बना कर या जितने कठिन हैं उतने कठिन न रहने दे कर इन को आसान बनाने की कौन सी नीति है जो हमारे दुश्मन के भी इस्तेमाल में आ सकती है, यह मैं जानना चाहता है ?

श्री स्वर्ण सिंह : अब इसका मैं क्या जवाब दूँ ?.....

श्री हुकम चन्द कछवाय : लाजवाब है ।

श्री स्वर्ण सिंह : हाँ, यह लाजवाब है, उनका कहना ठीक है ।

Really, Sir, if one is in depression, no one can boost the morale of such a person. It is an amazing suggestion : that by our improving our roads we provide facilities to the enemy, is something which I cannot accept, and I would appeal to the hon. Member not to think on those lines.

Grants to States

*1259. SHRI B. N. KUREEL : Will the PRIME MINISTER be pleased to state:

(a) whether some States could not draw the Central grants for various schemes as they were not able to arrange the matching grants within the State during the Third Plan period and the period thereafter upto the end of 1967-68 ; and

(b) If so, which are the States and what were the various schemes for which grants were not drawn ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI B. R. BHAGAT) : (a) and (b). Allocation of assistance to States in the form of loans and grants, are made by the Ministry of Finance at the beginning of

each financial year and funds are released to the States in instalments. Final adjustments which determine the actual utilisation of grants are made on the basis of audited figures of expenditure supplied by the State Governments.

The audited figures for the Third Plan period as a whole and upto the end of 1967-68 are still awaited from the State Governments.

श्री बं० ना० कुरील : क्या केन्द्र सरकार की जानकारी में यह बात आई है कि उत्तर प्रदेश सरकार ने 1967-68 के वित्तीय वर्ष में वहां पर जो महिलाओं के कल्याण की और हरिजनों के कल्याण की योजनाएं थीं उन को बन्द कर दिया और यह कहा कि हम को केन्द्र से ग्रान्ट नहीं मिली क्योंकि हम मैचिंग ग्रान्ट नहीं दे रहे हैं, तो क्या यह बात सही है ?

श्री ब० रा० भगत : माननीय अध्यक्ष महोदय, यह सवाल तो फाइनेंस मिनिस्ट्री से सम्बन्धित है और इस की तफसील मैं नहीं दे सकता.....

श्री हुकम चन्द कछवाय : तो आप क्यों जवाब दे रहे हैं ? आप ने क्यों स्वीकार कर लिया ?

श्री ब० रा० भगत : हमने यह कहा था कि फाइनेंस मिनिस्ट्री को यह ट्रांसफर हो जाए । उन्होंने मान भी लिया था लेकिन...(अध्यक्षान) ...मैं अध्यक्ष महोदय से कहूंगा कि यह सवाल ट्रांसफर हो जाए तो पूरी तफसील में सूचना दी जायेगी ।

श्री बं० ना० कुरील : अध्यक्ष महोदय, मैंने फाइनेंस मिनिस्ट्री के लिए ही सवाल किया था । मेरी समझ में नहीं आया कि इन के पास कैसे गया ?

प्रधान मंत्री, अख्य शक्ति मंत्री, योजना मंत्री तथा बंबेशिक कार्य मंत्री (श्रीमती इन्दिरा गांधी) : जो उन्होंने कहा कि जो वहां स्कीमें एक गई हैं वह सच है ।

श्री बं० ना० कुरील : क्या केन्द्र सरकार की जानकारी में यह भी बात है कि ऐसी ही

बहुत सी स्कीमों को जैसे बूढ़ लोगों को पेंशन देने की स्कीम थी और रूरल हाउसिंग स्कीम थी वह भी इसी आधार पर वहां बन्द कर दी गई है ?

श्री ब० रा० भगत : इस के लिये सूचना मिले तो मैं जवाब दे सकता हूँ ।

श्री हुकम चन्द कछवाय : मैं यह जानना चाहता हूँ क्या प्रधान मन्त्री का ध्यान उन समाचार पत्रों की ओर गया है जिन में वह कहा गया है गैर-कांग्रेसी सरकार जहां पर स्थापित है वहां पर उन्होंने इस बात की आलोचना की है कि केन्द्र हमें ठीक प्रकार से काम करने में सहयोग नहीं दे रहा है और उसके कारण से हमें सरकार चलाने में काफी दिक्कतों का सामना करना पड़ रहा है ? क्या इस प्रकार के समाचारों की ओर आप का ध्यान गया है ? यदि हां तो किन-किन राज्यों ने यह कहा है ? यह शिकायत किन-किन राज्यों की है ?

श्री ब० रा० भगत : जहां तक केन्द्रीय सहायता का सवाल है, सभी सरकारें—चाहे कांग्रेसी सरकारें हों या गैर-कांग्रेसी सरकारें हों—सब को यह शिकायत रहती है । हर राज्य सरकार यह समझती है कि उसे सहायता कम मिली है, अगर सहायता देने का तरीका और परिमाण कितना हो— इस के लिये प्लानिंग कमीशन द्वारा गाइड-लाइन्स बना कर तथा नेशनल डेवलपमेंट कान्सिल के परामर्श से इस को तय किया जाता है । इस लिये यह कहना कि गैर-कांग्रेसी सरकारों को शिकायत है कि केन्द्रीय सहायता ठीक से नहीं मिलती है— बिल्कुल गलत है ।

SHRIMATI SUSHILA ROHATGI : How is it that UP with 17 per cent population to its credit and a very backward economy to its discredit and with the unique distinction of having all the Prime Ministers from that State, only gets about 5 to 6 per cent of the money given in the form of grants or aid ? Is it because the various Governments in UP have not been

able to demand more money in the form of aid and grants for the various schemes or is it because they have not succeeded in pressing the Centre to give more money for the various schemes ?

SHRI B. R. BHAGAT : As I said, guidelines have been evolved and as a result of that, 70 per cent of the assistance is given on the basis of population and the balance of 30 per cent is given on various other considerations. This is uniform for all the States. No State is discriminated against.

SHRI UMANATH : There is a stipulation that the amount must be spent only for that particular project for which it is earmarked and if the State Governments are not able to get the matching grants, the whole thing falls through. May I know whether the Government is prepared to give up this stipulation that that particular amount must be spent only for those projects and allow the State Governments to treat it as a general grant so that they can use it for other projects if it is not possible to use it for that particular project ?

SHRI B. R. BHAGAT : In the case of certain centrally-aided projects, this stipulation is there, because it is not a cent per cent grant from the centre. Part of it is given from here and a part of it is provided by the States. So, the States have to provide the matching grants. Such projects are naturally affected if the States are not able to provide the matching grants.

श्री क० ना० तिवारी : मैथिल ग्रान्ट्स का जो स्टेट्स का हिस्सा था, उस को किसकी स्टेट्स ने नहीं दिया इस प्रश्न का जवाब देते हुए मिनिस्टर साहब ने कहा कि मेरे पास इस की फिगर्स नहीं हैं । मैं जानना चाहता हूँ कि कब तक ये फिगर्स आजायगी और उन के आने के बाद क्या उन को सत्ता बटल कर रखा जायगा ?

श्री ब० रा० भगत : फिगरस जब था आयेगी, तो जरूर रखी जायेगी ।

श्री शिवचन्द्र झा : मैं प्रधान मंत्री जी से जानना चाहता हूँ कि स्टेट्स को सहायता देने के लिये सरकार ने कौन सा ब्रिडजेटिस्मा (मापदण्ड) बनाया है—पीपुलेशन के आधार पर या नीड्स के आधार पर ? उस दृष्टि से बिहार में न्यूक्लियर पोटेन्शियेलिटीज रा-मैटी-रियल्स की डेवलपमेंट के लिये तीनों प्लानों में अब तक कितनी सहायता दी गई है ?

श्री ब० रा० भगत : इस के सम्बन्ध में एक दूसरा सवाल सं० 1267 है, जिस के उत्तर में हम एक स्टेटमेंट रख रहे हैं जिसमें बताया गया है कि किस आधार पर अब सहायता देते हैं—सहायता के बिबरण उसमें दिया गया है।

SHRI CHENGALRAYA NAIDU : What are the guidelines fixed by the Planning Commission on the basis of which the Central Government allots funds ? In some States, they are given more funds for extension of electricity and providing drinking water in villages. In Andhra, they are not able to extend electricity for want of funds. They have taken up a number of drinking water wells, but they are not able to complete them for lack of funds. At least for providing drinking water in the villages, will the Government consider providing some funds.

SHRI B. R. BHAGAT : The guidelines are : Every State should receive first a quantum of 70 per cent of the total amount to be distributed in proportion to population. The balance of 30 per cent is to be distributed after taking into account (i) the special needs of Jammu and Kashmir, Assam and Nagaland ; (ii) the requirements of continuing irrigation and power projects and (iii) the need for accelerated development of certain backward areas.

MR. SPEAKER : Next question No. 1260. Questions Nos. 1262 and 1269 also deal with the same subject of Kachchativu island. All these can be taken together. Mr. Patodia is absent, but it does not matter. Mr. Hem Barua is here.

Annual Festival in Kachchativu Island

*1260. SHRI SWELL : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the annual festival in the

Kachchativu Island was celebrated this year ;

(b) the number of pilgrims from India who visited the Island ; and

(c) whether any Indian Official accompanied the pilgrims to look after the law and order and to generally ensure that the festival passed off peacefully ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI B. R. BHAGAT) : (a) Yes, Sir.

(b) Over 2,000 Indian pilgrims are reported to have visited the island.

(c) As in previous years, no Indian official accompanied the pilgrims to the Island.

Clearance for Pilgrims to Kachchativu Island

*1262. SHRI D. N. PATODIA : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that the Government of Ceylon sent plain-clothed Policemen to Kachchativu Island for the duration of the Catholic Festival held there recently ;

(b) whether it is also a fact that the pilgrims were asked to obtain clearance cards from these Policemen before entering the Island ; and

(c) if so, the reaction of Government thereto ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI B. R. BHAGAT) : (a) Government have seen some press reports to this effect.

(b) No, Sir.

(c) Does not arise.

Indian Pilgrims Prevented from Going to Kachchativu Island

*1269. SHRI HEM BARUA : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that about 2,000 Indian pilgrims were prevented by the Indian Government from going to the Kachchativu Island on pilgrimage at the recent festival held there ; and

(b) if so, the reasons therefor ?

THE MINISTER OF STATE IN THE
MINISTRY OF EXTERNAL AFFAIRS
(SHRI B. R. BHAGAT) : (a) No, Sir.

(b) Does not arise.

SHRI SWELL : Reporting on this festival that was held in this island this year, *Statesman's* special representative who went to Kachchativu from here says :

"As I lauded on Kachchativu after a two-hour trip by motor launch from Rameswaram, the first thing I saw was a Ceylonese naval patrol boat anchored on the western side of the island traditionally the landing point of pilgrims and till now studiously avoided by the Ceylonese authorities."

Then, he says :

"Scores of motor launches and fishing boats were anchored on the eastern side of the island—traditionally the landing point for Ceylonese pilgrims most of whom were busy cooking there lunch. Another Ceylonese naval launch was anchored not far away and some members of the Ceylon crew had even set up a temporary wireless station on the island. Overhead a Ceylon Air Force reconnaissance aircraft flew low over the island almost over 30 minutes while Ceylonese detectives in plain clothes were very much in evidence keeping an eye on potential illicit immigrants from among Indian pilgrims. In fact, the conspicuous absence of any Indian officials—there were a few but they appeared to have come purely for an outing rather than for any official work—and the prominent presence of Ceylonese naval vessel, the wireless station and the frequent flights overhead of the Ceylonese Air Force plane, all combined left little doubt in most people's minds about which country is actually in control of Kachchativu."

Previous to this, the Ceylonese Prime Minister had said in the Ceylonese Parliament :

"Ceylon's position has always been that Ceylon has exercised effective control over this island and our claim is well-founded in terms of historical record."

In view of the answer that the Minister of State has given that no Indian official

went to Kachchativu and in view of the fact that Ceylon was overwhelmingly present officially in Kachchativu, would the Government accept this position that Kachchativu, was under the effective control of the Ceylonese Government ?

SHRI B. R. BHAGAT : I am sorry the hon. member has asked all these details which have a bearing on the dispute over the island. It will not be in public interest to go into all these things.

श्री जार्ज फरनेन्डीस : यह पब्लिक इन्टरेस्टवाली बात इस वक्त छोड़ दी जाय, भ्रखबार वाले छाप रहे हैं...

श्री रणधीर सिंह : भरे, कहने तो दो ।

श्री जार्ज फरनेन्डीस : आप कहते हैं—पब्लिक इन्टरेस्ट, यह भ्रम नहीं चल सकता है । आप यह कह दें कि हम ने उस को छोड़ दिया है ।

MR. SPEAKER : Let us hear him first.

SHRI B. R. BHAGAT : As was stated in this House, the Ceylon Government has assured us that they will not do anything which they did not do earlier and we also gave the assurance that we will not do anything in this matter during the festival.

We have not done anything new this year, and the Ceylon Government is bound by the assurance that they will not do anything new. As for the fact whether they did something, we will look into this matter. But all this has no bearing on the question of this Island. As we have said this matter will be discussed with the Ceylon Government. More than that, to say that they are in effective control etc., is not in our interest. There is nothing in effective control. The point is that this matter will be discussed with the Ceylon Government. They maintain that position, we maintain this position. To say anything more will not be in the interests of the country, I repeat it.

SHRI SWELL : Before I ask my second question, I think you are to protect

the rights of the members of this House, and one of our fundamental rights in being here is to get clear answers from the Government. From the answer of the Minister of State I have understood nothing. It is a pettifogging answer. If this island belongs to India, is it or is it not the duty of the Government to see what is happening in that part of the territory? If the Government has done its duty, I would like to get this confirmed from them whether all these facts mentioned in this newspaper reporter's report are correct or not, and if these people from Ceylon have come to Kachchathivu. I would like to know whether they came on their own whether they consulted this Government or received permission from the Government. This is only in clarification of my first question.

MR. SPEAKER : He need not give any information which is not necessary, only facts whether petrol boats were there belonging to Ceylon, whether officials of Ceylon went there whether Indian officials went there or not.

SHRI B. R. BHAGAT : About patrolling, we have earlier said that we have also been patrolling. We have also been exercising control to see that there is no illicit immigration from Ceylon to India.

श्री श्रीकार लाल बेरवा : श्रीमान्, ये कह रहे हैं कि हमने पहले कहा है लेकिन हम जानना चाहते हैं कि क्या आप यह सब भी कर रहे हैं ?

MR. SPEAKER : For every sentence if there is this shouting, I will go to the next question. Others also know about Kachchathivu, not only you.

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF PLANNING AND MINISTER OF EXTERNAL AFFAIRS (SHRIMATI INDIRA GANDHI) : I have stated in the House before that this island is disputed and that we mean to discuss this matter with the Government of Ceylon. We have also stated about patrolling. There were naval patrol boats according to our information, and some boats were used to take drinking water for the pilgrims because as I stated earlier, there is no drinking water there. They are there for checking illegal immigration also and for other such

purposes. What my colleague, the Minister of State, meant when he said that it would not be in the public interest to go into the details, is that if we have to negotiate, we have to be careful in saying things.

SHRI SWELL : Although I am not satisfied with the answer, I will ask my second question. It is not a question of patrolling only, it is a question of a wireless station also.

I would ask a historical question, and I would like a historical answer. Is it a fact that Queen Victoria, in her Proclamation, decreed that Kachchathivu was a part of India, and is it a fact also that in the conference of 1921 between the two Governments, the Government of India and the Government of Ceylon, it was agreed that though the proprietary rights of the Raja of Ramnad would continue, Kachchathivu would be on the Ceylon side of the strait, and is it a fact also that the Minister of State of External Affairs only last year had accepted this position that although the proprietary rights of the Raja of Ramnad continued, Kachchathivu belongs to Ceylon and there is no dispute ?

SHRI B. R. BHAGAT : This is precisely the kind of detail into which I said we should not go. We are aware of reports about such Proclamation. I do not know what the member wants us to confirm. As for the rights of the Raja of Ramnad, this type of going into the details of the nature of the evidence is like giving away our case by indulging in arguments like this. I beg of the House not to go into these things because it will prejudice our case.

SHRI P. N. SOLANKI : Then it should not have been admitted.

MR. SPEAKER : When you put a question, it cannot be disallowed by the Chair, and they cannot say that they do not want to answer this. Therefore, I would appeal again. The Prime Minister has said that negotiations are going on now. You can ask for information but not committing the Government on the floor of the House to something this side or that side. Negotiations are not going on now. They will meet.

SHRI HEM BARUA : Without committing the Government this way or that way, may I draw attention to a very relevant thing? It was on 7th May, 1966 that the then Minister of State for External Affairs, Mr. Dinesh Singh, said that the Kuchchathivu island is a part of the estate of the Raja of Ramnad as it is not in dispute. These are his words and I quote verbatim. Now in 1968 the Prime Minister has acknowledged the dispute possibly because of the fact that we have already quarrelled with two of our neighbours, China and Pakistan, and we cannot afford to quarrel with another neighbour. The fact remains that during this festival the Ceylonese Government had their patrolling parties there, and six frigates of Ceylonese Navy were already guarding the coastline there, and two aircraft were hovering over the island during the festival. These are facts and these facts have been reported in the newspapers very widely. But New Delhi was conspicuous by its absence in the island. This is what has happened.

The dispute has been acknowledged by the Prime Minister and she has said on another occasion there is no drinking water, but she forgets the fact during the festival Indian pilgrims who were there went without drinking water, even children and women were crying for water in the island, that is what is reported.

In that context, may I know whether, when a particular piece of territory is in dispute and then negotiations for a peaceful settlement are proceeding, that piece of territory should not be considered as no man's land? You are absent there, but you have allowed the Ceylonese to be present there, that is the trouble.

SHRIMATI INDIRA GANDHI : First of all, let me correct the impression. There are no negotiations as such going on right now. We had spoken with the Ceylon Government, and they said that according to agreement between the two Governments all such matters could be discussed and settled peacefully. That meeting has not been arranged.

With regard to what Mr. Dinesh Singh said, I do not know exactly what he said and in what context he said it. So, I would not like to comment on it until I have seen the full statement.

SHRI HEM BARUA : Will you please ask her to find out Mr. Dinesh Singh's statement?

SHRIMATI INDIRA GANDHI : An Hon'ble Member said something about our not going there and so on. I have stated earlier also that it is only once a year when St. Anthony's Festival takes place that people go there for this festival.

They are mostly Catholics and there are a number of other pilgrims also. That festival takes place in the month of March. That is why people had gone there. Many people use this occasion for meeting their friends and relatives who come from Ceylon. As the Minister of State has said, it is true—and I have also said just now—and it is our information also, that there were naval launches and there was a plane which petrolled.

SHRI HEM BARUA : Sir, my question has not been answered. She has admitted that during this festival only people go to the island. During this festival Ceylonese pilgrims came to the island and Indian pilgrims also came. But along with Ceylonese pilgrims Ceylonese officials also came with transmitter sets and all those things, whereas India was not to be seen anywhere in the picture—by 'India' I mean the Indian Government. It was absent.

SHRIMATI INDIRA GANDHI : As I clarified this point earlier also the whole difficulty about the island is that it is used for illegal immigration and smuggling into Ceylon. That is why it is important for them to check who is coming in and so on. But Indian pilgrims were there.

SHRI HEM BARUA : Sir, when she says that there is smuggling, am I to understand that all the smugglers of India go to Ceylon through that island?

MR. SPEAKER : Order, order.

SHRI NARENDRA SINGH MAHIDA : Sir, by a Presidential Proclamation we have extended our territorial waters to twelve miles. May I know whether this island is within the territorial waters as proclaimed by the President?

SHRI B. R. BHAGAT : That is a separate question. But extension of territorial waters in this region will also need the consultation with the Government of Ceylon.

SHRIMATI INDIRA GANDHI : Where the entire waters are less than that usually the line is drawn half and half.

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, मेरे पास उस लीज डीड की कौपी है जो कि सेक्रेटरी आफ स्टेट और राजा श्री रामनाड के बीच में हुआ था और जिसके अनुसार यह स्पष्ट कहा गया था कि कच्चाटीवू पर राजा श्री रामनाड को अधिकार प्राप्त होगा। मैं उस का एक अंश पढ़ कर सुनना चाहता हूँ और वह सरकार की मदद के लिए है उसे कठिनाई में डालने के लिये नहीं है...

श्रीमती इन्दिरा गांधी : आप को वह कागज दे देना चाहिये था।

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, हमारे देने का तरीका यही है।

"In Palk Bay—All the chank beds off the mainland of the Zamindari together with those off Kachchatevu island and off the northern and eastern coasts of Rameswaram."

इस लीज डीड से स्पष्ट है और यह लीज डीड सन् 1913 में हुई थी उस के अनुसार कच्चाटीवू आइलैंड पर राजा रामनाड का अधिकार था। जो बात श्री स्वैल ने कही वह स्पष्ट नहीं हुई है और मैं उस के बारे में जानकारी देना चाहता हूँ कि सीलोनो कैबिनेट के सेक्रेटरी कोई मिस्टर पैरीरा थे। उन का एक वक्तव्य 10 मई, 1946 के स्टेट्समैन अक्टूबर में छपा था जिस में उन्होंने विकटोरिया के प्रोक्लामेशन का हवाला देकर यह स्वीकार किया था कि कच्चाटीवू भारत का है। मैं जानना चाहता हूँ कि क्या इन तथ्यों के बारे में सरकार कोई जानकारी प्राप्त कर रही है और अपना पक्ष मजबूत कर रही है या हम यह मान कर बैठे हैं कि कच्चाटीवू चला गया ?

SHRIMATI INDIRA GANDHI : There are documents of various kinds. Some we have, some we do not have and we are trying to get them. They are all being examined.

SHRI CHINTAMANJ PANIGRAHI : I would like to know when first the Government of Ceylon brought to the notice of the Government of India its claim on this island. When the Government of India first said that there was no dispute and when they have agreed that there is dispute over this ?

SHRIMATI INDIRA GANDHI : As I said on an earlier occasion, the dispute has been acknowledged by some authorities as far back... (Interruption).

SHRI S. KANDAPPAN : The whole attitude of the Government with regard to this island is lukewarm and contradictory on many an occasion. This issue was taken up on the floor of this House some years back by Dr. Lohia. Even then it was said that it is a disputed territory and the Government is going to talk with the Government of Ceylon over this. I would like to know since then what were the attempts on the part of our Government to take up this matter with the Government of Ceylon and settle this matter once for all. In this connection I would like to mention that once we recognise the sovereignty of Ceylon over that territory it will have far-reaching implications by way of our conceding territorial waters over there and that will have repercussions over our fishing rights, the pearl fisheries and the proposed Sethusamudram Canal. These are all vital matters to be gone into while settling this dispute. I am sorry the Minister in his reply to Shri Hem Barua's main question misled the House thoroughly. The pilgrims were waiting at our ports in Tuticorin and near Rameshwaram for two days before embarking on the island. He has distorted the whole thing and simply given a negative 'No'. It is not a fact. I am prepared to prove it that they were held up by the port authorities for two days. Why were they held up for two days? What were the reasons for that? Was it done by the port authorities themselves or was it under instructions from the Centre ?

SHRIMATI INDIRA GANDHI: There were no instructions from the Centre. According to our information the port officer felt that the boats which were to take the pilgrims were not fully equipped with safety devices, life-saving devices and all that and therefore they were held up.

SHRI S. KANDAPPAN: Sir, is it not contradictory? What about the first part of my question?

SHRI HEM BARUA: Sir, are we to go by Shri Morarji Desai's words that yesterday was yesterday in relation to this island?

SHRI B. R. BHAGAT: The Port Commissioner allowed them to go. Nobody was prevented from going.

SHRI S. KANDAPPAN: My question has not been answered. What were you doing all these four years? Why did you not take any initiative in the matter?

SHRIMATI INDIRA GANDHI: Of course, we fully realise the complexity of the question. That is why we want to go into it very thoroughly and we do not want to make any statement here without going into it thoroughly. The hon. Member wanted to have a categorical reply.

SHRI S. KANDAPPAN: It is now four years since this question was first taken up on the floor of this House.

SHRI SHIVAJI RAO S. DESHMUKH: Would the hon. Minister of State firmly assure the House that extension of territorial waters is an operation of law and it is not dependent on negotiations conducted by India either inside or outside the territory or with a foreign government?

SHRI B. R. BHAGAT: As was stated where the limit is less than the prescribed distance of twelve miles then the line drawn is dividing it half and half. That is the general regulation, the law. Naturally, where the line should be is to be determined by mutual agreement.

श्री जार्ज फरनेन्डीज: अध्यक्ष महोदय, यहां कच्चाटीवू के बारे में यह बताया गया

है कि वहां न तो पानी है और न ही इंसान है और सरकार का शायद इस बात को लेकर यह ख्याल बन गया है कि यह कच्चाटीवू कोई महत्व का द्वीप नहीं है। मेरे पास सीलोन के एक पत्रकार ने लिखा है। एक लेख है जिसमें वह यह कहते हैं :

"Hardly one-fourth square-mile in area, Kachchativu is half coral and half sand in its physical composition; and its only vegetation is thriving crop of cactus. But the barren island promises to become famous one day, for it is believed that there are valuable petroleum deposits in its seabed."

कोलम्बो से एक सीलोनो पत्रकार ने यह लेख लिखा है। मैं पहली बात तो सरकार से यह जानना चाहता हूँ कि क्या सरकार को यह मालूम है कि इस द्वीप में या उस वेसीबैंड में यह पेट्रोलियम डिपॉजिट्स हैं? दूसरे यह कि प्रधान मंत्री यह कहते हैं कि इस द्वीप को लेकर डिस्पूट है तो मैं जानना चाहता हूँ कि यह डिस्पूट कब से है? सन् 1949 में और उस के बाद कई बार हिन्दुस्तान की नेवी ने इस द्वीप को बम्बार्डमेंट का प्रयोग करके इस्तेमाल किया है यह वह अपने लेख में लिखते हैं। आगे वह यह भी लिखते हैं :

"A new situation arose early in the sixties, when the Governor of Ceylon raised the question of using the island as an aerial practice and firing range, and sought the co-operation of the Indian civil authorities in the interests of general safety."

ऐसी परिस्थिति में यह जो आप का डिस्पूट इस कच्चाटीवू को लेकर खड़ा हुआ तो वह कब से हुआ और तब से लेकर आज तक आप ने इस को हल करने के लिये क्या किया?

श्रीमती इन्दिरा गांधी: वहां पेट्रोलियम है या नहीं, यह तो मुझे मालूम नहीं है, लेकिन यह मुझे मालूम है कि उसका बम्बार्डमेंट के लिये इंडियन एअर फोर्स ने इस्तेमाल नहीं किया है। बल्कि सीलोन ने पिछली लड़ाई के जमाने में उस का ऐसा उपयोग किया था।

Members of Parliament Sent to U. N. O.

*1263. SHRI A. SREEDHARAN :
SHRI KAMESHWAR
SINGH :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that the Members of Parliament are sent to U. N. O. ;

(b) if so, the total number of M. Ps. sent till now : and

(c) the status accorded to the M.Ps. by Government in U. N. O. ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI B. R. BHAGAT) : (a) Yes, Sir. A number of Members of Parliament have been included in our delegations to the U. N. General Assembly Sessions.

(b) 69.

(c) They have functioned as representatives, alternate representatives as well as Parliamentary advisers.

SHRI A. SREEDHARAN : Some of the members of the Indian Delegation to the United Nations have been selected in such a way as to provide a joy ride for the members of the ruling party and, naturally, their performance has been far from satisfactory. United Nations is a body where mere speech-making will not do : a lot of political experience in lobbying and diplomatic manoeuvre is necessary. In view of this, I would like to ask the government whether they have adopted any criteria for the selection of personnel to serve on Indian Delegation, of MPs in particular and other members of the delegation in general.

SHRI B. R. BHAGAT : The criterion is the suitability of the members and their experience. These are government delegations. By and large, our delegations are highly spoken of : they have done very well.

SHRI PILOO MODY : By and large ?

SHRI A. SREEDHARAN : I do not think any sensible man in the world will say that our delegates have been highly spoken of, except the Minister. Regard-

ing the status of MPs I find they have served in various capacities. Since the MPs represent the country in the supreme Parliament of the sovereign nation, may I know whether Government have any proposal under consideration to see that MPs in future will serve as full members of the Delegations ?

SHRI B. R. BHAGAT : According to the rules of the United Nations, there can be only 5 representatives and 5 alternate representatives. We are anxious right from the beginning to provide opportunities to an adequate number of MPs to go to the United Nations and participate in the discussions. It is rather impossible to provide opportunities to all of them because only five representatives are allowed. Therefore, other categories were evolved and they are going there in those posts.

श्री कामेश्वर सिंह : पिछली बार जब पार्लियामेंट सदस्य यूनाइटेड नेशन्स में गये थे तब वह ऐडवाइजर्स के रूप में गये थे मैं जानना चाहता हूँ कि उन को यह सेकेन्डरी स्टेटस क्यों दिया जाता है ?

प्रधान मंत्री, अणु शक्ति मंत्री, योजना मंत्री तथा बंदेशिक-कार्य मंत्री (श्रीमती इन्दिरा गाँधी) : यह सेकेन्डरी स्टेटस बिल्कुल नहीं है उन का स्टेटस आलटरनेट्स के ऊपर था ।

SHRI THIRUMALA RAO : May I know the difference in status and functions between delegates, alternate delegates and parliamentary advisers ?

SHRI B. R. BHAGAT : In each committee when the representatives are present they sit. In their absence, the alternate representatives take part. The Members of Parliament are members in practice ; they are not advisers ; they are parliamentary advisers. Whenever they are functioning in the committee, they take precedence over others.

MR. SPEAKER : Shri Pilloo Mody.

SHRI PILOO MODY : Sir, I want to answer questions. I have had a dismal experience of asking them.

श्री कंबरसाल गुप्त : क्या यह सही है कि पिछले यू० एन० डेलिगेशन में एक ऐसे व्यक्ति सदस्य के रूप में गये थे जो मि० जिन्ना के पी० ए० थे और जो ऐन्टी नेशनल ऐक्टिविटीज में पकड़े गए थे ? अगर यह सही है तो उन को क्यों भेजा गया था ? मेरा दूसरा सवाल यह है कि क्या श्री तिवारी ने, जो कि डेलिगेशन में गये थे, सरकार को इस सम्बन्ध में कोई रिपोर्ट दी है और यह कहा है कि जो हमारे रिप्रेजेन्टेटिव हैं वह बिल्कुल ठीक काम नहीं करते ? उन की क्या रिपोर्ट है और सरकार ने उस पर क्या कार्रवाई की है ?

श्रीमती इन्दिरा गांधी : शायद एक सदस्य का सम्बन्ध श्री जिन्ना से रहा हो पहले, लेकिन उस के बाद वह राष्ट्र के काम में लगे रहे हैं और उन्होंने बहुत जोरदार काम किया है।

SHRI KANWAR LAL GUPTA : Was he arrested or not ?

SHRIMATI INDIRA GANDHI : I do not think so, but I cannot say for certain. He has been a Minister. He has done excellent work at the United Nations during his visit. With regard to the other part of the hon. Member's question, that is the letter Shri Tiwary has written to me. He has given certain views to which the utmost consideration will be given. But, I do not think.....

SHRI KANWAR LAL GUPTA : I wanted to know the details of his report.

SHRIMATI INDIRA GANDHI : His letter has appeared in the press. Hon. Members are avid readers of newspapers and I am sure they can keep themselves informed. But I do not agree with everything that Shri Tiwary has said.

SHRI BAL RAJ MADHOK : If we are to get the information from the newspapers, what are these people here for ? They have to give the information. What the hon. Prime Minister has said is an insult to the House. She should withdraw those words.

MR. SPEAKER : All the letters may not be placed on the Table.

SHRI KANWAR LAL GUPTA : Because it does not suit them; they do not tell us. They want only flattery.

SHRI D. C. SHARMA : I want to know who was the leader of the Delegation at this time and how many Members of Parliament who have gone to the United Nations have ever taken part in the debate on the External Affairs Ministry in this House or shown any interest in foreign affairs.

SHRI B. R. BHAGAT : The Defence Minister was the Leader of the Indian Delegation last time. As I said earlier, the total number of members who have gone to United Nations so far is 69.

SHRI D. C. SHARMA : I wanted to know how many of these MPs whom you have sent to the United Nations have participated in the external affairs debate on the floor of this House and how many of them are conversant with foreign affairs.

SHRI V. KRISHNAMOORTHY : I have not read the paper which deals with letter written by Shri Tiwary to the Prime Minister. May I ask of the Prime Minister to kindly tell us the allegations brought forward by Shri Tiwary with regard to the Delegation and what she is going to do in future.

SHRIMATI INDIRA GANDHI : There is no allegation as such. It is not a report ; it is a letter.

SHRI KANWAR LAL GUPTA : What are the contents of that letter ? Why are you shy of mentioning it ?

SHRIMATI INDIRA GANDHI : I am not shy. Please do not get excited... (Interruptions).

MR. SPEAKER : I do not think it is such an important document. Why should we show so much concern for it ? If some body is writing to Shri Gupta, is he going to lay it on the Table ? Let us not give too much of importance to that letter.

SHRI HEM BARUA : Sir, I do not agree with you. That letter is important.

SHRIMATI INDIRA GANDHI : I am not at all shy of mentioning the contents of that letter. I just thought I would save the time of the House.

You cannot say that there are allegations. Firstly, he has raised the point as to why we had made them advisers instead of delegates or alternate delegates. The second point was that he had visited various embassies on his way back home and he wanted to report about that.

SHRI KANWAR LAL GUPTA : What is that report ?

SHRIMATI INDIRA GANDHI : He has said, "I will come and report to you later." It is not in the letter.

Then, he had also visited offices of several public enterprises in London and other places and he said that he was gathering facts and figures which he would give.

SHRI ATAL BIHARI VAJPAYEE : What about the image of India going down ?

SHRI KRISHNA KUMAR CHATTERJI : Even agreeing with the Prime Minister about the viewpoints of an important Member of this House regarding the functioning of the delegation, it has to be admitted that repeated complaints have been made that the delegations working in foreign countries have not performed well and that Indian viewpoints have not been properly presented there. In view of this fact a serious probe is necessary. Will the Prime Minister enlighten this House whether she is going to make a serious probe into the whole affair and bring before this Parliament her considered and informed views about this ?

SHRIMATI INDIRA GANDHI : Our delegation and the permanent representative at the UN have done excellent work. Everybody who has come from there, including the Secretary General, has commented on it. There is no need for a special probe. As far as a regular evaluation is concerned, we are all the time doing it and trying to search with regard to the UN and

our embassies as to how things can be improved. That is the regular practice.

श्री श्रीकार लाल बेरवा : मंत्री महोदय ने बताया है कि अभी तक 69 सदस्य भेजे गए हैं। मैं जानना चाहता हूँ कि क्या उन में कोई शैड्युल्ड कास्ट का भी भेजा गया है और क्या कोई अंगूठा टेक भी गया है ?

श्री व० रा० भगत : जी हाँ।

श्री श्रीकार लाल बेरवा : नाम क्या है ?

श्री व० रा० भगत : एक तो श्री पी० एस० नस्कर हैं ; उनको आप जानते ही हैं। दूसरे नाम भी होंगे।

श्री श्रीकार लाल बेरवा : अंगूठा टेक भी भेजा है क्या कोई ?

SHRI KARTIK ORAON : About this number 69 I would like to know from the hon. Minister the criterion for determining the number and whether it keeps on fluctuating every year or it keeps constant.

SHRI B. R. BHAGAT : It depends upon the nature of work in that particular year.

MR. SPEAKER : 69 did not go this year. That number is for all the years.

SHRI B. R. BHAGAT : Since 1947.

SHRI BAL RAJ MADHOK : In answer to an earlier question, the hon. Minister said that they do not have any fixed criteria for it.

SHRI B. R. BHAGAT : I never used those words.

SHRI BAL RAJ MADHOK : But at least you did not answer that question.

SHRI B. R. BHAGAT : I am sorry. Words should not be put into my mouth.

SHRI BAL RAJ MADHOK : But you did not reply to that question. But my question is this. The UN sessions are generally held to discuss particular issues and when you select your delegations, do

you keep in mind that the people you send have some knowledge of the particular issue or the subject that is coming up and if they have any knowledge, have they ever given any evidence of the special knowledge of those subjects in the House or outside except when they go to the UNO to sit there and loiter about ?

SHRIMATI INDIRA GANDHI : I think, this is an insult to the Members, to say that they go and loiter there.

SHRI BAL RAJ MADHOK : It is not an insult to the Members ; it is an insult to those who select them.

Israeli Attack on Jordan

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*1264. **SHRI SHIVA CHANDRA JHA :**
SHRI RABI RAY :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether India raised the issue of the recent Israeli attack on Jordan in the Security Council ;

(b) if so, the details thereof and specially the response of other Nations to India's proposal ; and

(c) if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) : (a) to (c). The discussions in the Security Council took place as a result of the request made by the Jordanian Permanent Representative to the U. N. that an urgent meeting of the Council be called to consider the situation arising out of the Israeli attack. The Israeli permanent Representative also requested such a meeting of the Security Council. India, therefore, did not raise the issue as suggested in part (a) of the question. Consequently, parts (b) and (c) of the question do not arise. The Security Council adopted a unanimous Resolution on March 24, 1968 which was laid on the Table of the House in connection with an answer given by the Prime Minister to unstarred question No. 6813 on April 10, 1968.

श्री शिवचन्द्र भा : लुक मंगेजीन के चीफ एडीटर को अपनी इंटरव्यू में प्रधान मन्त्री ने जो कहा था उसको मैं उद्धृत करना चाहता हूँ। टाइम्स आफ इण्डिया के कल के इशू से मैं वो पंक्तियाँ उद्धृत करता हूँ :

"If Israel has to live in peace, she can always do so in friendship with her neighbours. She cannot do so with the help of a country far away. That is the point."

उनका कहना है कि इजराइल अगर शान्ति से रहना चाहता है तो अपने पड़ोसियों की मदद से ही रह सकता है न कि उन मुल्कों की मदद से जोकि उससे बहुत दूर हैं। कहने का मतलब यह है कि अमेरिका इजराइल की मदद करता है, आर्थिक रूप से, मिलिटरी रूप से और दूसरे रूप में। साथ ही जो कुछ भी सिक्योरिटी काउंसिल में युनैनिमसली पास होता है, रेजोल्यूशन पास होता है उसको भी आप देखें। वहाँ जो रेजोल्यूशन पास किया गया है उस में इजराइल को 21 मार्च को जो उसने हमला किया था उसके लिए कैंडम किया गया था। अमरीकी रिप्रिजेंटेटिव मि० गोल्डवर्ग वहाँ पर हैं। उन्होंने भी अपना स्टेटमेंट वहाँ दिया था और उस स्टेटमेंट में उन्होंने कहा था कि इजराइल ने जो किया वह प्रोवोकेशन में आ कर किया लेकिन जितना उसने किया वह उससे कहीं अधिक था जितना कि प्रोवोकेशन था। इसका मतलब यह हुआ कि प्रोवोकेशन जौर्डन की तरफ से हुआ और तब इजराइल ने उसका जवाब दिया। इसका साफ यह मतलब निकलता है कि छिपे स्तम की अमरीका ने सर्वसम्मत प्रस्ताव के होते हुए भी पीठ थपथपाई है। मैं यह जानना चाहता हूँ कि हमारे जो प्रतिनिधि वहाँ हैं उन्होंने अमरीकी प्रतिनिधि श्री गोल्डवर्ग के साथ इस सारे मामले के बारे में बात की है और उन से कहा है कि इस तरह के खुरापाती वक्तव्य वह क्यों देते हैं और अगर बात की है तो उसका क्या नतीज निकला है ?

MR. SPEAKER : If you have followed that question, you can answer it. I have not followed anything. Please ask a short question and clearly.

श्री शिवचन्द्र भा : मेरा प्रश्न तो बिल्कुल साफ है। प्रस्ताव में अमरीका साथ था और वह युनैनिमसली पास हुआ। लेकिन उसके साथ-साथ अमरीका ने इजराइल को पीठ थपथपाई और श्री गोल्डवर्ग जो उस कब वहां प्रतिनिधि है उस ने कहा कि जितना प्रोवोकेशन हुआ उस से ज्यादा इजराइल ने किया। मैं जानना चाहता हूँ कि हमारे रिप्रिजेंटेटिव ने इस स्थिति के बारे में अमरीकी रिप्रिजेंटेटिव से बात की है और कहा है कि इस प्रकार के खुराफाती वक्तव्य दे कर वह इजराइल को पीठ थपथपाते हैं ?

प्रधान मन्त्री, अशु शक्ति मन्त्री, योजना मन्त्री तथा वैदेशिक-कार्य मन्त्री (श्रीमती इन्दिरा गांधी) : हमारे रिप्रिजेंटेटिव बराबर बात दूसरों से करते रहे हैं इन सब विषयों पर।

श्री शिव चन्द्र भा : वेस्ट एशिया में समस्या आम तौर पर यह है कि आक्युपाइड टैरिटरी को वैंकट कराया जाए। मैं जानना चाहता हूँ कि क्या यू एन में भारत कोई ऐसा प्रस्ताव रखने जा रहा है कि कोई एक टाइम टेबल बना दिया जाए कि इस वक्त तक इजराइल आक्युपाइड टैरिटरी को वैंट कर दे और अगर वह ऐसा नहीं करता है तो यू एन उस के खिलाफ ड्रास्टिक ऐक्शन ले ?

श्रीमती इन्दिरा गांधी : वहां सिन्ड्रेशन बहुत डेलीकेट है और इस समय जैसा आप को मालूम है मि० जारिंग पूरी कोशिश में हैं कि कुछ समझौता हो जाए। इस वास्ते हमारे लिए यह उचित नहीं होगा कि इस वक्त ऐसा कोई प्रस्ताव रखा जाए।

SHRI SRADHAKAR SUPAKAR : In view of the fact that the mission of MR. Gunnar Jarring has not proved very success-

ful and in view of our vital interest in the opening of the Suez Canal, may I know what further steps India proposes to take to ease the tension between Israel and the Arab countries ?

SHRIMATI INDIRA GANDHI : Mr. Jarring is still continuing his efforts and, I think, we should await the results.

SHRI S. S. KOTHARI : The gulf between India and Israel continues to widen. Does the Government intend to take certain steps to narrow down that gulf or to improve relations by extending diplomatic relations with Israel ?

SHRIMATI INDIRA GANDHI : I do not think the gulf is widening.

SHRI BEDABRATA BARUA : May I know if there is any fresh initiative, non-aligned or otherwise, to settle this issue and persuade Israel to see some sense and withdraw from the occupied Arab territory ?

SHRIMATI INDIRA GANDHI : It just depends upon what you mean by 'initiative'. There is no step as such. As the hon. Member knows, certain suggestions have been made that people should get together to discuss such matters.

SHRI SWELL : It is a fact that Mr. Jarring's latest proposal is that Israel should withdraw from the territories occupied by her including the west bank of Jordan and that those areas will be declared for sometime as no man's land and that the United Nations force will be inducted into this area and, if so, I would like to know the Government's attitude to this latest proposal of Mr. Jarring.

SHRIMATI INDIRA GANDHI : The Government would like a peaceful solution which is acceptable to all the people concerned and which does not humiliate any side. Mr. Jarring is making various proposals and trying to get an agreement.

WRITTEN ANSWERS TO QUESTIONS

Indian Repatriates from Foreign Countries

*1258. SHRI M. L. SONDHI : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) the total number of Indian repatriates from various countries in the last five years ;

(b) where and how these Indians returning home were resettled and whether they are still facing unemployment ;

(c) how many of them volunteered to be settled at places other than in States to which they belonged ; and

(d) the total expenditure on the rehabilitation of these repatriates ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI B. R. BHAGAT) : (a) Data in respect of important countries from which repatriation has taken place are as follows :—

Country	Number of repatriates	
Burma	1,59,806	} as on 30.3.1968.
Ceylon	4,614	
Mozambique	2,300	
Aden	4,140		(during 1967)
East African countries of Kenya, Uganda & Tanzania		} 10,000 approximately

Figures about other countries are being collected.

(b) The available data, statewise, are being compiled and will be placed on the Table of the House.

(c) Information is not available. Normally the repatriates wish to settle in the state of their origin.

(d) Rs. 467.56 lakhs.

Propaganda in British Press about Power Vacuum in Indian Ocean

*1261. SHRI MADHU LIMAYE : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Government's attention has been drawn to the propaganda in the

British Press to the effect that India proposed to fill the power vacuum created by the British withdrawal from the Indian Ocean region and that India was prepared to give bases to U.S.S.R. ; and

(b) if so, the real state of affairs/facts in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) : (a) and (b). Presumably the hon. Member has in mind certain report which appeared in the British Press wrongly attributing to the Chief of Indian Naval Staff a statement about India's intentions about filling the so called vacuum in the Indian Ocean. The attention of the hon. Member is invited to the answer given by the Defence Minister in the Lok Sabha to Starred Question No. 1141 on April 10, 1968.

Indian Families coming to India

*1265. SHRI SITARAM KESRI : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) the number of Indian families that have arrived in India since the imposition of restrictions by U. K. on the entry of Indians there ; and

(b) the steps taken by Government in providing assistance and relief to those families ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) : (a) and (b). Indian nationals are not affected by the restrictions imposed under the Commonwealth Immigration Act. They have been coming to India in the normal course and as such the question of providing them any assistance or relief does not arise. The Government of India do not have precise information about the number of such persons who have arrived in India.

Advertisements to Small and Medium Newspapers

*1266. SHRI HIMATSINGKA : Will the Minister of INFORMATION AND BROADCASTING be pleased to state the steps taken by Government in the light of the recommendation of the Enquiry

Committee on Small Newspapers to increase substantially the share of Government advertisements to small and medium newspapers ?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI K. K. SHAH) : A statement is laid on the Table of the House.

STATEMENT

The following steps have been taken to increase the share of Government advertisements to small and medium newspapers :—

(1) confining mass campaigns like Family Planning to small and medium newspapers which are mostly published in Indian languages ;

(2) release of advertisements in bigger size to small and medium papers and in smaller size to big papers ;

(3) sponsoring special supplements on significant occasions like Family Planning fortnight in medium and small papers ;

(4) the media list for some campaigns such as the Unit Trust of India and Small Savings forming part of a sustained campaign, have been diversified with a view to covering more Indian language newspapers, which by and large belong to the small and medium categories, in order to secure wider readership, particularly in the rural areas ; and

(5) advertisements of U.P.S.C., Indian Council of Agricultural Research, etc. are now inserted in smaller space without impairing the visual impact and the savings effected thereby are being utilised for release of more advertisements to small and medium newspapers.

Principles Governing Central Assistance to States

*1267. **SHRI ANBU CHEZHIAN :**

Will the PRIME MINISTER be pleased to state :

(a) whether it is a fact that the National Development Council appointed a Committee of Chief Ministers to study the principles of Central assistance to the States during the Fourth Plan ;

(b) if so, the criteria suggested by the Committee and whether these have been considered by the National Development Council ; and

(c) the recommendations made by the National Development Council in this regard and the action taken to implement them ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF PLANNING AND MINISTER OF EXTERNAL AFFAIRS (SHRIMATI INDIRA GANDHI) : (a) to (c). A statement is placed on the Table of the House.

STATEMENT

At its meeting held in August, 1966 the National Development Council appointed a Committee of Chief Ministers to study patterns of assistance. The question of the principles of distribution of Central assistance to the States was considered by the N. D. C. itself at that meeting. As no agreed conclusions were reached in the N. D. C. meeting, the Planning Commission was asked to deal with the matter in the light of discussions in the N. D. C.

The Planning Commission evolved the following guidelines on the basis of which the Central assistance for the States, Fourth Five Plan, as envisaged in 1966, was fixed :

(1) Every State should receive first a quantum of the 70% of the total amount to be distributed in proportion to its population.

(2) The balance should again be distributed but after taking account of (i) the special needs of Jammu and Kashmir, Assam and Nagaland, (ii) the requirements of continuing irrigation and power projects, and (iii) the need for accelerated development of certain backward regions.

ब्रिटिश प्राप्रवास अधिनियम में परिवर्तन

*1270. श्री श्री ० प्र० त्यागी :

श्री वृद्ध सुबल लाल :

श्री कर्वर लाल गुप्त :

श्री सारदा नन्द :

क्या बंदेशिक-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या ब्रिटिश पासपोर्ट धारी भारतीय मूलक व्यक्तियों के सम्बन्ध में ब्रिटिश प्राप्रवास

अभिनियम में और ब्रिटेन की सरकार तथा कीनिया द्वारा अपनाई गई नीतियों में भारत सरकार द्वारा इस सम्बन्ध में प्रयत्न किये जाने के फलस्वरूप हाल में कोई परिवर्तन किये गये हैं, और

(ख) यदि हां, तो क्या ?

बैदेशिक-कार्य मंत्रालय में राज्य मंत्री (श्री ब० रा० मगत) : (क) और (ख). यूनाइटेड किंगडम की सरकार के साथ हमारी बातचीत के परिणामस्वरूप राष्ट्रमंडल आप्रवास बिल में कुछ छोटे-मोटे परिवर्तन किए गए हैं और ब्रिटेन की संसद में कुछ आश्वासन दिए गए हैं। कीनिया सरकार ने भी कार्य परमिट की वैधता की अवधि एक वर्ष से बढ़ा कर दो वर्ष कर दी है लेकिन इसका नवीकरण कराना होगा।

कीनिया में भारत द्वारा आरम्भ किये गये विकास कार्य

*1271. श्री निहाल सिंह : क्या बैदेशिक-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या कीनिया में भारतीय लोगों के साथ हुए व्यवहार के बावजूद भी सरकार ने कीनिया के विकासार्थ कागज, कपड़े तथा अन्य वस्तुओं के कारखाने स्थापित किये हैं; और

(ख) यदि हां, तो इसके क्या कारण हैं तथा भारत सरकार द्वारा कीनिया में आरम्भ किये गये विकास कार्यों का व्यौरा क्या है तथा ऐसे कारखानों में कितने भारतीय काम कर रहे हैं ?

बैदेशिक-कार्य मंत्रालय में उप-मंत्री (श्री सुरेन्द्र पाल सिंह) : (क) जी, नहीं।

(ख) प्रश्न नहीं उठता।

Recruitment of Officers in the Armed Forces

*1272. SHRI BHOGENDRA JHA : Will the Minister of DEFENCE be pleased to state :

(a) the present proportion of the direc-

tly recruited officers of the armed forces to those promoted from the rank of Jawans ;

(b) whether Government propose to increase the proportion of those to be promoted from the rank of Jawans ;

(c) if so, the details thereof ; and

(d) if not, the reasons therefor ?

THE MINISTER OF DEFENCE (SHRI SWARAN SINGH) : (a) The proportion between directly recruited officers and those promoted from other ranks in the three wings of the Armed Forces is roughly as follows :—

Army	4 : 1
Air Force	10 : 1
Navy	5 : 2

(b) No, Sir.

(c) Does not arise.

(d) Adequate opportunities already exist for the serving soldiers to rise to the Commission rank.

Emergency Commissioned Officers

*1273. SHRI BAL RAJ MADHOK : Will the Minister of DEFENCE be pleased to state :

(a) the total number of Emergency Commissioned Officers recruited during the Emergency from (i) Government employees (ii) Other employees (iii) Students (iv) Business men and (v) Soldiers from Army, Navy and Air-Force ;

(b) how many of them have been released category-wise and how many have been given permanent Commission up to March 31, 1968 ;

(c) how many of the released Emergency Commissioned Officers have been so far absorbed in the Border Security Force, Kashmir Militia, Railway Protection Force, Border Roads Organisation and State Police Forces ;

(d) how many of them have been absorbed in the Central and State Public Service ;

(e) whether Government have received complaints from the Emergency Commissioned officers about the unhelpful attitude of different Central and State Government departments including Railways in the matter of absorbing them in available vacancies ; and

(f) if so, what steps have been taken to remove these complaints ?

THE MINISTER OF DEFENCE (SHRI SWARAN SINGH) : (a) to (d). Two statements giving the required information are laid on the Table of the House. [Placed in Library. See No. LT-911/68].

(e) Yes, Sir.

(f) We have impressed upon the various employing authorities the desirability of absorbing the released ECOs as far as possible.

India's Stand on Nuclear Non-Proliferation Treaty

***1274. SHRI SHASHI BHUSHAN BAJPAI :** Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) the reaction of Governments of U.S.S.R. and U.S.A. to India's decision in regard to the nuclear non-proliferation Treaty ; and

(b) the names of other countries of the world which have agreed to the said Treaty ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI B. R. BHAGAT) : (a) The draft Treaty on non-proliferation of nuclear weapons sponsored by the USA and the USSR is expected to be discussed in the UN General Assembly in April-May, 1968. The USA and the USSR have naturally expressed the hope that all non-nuclear weapon countries would sign the Treaty.

(b) The required information is not available at present. The positions of other countries will be known at the General Assembly session.

Supply of Books and Magazines from Hanoi to Consulate General of Vietnam in Delhi

***1275. Dr. RANEN SEN :** Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the attention of Government had been drawn to a news-item published in the "Hindustan Standard" of Calcutta dated the 19th March, 1968 that

supplies of magazines and books from Hanoi to the Consulate-General of Democratic Republic of Vietnam in Delhi, have been stopped by the Government of India since October, 1967 ; and

(b) if so, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) : (a) The Government of India has seen the press report referred to by the hon. Member. The Government have not issued any orders stopping the import of magazines and books from Hanoi by the DRVN Consulate General. Further enquiries are however being made from the customs authorities.

(b) Does not arise.

Nuclear Weapons

***1277. SHRI SAMAR GUHA :** Will the Minister of DEFENCE be pleased to state :

(a) whether it is a fact that besides nuclear bombs, different nuclear powers have developed tactical nuclear weapons like, nuclear artillery and nuclear rockets for use in ground manoeuvre ;

(b) whether it is also a fact that China is developing similar tactical nuclear weapons for similar purposes ; and

(c) if so, whether Government propose to send military missions to USA, USSR, UK and France to get Indian Defence Services acquainted with the technique of these tactical nuclear weaponry ?

THE MINISTER OF DEFENCE (SHRI SWARAN SINGH) : (a) to (c). Some countries have developed tactical nuclear weapons suitable for ground warfare. It is not unlikely that China has plans to develop similar weapons. Although there is no proposal to send a military mission abroad, nor does it seem necessary since Government do try to keep abreast of the developments taking place elsewhere.

पश्चिमोत्तर सीमान्त सड़क का निर्माण

*** 1278. श्री महाराज सिंह भारती :** क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) पश्चिमोत्तर सीमा पर सड़क के निर्माण में क्या-क्या कठिनाइयाँ सामने आ रही

हैं जिसके बनने से नागालैंड की पूर्वी सीमा पर रहने वाले विद्रोही नागा चीन के साथ सम्पर्क स्थापित न कर सकें; और

(ख) इस सड़क को अब तक न बनाये जा सकने के क्या कारण हैं ?

प्रतिरक्षा मंत्री (श्री स्वर्ण सिंह) : (क) और (ख) इस नाम की सड़क निर्माण के लिए कोई योजना नहीं है। अगर सद्यः महोदय, स्पष्ट तौर पर इस सड़क के बारे में बताएं, जो उनके दिमाग में है, मैं पूछताछ करूंगा।

Atomic Plant at Somasila, Andhra Pradesh

*1279. SHRI K. NARAYANA RAO : Will the PRIME MINISTER be pleased to state :

(a) whether the Chief Minister of Andhra Pradesh has approached the Central Government for the location of an atomic power station at Somasila in Andhra Pradesh; and

(b) if so, Government's reaction thereto ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF PLANNING AND MINISTER OF EXTERNAL AFFAIRS (SHRIMATI INDIRA GANDHI) : (a) A request has been received from the Andhra Pradesh Government to locate an atomic power station in that State in the V Plan period.

(b) The request will be examined along with similar requests from other States, after the feasibility studies initiated by the Atomic Energy Commission regarding establishment of new atomic power stations during the V plan period are completed.

इलाहाबाद में साम्प्रदायिक दंगों के बारे में समाचार का प्रसारण

*1280. श्री. दिनेश कुमार शर्मा : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि इलाहाबाद में हाल में हुए साम्प्रदायिक दंगों के समाचार को

पाकिस्तान रेडियो ने आकाशवाणी से पहले प्रसारित किया था ; और

(ख) यदि हां, तो आकाशवाणी के इस विषय में पीछे होने का क्या कारण है ?

सूचना और प्रसारण मंत्री (श्री के. के. शाह) : (क) जी, नहीं। इलाहाबाद में हुए दंगों का समाचार पहले आकाशवाणी ने 16 मार्च, 1968 को अपने 13.30 बजे वाले अंग्रेजी समाचार बुलेटिन में प्रेषित था। पाकिस्तान रेडियो ने दंगों का समाचार पहली बार उसी दिन अर्थात् 16 मार्च, 1968 को 18.05 बजे अपने काश्मीरी प्रसारण में दिया। इस प्रकार आकाशवाणी ने समाचार को पाकिस्तानी रेडियो से साढ़े चार घंटे पहले प्रसारित किया।

(ख) सवाल नहीं उठता।

जम्मू रेडियो स्टेशन

*1281. श्री राम गोपाल शालवाले : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि जम्मू रेडियो स्टेशन के एक बरिष्ठ अधिकारी ने गत शिवरात्री के अवसर पर स्वामी दामानन्द के बारे में वार्ता प्रसारित करने से इन्कार कर दिया था जबकि अर्थ समाज के कार्यकर्ताओं ने इस बारे में उस से प्रार्थना की थी ; और

(ख) यदि हां, तो इस बात को देखते हुए कि अन्य महा पुरुषों के बारे में अतर्थात् प्रसारित की जाती हैं ; ऋषि दयानन्द पर वार्ता प्रसारित करने से इन्कार करने वाले अधिकारी के विरुद्ध क्या कार्यवाही की गई है ?

सूचना और प्रसारण मंत्री (श्री के. के. शाह) : (क) : जयन्ती के विशेष कार्यक्रम के बारे में स्टेशन निदेशक, जम्मू केन्द्र ने अर्थ समाज के अधिकारियों को सारी त्रिपति बत्त दी थी और शिवरात्री को छोड़कर किसी भी दिन

ऋषि दयानन्द पर विशेष कार्यक्रम प्रसारित करने की पेशकश की थी क्योंकि जम्मू केन्द्र के कार्यक्रम का दांचा कुछ इस प्रकार का था कि उसमें परिवर्तन नहीं हो सकता था।

(ख) प्रश्न नहीं उठता।

पाकिस्तानियों द्वारा सीमा के खम्भों का गिराया जाना

*1282. श्री हुकम चंद कछबाय : क्या व्हे-शिफ-कार्य मंत्री 27 नवम्बर, 1967 के त्वारा-कित प्रश्न संख्या 272 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या पूर्वी पाकिस्तान के नाडिया जिले में पाकिस्तानियों द्वारा सीमा के खम्भों को गिराये जाने के विरुद्ध सरकार ने उस समय कोई विरोध पत्र नहीं भेजा था ;

(ख) क्या यह सच है कि पाकिस्तान सरकार ने उस समय भारत सरकार द्वारा सीमा के खम्भे पुनः लगाने के प्रयत्नों का विरोद्ध किया था ;

(ग) क्या सीमा के खम्भे इस बीच पुनः लगाये गये हैं ;

(घ) क्या पाकिस्तान सरकार ने इस बात की कोई गारंटी दी है कि भविष्य में ऐसी घटनाओं की पुनरावृत्ति नहीं होगी ; और

(ङ) यदि नहीं, तो भविष्य में ऐसी घटनाओं की पुनरावृत्ति को रोकने के लिए सरकार का क्या कार्यवाही करने का विचार है ?

व्हे-शिफ-कार्य मंत्रालय में राज्य मंत्री (श्री ब० रा० मगल) : (क) से (ङ), पाकिस्तान प्राधिकारियों से जिला और राज्य सरकारों के स्तर पर विरोध प्रकट किया गया था।

जुलाई 1965 की अपनी बैठक में पश्चिम बंगाल और पूर्वी पाकिस्तान के भू-अभिलेख एवं सर्वेक्षण विभागों में सीमा स्तंभों का द्विवांशिक निरीक्षण करने और उनकी मरम्मत

करने या उन्हें बदलने की एक प्रक्रिया पर सह-मति हो गई थी।

बीच में भारत-पाक संघर्ष हो जाने की वजह से इन खम्भों की न तो मरम्मत हुई थी और न बदले गए थे। भू-अभिलेख एवं सर्वेक्षण विभागों की बाद की बैठक में, पूर्व पाकिस्तान के सर्वेक्षण अधिकारियों ने अपना रवैया यही रखा कि इसको अथवा किसी अन्य अधिकार्यों को प्राथम्य करना तबतक संभव नहीं होगा जबतक कि वेरुवाडी का भी सीमांकन शुरू न किया जाए। बहरहाल, सितम्बर 1967 में वे वाडिया और कुश्तिया सीमा पर कुछ लम्पता स्तंभों को फिर से लगाने पर सहमत हो गए। इस समझौते के बावजूद, पूर्व पाकिस्तान की तरफ के लोगों ने इकतरफा तरीके से अपने कारिन्दों को हटा लिया।

सहमत प्रक्रिया, के अनुसार पाकिस्तान अधिकारियों का सहयोग प्राप्त करने की कोशिश की जा रही है।

Proposals Submitted by Nagaland Peace Observers

*1283 SHRI BENI SHANKER SHARMA : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the Nagaland peace observers have submitted a proposal to Government and the underground Nagas for a joint meeting to review the overall situation concerning the cease-fire agreement in Manipur and Nagaland ; and

(b) if so, the reaction of Government thereto ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) : (a) Yes, Sir.

(b) The Governor of Nagaland was requested to deal with the matter. The Government of India have been informed that a meeting has been fixed on the 20th April, 1968 at Dimapur.

Programme Drawing Set-up

*1284. SHRI JYOTIRMOY BASU : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether Government have any plans to include State Government representatives in the programme drawing set-up in their respective States ;

(b) if so, the details thereof ; and

(c) if not, whether Government propose to do so ?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI K. K. SHAH) : (a) Yes, Sir.

(b) Representatives of the various State Governments are invited to attend meetings of all the Advisory Committees attached to A. I. R. Stations. For example, the Director of Information or a corresponding officer of the State Govt. is always invited to attend meetings of the Programme Advisory Committee at a Station. The concerned officers of the Agriculture Department and other similar Departments are invited to be present at meetings of Rural Advisory Committees. The Officers concerned with Labour Welfare are similarly associated with the Advisory Committees for Industrial Workers Programmes and the Officers of the Education Department are associated with the School Broadcasts Consultative Panels.

In order to make the participation of the State Governments' representatives more intensive, a scheme is under consideration for reconstituting the Programme Advisory Committees of A. I. R. Stations in each State.

(c) Does not arise.

Specialised Training in Television for Staff

*1285. SHRI ONKAR LAL BERWA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether it is a fact that employees working in Television are being sent to West Germany, Italy and England for specialised training in Television against scholarships offered by these countries ;

(b) if so, how many Programme Executive, Producers, Technicians and other categories from staff artistes, category-wise, have been sent for training up-till now ; and

(c) the procedure of selection of the candidates for these scholarships and whether this procedure has been strictly followed in the selections made so far ?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI K. K. SHAH) : (a) Yes, Sir.

(b) (i) Programme Executives	8
(ii) Producer (Staff Artist)	1
(iii) Engineers	8
(iv) Other categories of Staff Artists	... Nil

(c) Selection is made keeping in view the technical suitability, special experience in a particular field and the usefulness to the service after obtaining the particular training by the officer concerned. These general principles are observed, as far as practicable, in selecting persons for training abroad. Besides, the conditions in regard to qualifications experience etc., set out in the offer of scholarship are also adhered to.

Ships Employed for Haj Pilgrims

7490. SHRI BABURAO PATEL : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) the number of pilgrims who go on Haj annually and the number of ships employed for this purpose ;

(b) the average fare from India to Jeddah and back per head for different classes on board the ship ;

(c) the total annual rupee earnings of the Haj traffic during the last three years and the share of traffic of each shipping company, company-wise ; and

(d) whether a tax per pilgrim is levied by Government and if so, its amount ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF PLANNING AND MINISTER OF EXTERNAL AFFAIRS (SHRIMATI INDIRA GANDHI) : (a) The number of Muslim pilgrims, including infants, who went on

Haj Pilgrimage during the last three years is given below :

1966	...	15,533
1967	...	15,544
1968	...	15,171

Out of the yearly total given above the number that proceeded by sea and the number that proceeded by air is given below :

	By Sea	By Air
1966	14,524	1,009
1967	14,450	1,094
1968	14,176	995

Pilgrims who proceeded by sea were carried in three ships in a total of 10 sailings each during 1966 Haj and 1967 Haj and in 11 sailings during 1968 Haj.

Pilgrims who proceeded by air were carried by Air-India Caravelles and Saudi Airlines in 10 flights during Haj, 1966 ; by Air India in seven flights (Boeing) during Haj 1967 and by Air-India and Saudi Arabian Airlines in 6 flights (Boeing) during Haj 1968.

(b) The passage fares fixed by the Mogul Lines Ltd., the sole Shipping Co. which carried sea Haj Traffic are given below :

Sea Class	Year	Passage fare round trip inclusive of food
	1966	Rs.
Deck Class	.....	479.85
First Class	.....	1335.60
First Class (with attached bath)	.....	1375.60
	1967 and 1968	
Deck Class	.....	600.00
First Class	.....	1670.00
First Class (with attached bath)	.....	1720.00
AIR		Passage Fare (Round trip)
		Rs.
1966		1622.00
1967		2100.00
1968		2233.00

(c) The gross Rupee earnings of the Mogul Line Ltd., which carried the whole

Sea Haj traffic during the last two years is given below :

		Rs.
1966	...	76,50,646.40
1967	...	97,41,990.27

The figures of 1968 are still under compilation.

The increase in the earnings of 1967 was due to 25% increase in pilgrim fare following devaluation.

(d) No tax is levied by Government on Haj pilgrims. The Haj Committee, Bombay charges a Registration Fee of Rs. 10/- per pilgrim. The proceeds are spent by Haj Committee for the welfare of the pilgrims both in Bombay and Jeddah. A part of the proceeds is also given as subsidy to the various State Haj Committees to be spent on matters connected with Haj pilgrimage.

Aid to Foreign Countries

7491. SHRI BABURAO PATEL : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) the various types of total aid and its value, country-wise, given during the last three years by India to Indonesia, Afghanistan, Iraq, Syria, Yemen, Jordan, Iran, Kuwait, Lebanon, Saudi Arabia, Sudan, U. A. R. and Turkey ; and

(b) the grounds on which this aid was given to these countries when India itself is short of funds and in need of aid ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF PLANNING AND MINISTER OF EXTERNAL AFFAIRS (SHRIMATI INDIRA GANDHI): (a) A statement showing assistance given by India to these countries under various programmes during the last three years is placed on the Table of the House. [Placed in Library. See No. LT-902/68]. The assistance provided is in the form of providing services of technical experts, provision of scholarships, gift of machinery and equipment, credits, etc.

(b) It has been our belief, which we have also expressed in appropriate international forums and elsewhere, that there must be much greater cooperation amongst developing countries in different fields. One form of such cooperation is for those

countries having reached comparatively advanced stages of industrial, technological and scientific development to share their know how, expertise and facilities with others. The magnitude of such assistance is, however, small and in the view of Government the fact that we are ourselves in receipt of foreign assistance or are short of funds, should not stand in the way of mutually advantageous cooperation amongst developing countries ?

Expenditure on Advertisements

7492. SHRI BABURAO PATEL :
SHRI M.L. SONDHI :

Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) the amount spent on Government advertisements in newspapers and periodicals, year-wise, during the last 5 years ;

(b) the number of periodicals and newspapers patronized, language-wise, during the said period ;

(c) the criteria by which the choice of media is made ; and

(d) the names of advertising agencies and the amount of business annually placed through them.

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI K.K. SHAH) : (a) The requisite information is given below :—

	Rs.
1963-64 —	66,37,957
1964-65 —	68,98,928
1965-66 —	82,44,960
1966-67 —	77,78,409
1967-68 (upto December 1967)—	49,13,192

(b) The number of newspapers and periodicals used for Government advertisements during the last 5 years is given in the statement laid on the Table of the House. [Placed in Library. See No. LT-903/68].

(c) In selecting newspapers and periodicals for advertisements, the following principles are kept in view :—

(i) effective circulation (normally papers having a paid circulation below 1,000 are not used) ;

(ii) regularity in publication (a period of six months' uninterrupted publication is essential) ;

(iii) class of readership ;

(iv) adherence to accepted standards of journalistic ethics and other factors such as production standards, the language and areas intended to be covered within the funds available etc.

The political affiliation of or the policy followed by a newspaper is not taken into account in placing Government advertisements. Papers belonging to all political parties and supporting different shades of political opinion are used for Government advertisements. Advertisements are not issued, however, to newspapers which indulge directly or indirectly in virulent and persistent propaganda inciting communal hatred and violence or which offend the socially accepted code of public decency and morals or papers which aim at subverting national interests.

(d) The Directorate of Advertising and Visual Publicity release advertisements direct to newspapers and periodicals and not through any advertising agency.

पश्चिमी पाकिस्तान के साथ लगी सीमाओं पर
सुरक्षा व्यवस्था

7484. श्री श्रीकारलाल बीहरा : क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या केन्द्रीय सरकार तथा पंजाब, राजस्थान, गुजरात तथा जम्मू और काश्मीर, की राज्य सरकारों ने इन राज्यों और पश्चिम पाकिस्तान के साथ लगी सीमाओं पर प्रतिरक्षा संबंधी व्यवस्था को मजबूत करने के लिये कोई संयुक्त उपाय किये हैं; और

(ख) यदि हां, तो पिछले तीन वर्षों में क्या विशेष कार्यवाही की गई है विशेषतः सीमा क्षेत्रों में रहने वाले लोगों के मनोबल को बढ़ाने तथा उनके परिवहन तथा संचार साधनों में सुधार करने की दिशा में ?

प्रतिरक्षा मंत्री (श्री स्वर्ण सिंह) : (क) तथा (ख). पंजाब, राजस्थान, गुजरात और

जम्मू तथा काश्मीर के साथ पश्चिम पाकिस्तान के साथ लगती सीमाओं की रक्षा के प्रबन्ध के लिए हमारी योजनाएं पर्याप्त उपबंध करती हैं। रक्षा के लिए आवश्यक उपायों के संबंध में केन्द्रीय और राज्य सरकारों में उचित ताल-मेल है, और राज्य सरकारें महत्वपूर्ण सड़कों होमगार्ड्स खड़े करने और असैनिक रक्षा उपायों के संस्थान जैसे मामलों में पूरा पूरा सहयोग देती हैं।

Central Information Service

7495. SHRI ONKAR LAL BERWA : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether it is a fact that over 200 officers are working in Grade IV of the Central Information Service in purely *ad hoc* capacity ; and

(b) how Government propose to regularise them and when ?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI K. K. SHAH) : (a) 108 Officers are currently on *ad hoc* basis.

(b) They will be regularised by the Union Public Service Commission on the basis of an open competitive examination likely to be held during the current year, 14 *ad hoc* appointees who fulfil the prescribed qualifications and age limits would be eligible to compete. Efforts are being made to give the over-aged *ad hoc* appointee credit for the length of service rendered so as to qualify them to take the examination. 24 officials are likely to be covered by this relaxation. The services of the remaining 70 officials will need to be dispensed with as and when U.P.S.C. nominees are available.

Inspection Centres of International Central Commission

7496. SHRI HARDAYAL DEVGUN : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that the International Control Commission is closing down several of the Inspection Centres in

North and South Vietnam, Laos and Cambodia because of financial difficulties ;

(b) whether it is also a fact that because of the absence of the executive powers vested with the commission it has not been able to function effectively ; and

(c) if so, whether there is any move under the consideration of Government to sound the Geneva Powers in this regard ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF PLANNING AND MINISTER OF EXTERNAL AFFAIRS (SHRIMATI INDIRA GANDHI) : (a) The Commissions in Laos and Vietnam are effecting some temporary reductions in the strength of their personnel and this includes temporary withdrawal of certain Teams. No reduction is contemplated in regard to Cambodian Commission which is already very small.

(b) and (c). The commissions were set up to supervise and control the implementation by the parties of the provisions of the Geneva Agreements 1954 concerning Cambodia, Laos and Vietnam. In regard to Laos the subsequent Geneva Agreement of 1962 forms the basis of the Commission's present activities. Under these Agreements the responsibility for the execution of the provisions of the Agreements have been placed on the parties to the Agreement and the Commission is to exercise only supervisory control. The Commission have to function in accordance with the charter given to them by the Geneva Powers and there is no move under consideration to ask the Geneva Powers to invest the commission with executive powers.

Tibetan Refugees

*7497. SHRI BABURAO PATEL : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) the number of Tibetan refugees that entered India during the last year ending the 31st December, 1967 ;

(b) the names of the types of tribes to which these Tibetan refugees belong and whether they are all hostile to the present Chinese rule in Tibet ;

(c) the names of Passes through which

these Tibetan refugees came and the steps taken to screen them before allowing them to enter India ; and

(d) the steps taken to rehabilitate these Tibetan refugees and the parts of India where they have been settled and in what number ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF PLANNING AND MINISTER OF EXTERNAL AFFAIRS (SHRIMATI INDIRA GANDHI) : (a) 945.

(b) The names of the tribes are not known to us. All these refugees belong to areas close to the Indo-Tibetan border. They had to leave their homes and take shelter in India on account of religious persecution at the hands of Chinese authorities.

(c) It would not be in the interests of the refugees and their families left behind in Tibet to furnish this information. As for the arrangements about screening them, details have been furnished to this House on many occasions, the more recent being in answer to Starred Question No. 722 dated 18th December, 1967, Unstarred Questions No. 1479 dated 21st February, 1968 and No. 6282 dated 3rd April, 1968.

(d) It is proposed to settle 113 Tibetan refugees in Ladakh, about 125 in Himachal Pradesh and the rest in Mysore.

Gifts Sent by Marwari Relief Society to Vietnam

7498. SHRI JYOTIRMOY BASU : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that Marwari Relief Society in Calcutta has recently sent gifts to north and South Vietnam ;

(b) if so, the value of the gifts ; and

(c) if so, the proportion in value and quantity to North and South Vietnam ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF PLANNING AND MINISTER OF EXTERNAL AFFAIRS (SHRIMATI INDIRA GANDHI) : (a) to (c). The Government of India has no information on the subject. Information is being collected and shall be laid on the Table of the House.

Indo-West German Talks

7499. SHRI R. R. SINGH DEO : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the date for the Indo-German talks under the Indo-West German agreement for periodical exchange of views on world issues of mutual interest has been fixed ;

(b) if so, whether the agenda of the meeting has been finalised ; and

(c) if so, the details thereof ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF PLANNING AND MINISTER OF EXTERNAL AFFAIRS (SHRIMATI INDIRA GANDHI) : (a) No Sir.

(b) and (c). The matter is under consideration and a decision is expected soon.

Work Munshis in A.I.R.

7500. SHRI ABDUL GHANI DAR : Will the Minister of INFORMATION AND BROADCASTING be pleased to refer to the reply given to Unstarred Question No. 3685 on the 11th December, 1967 and state :

(a) the total number of work Munshis in work charged staff who have been regularised so far in A.I.R. ; and

(b) the time expected to be taken to regularise all such staff ?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI K. K. SHAH) : (a) and (b). No Work-Munshi has so far been absorbed against regular post in A.I.R. This question is, however, under consideration and it may take some time before a decision is taken.

Work Munshis in A.I.R.

7501. SHRI ABDUL GHANI DAR : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether it is a fact that basic qualifications for work Munshi and clerk are the same in All India Radio ; and

(b) if so, the reasons of not regularising work Munshi against clerical posts ?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI K. K. SHAH) : (a) Basic qualifications for Work-Munshis and Clerks in All India Radio are the same i.e. Matriculation but in the case of Clerks, knowledge of typing is an additional qualification. The prescribed age limit in the case of Clerk Grade II is 21 years and that in the case of Work-Munshi, it is 35 years. Work-Munshis are engaged on work-charged establishment.

(b) The question of absorbing the work-charged Munshis on regular basis is under consideration.

भारत नेपाल करार

7502. श्री मधु लिमये : क्या बंदेशिक-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारत तथा नेपाल की सरकारों के बीच 1950 में एक पारस्परिक करार किया गया था, जिसके अनुसार, भारतीय नागरिक नेपाल में भूमि खरीद सकते थे तथा खेती कर सकते थे, परन्तु नेपाल सरकार ने बाद में कुछ ऐसे नियम बनाये और नेपाल निवासी भारतीय नागरिकों की भूमि अर्जित कर ली;

(ख) क्या नेपाल सरकार के साथ एक करार करने का भारत सरकार का विचार है, जिस के अनुसार नेपाल निवासी भारतीय नागरिक अपनी भूमि वापिस ले सकें; और

(ग) यदि नहीं, तो ऐसा न करने के क्या कारण हैं ?

प्रधान मंत्री, अख्य शक्ति मन्त्री, योजना मंत्री तथा बंदेशिक कार्य मन्त्री (श्रीमती इंदिरा गांधी) : (क) 1950 में भारत सरकार और नेपाल सरकार के बीच जो 'पारस्परिक समझौता' हुआ था, वह था शांति एवं मैत्री संधि। शांति एवं मैत्री संधि के अनुच्छेद 7 में यह उपबंध रखा गया है कि "भारत और नेपाल की सरकारें एक देश के दूसरे देश में रहने वाले राष्ट्रिकों को निवास, संपत्ति के स्वामित्व, व्यापार एवं वाणिज्य में भाग लेने, यातायात तथा इसी प्रकार की अन्य सुविधाओं के मामले में, पारस्परिक आधार

पर, समान विशेषाधिकार प्रदान करने के लिए सहमति प्रकट करती है। "नेपाल में भारतीय नागरिकों के भूमि संबंधी और मौखी अधिकारों के ब्यौरे सदन को कई मौकों पर दिए जा चुके हैं। माननीय सदस्य का ध्यान विदेश मंत्रालय के राज्य मन्त्री द्वारा 2 दिसंबर, 1966 को सदन में दिए गए ब्यौरे-वार विवरण की ओर और निम्नलिखित प्रश्नों के उत्तरों की ओर आकृष्ट किया जाता है :—

(1) 29 मई, 1967 को अतारांकित प्रश्न सं० 768 का उत्तर

(2) 20 नवम्बर, 1967 को अतारांकित प्रश्न सं० 1069 का उत्तर, और

(3) 4 दिसंबर, 1967 को अतारांकित प्रश्न सं० 2855 का उत्तर।

सरकार को ऐसी कोई सूचना नहीं मिली है कि नेपाल सरकार ने नेपाल में भारतीय नागरिकों की भूमि का अधिग्रहण किया है।

(ख) और (ग). प्रश्न नहीं उठता।

Bilateral Relations with Burma

7503. SHRI R. BARUA :
SHRI M. S. OBEROI :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether any steps have been taken for greater cooperation in bilateral relations between India and Burma subsequent to the visit of General Ne Win of Burma recently ; and

(b) if so, details of the steps taken or contemplated and how far they would help in furthering the relations between the two countries ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF PLANNING AND MINISTER OF EXTERNAL AFFAIRS (SHRIMATI INDIRA GANDHI) : (a) Yes, Sir.

(b) It would not be proper to divulge the details as they are of a confidential nature.

Diet for Indian Armed Forces

7504. SHRI SHIVA CHANDRA JHA : Will the Minister of DEFENCE be pleased to state :

(a) whether it is a fact that the Indian Armed Forces do not get nutritious diet ; and

(b) if so, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI L. N. MISHRA) : (a) No, Sir. The Indian Armed Forces get nutritious and well balanced diet.

(b) Does not arise.

Principles of Planning

7505. SHRI SHIVA CHANDRA JHA : Will the PRIME MINISTER be pleased to state :

(a) whether on the experience gained by the implementation of the Three Plans, Government have formulated any fundamental principles of planning ; and

(b) if so, what are they ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF PLANNING AND MINISTER OF EXTERNAL AFFAIRS (SHRIMATI INDIRA GANDHI) : (a) and (b). The Constitution lays down general directives for the economic and social policy of the State, and successive plans have elaborated the aims and objectives of planned development. A strategy of Indian Planning has evolved during the three five year plans. The Fourth Five Year Plan is being framed in the light of all these. However, from time to time situations change and new problems arise and fresh experiences gained. Each five-year plan has to take into account its particular context and try to make the required adjustments.

State Income

7506. SHRI ANBU CHEZHIAN : Will the PRIME MINISTER be pleased to state :

(a) whether it is a fact that a special unit has been set up in the Central Statistical Organisation to work out the State incomes on a uniform basis ;

(b) if so, when it was set up ; and

(c) how long the Central Statistical Organisation will take to bring out comparative figures of State Incomes over a period ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF PLANNING AND MINISTER OF EXTERNAL AFFAIRS (SHRIMATI INDIRA GANDHI) : (a) No, Sir. The Central Statistical Organisation provides the standard methodology to the State Statistical Bureaus for preparing State Income estimates of their respective States.

(b) Does not arise.

(c) Comparable estimates for the years 1960-61 to 1964-65 for the six commodity producing sectors i.e. agriculture, animal husbandry, forestry, fishery, mining and quarrying and factory establishments, are already available. Availability of estimates for the remaining sectors would depend upon the completion of work by the State Statistical Bureaus.

आकाशवाणी के पटना वाराणसी केन्द्रों से विविध भारती कार्यक्रम का प्रसारण

7507. श्री श्री० प्र० त्यागी : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हाल ही में पटना रेडियो स्टेशन से विविध भारती कार्यक्रम अब बन्द कर दिया गया है, जिस के बरिखामस्वरूप ट्रांजिस्टरों के विक्रेताओं के कारोबार पर तथा विविध भारती कार्यक्रम के प्रेमियों पर जिनके पास एक बैंड वाले ट्रांजिस्टर हैं, बुरा प्रभाव पड़ा है;

(ख) यदि हाँ, तो क्या सरकार पटना रेडियो स्टेशन से विविध भारती कार्यक्रमों को पुनः चालू करने के प्रश्न पर विचार करेगी;

(ग) क्या वाराणसी रेडियो स्टेशन से भी विविध भारती कार्यक्रमों का प्रसारण आरम्भ करने के लिये सरकार से अनुरोध किया गया है; और

(घ) यदि हां, तो इस बारे में सरकार की क्या प्रतिक्रिया है ?

सूचना तथा प्रसारण मंत्री (श्री के० के० शाह) (क) और (ख). आर्थिक दृष्टिकोण से आकाशवाणी के पटना केन्द्र से विविध भारतीय कार्यक्रम 17 दिसम्बर 1967 से बन्द कर दिया गया था। परन्तु श्रोताओं की प्रार्थना पर 25 फरवरी, 1968 से फिर से चालू कर दिया गया है।

(ग) जी, हां।

(घ) बाराणसी, लखनऊ-इलाहाबाद केन्द्रों का सहायक केन्द्र है और फिलहाल इसे विविध भारतीय केन्द्रों में परिवर्तित करने का प्रस्ताव नहीं है।

विदेशों में राजपत्रित पत्रों पर काम कर रहे भारतीय लोभ

7509. श्री निहाल सिंह : क्या वैदेशिक-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) विदेशों में प्रत्येक देश में राजपत्रित पत्रों पर कितने भारतीय काम कर रहे हैं; और

(ख) गत दस वर्षों में सरकार द्वारा ऐसे कितने भारतीय विदेश भेजे गये, जो भारत नहीं लौटे हैं और वहीं पर सेवा कर रहे हैं ?

प्रधान मंत्री, अणु शक्ति मंत्री, योजना मंत्री तथा वैदेशिक-कार्य मंत्री (श्रीमती इन्दिरा गांधी) : (क) भारतीय विदेश सेवा, भारतीय सूचना सेवा और भारतीय विदेश सेवा (ख) के राजपत्रित अधिकारियों के बारे में मांगी गई सूचना व्यौरे में दी जा रही है जो सभा पटल पर रख दिया गया है। [पुस्तकालय में रखा गया। देखिये संख्या LT-904/68]

(ख) मेरे विचार से माननीय सदस्य का आशय भारतीय विदेश सेवा के उन भारतीय अधिकारियों से है, जोकि 10 वर्ष से या उससे अधिक समय से निरंतर विदेश में ही हैं। इन्होंने

संख्या 42 है जिसमें सभी वर्गों के अधिकारी हैं।

ट्रांसमिटर बनाने वाले कारखाने

7510. श्री निहाल सिंह : क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में कितने कारखाने ट्रांसमिटर बनाते हैं और उन देशों के देश-वार नाम क्या हैं, जिनके सहयोग से वे कारखाने स्थापित किये गये हैं और उनमें प्रत्येक में कितनी-कितनी पूंजी लगी हुई है; और

(ख) उन कारखानों में कितने विदेशी तकनीशियन नियुक्त हैं और इन कारखानों की स्थापना के कारण सरकार को कितनी राशि की बचत हो रही है ?

प्रतिरक्षा मंत्रालय में राज्य मंत्री (श्री ल० ना० बिन्धु) : (क) तथा (ख). देश में ट्रांसमिटर्स और ट्रांसरिसीवरों का नियमित निर्माण केवल भारत इलेक्ट्रानिक्स लिमिटेड बंगलौर और हिन्दुस्तान एरोनाटिक्स लिमिटेड के हैदराबाद डिपोजिट में होता है। इन फैक्ट्रियों को मिली जुली सुविधाएं प्राप्त हैं, और वह न केवल ट्रांसमिटर्स का ही निर्माण हस्तगत नहीं करते, बल्कि वैद्युति साजसामान और संघटकों की अन्य मदों का भी। दोनों फैक्ट्रियों के संबंध में प्रश्न में मांगी गई सूचना इस प्रकार है :—

भारत इलेक्ट्रानिक्स लिमिटेड

शुरू शुरू में फैक्ट्री सर्वश्री कम्पनी जनरल डी टेलिग्राफिक सांस फिल, फ्रांस के सहयोग से स्थापित की गई थी। उपभोक्ताओं की विभिन्न आवश्यकताओं की पूर्ति के लिए उसके पश्चात् विदेशी फर्मों के साथ, ट्रांसमिटर्स और ट्रांसरिसीवरों के निर्माण के लिए निम्न अन्य सहयोग समझौते किए गए हैं :—

(क) यू० के० सर्वश्री मुल्गार्ड, सर्वश्री प्लेसी, सर्वश्री ए० टी० एण्ड ई० और सर्वश्री मारकोनी।

(ख) पश्चिमी जर्मनी—सर्वश्री सिमेन्स एण्ड हाल्स्के ।

(ग) जापान - सर्वश्री एन० ई० सी० ।

(घ) यू० एस० ए०—सर्वश्री आर० सी० ए० और बैडिक्स ।

इस समय फ़ैक्टरी में काम पर लगाए गए विदेशी तकनीशनों की कुल संख्या 6 है । 1966-67 के दौरान 646 लाख रुपये के साज-सामान के सम्पूर्ण उत्पादन मूल्य में विदेशी मुद्रा की बचत 436 लाख रुपये थी ।

हिन्दुस्तान एरोनाटिक्स लि० हैदराबाद डिवीजन

फ़ैक्टरी बँधूती साजसामान का निर्माण हस्तगत करती है, और यू० एस० ए० आर० सरकार के सहयोग से स्थापित की गई है । हैदराबाद इलेक्ट्रॉनिक फ़ैक्टरी के सरमाया की कुल लागत लगभग 7.48 करोड़ रुपये है । अन्य विस्तार देना लोकहित में नहीं होगा ।

भारतीय बिमानों के लिये ईंधन

7511. श्री निहाल सिंह : क्या रक्षा मन्त्री यह बताने की कृपा करेंगे कि :

(क) भारतीय वायु सेना के विभिन्न मुख्यालयों को ईंधन की सप्लाई करने वाली कम्पनियों के नाम क्या हैं तथा वे कम्पनियाँ कहाँ-कहाँ हैं;

(ख) क्या इन कम्पनियों द्वारा घटिया किस्म का ईंधन सप्लाई किये जाने के बारे में कोई शिकायतें सरकार को प्राप्त हुई हैं; और

(ग) यदि हां, तो उनके विरुद्ध क्या कार्यवाही की गई है ?

प्रतिरक्षा मन्त्रालय में राज्य मन्त्री (श्री ए० ना० मिश्र) : (क) इण्डियन ड्रायल कम्पनी, बर्मा शैल और एस्सो भारतीय नौसेना को ईंधन सप्लाई कर रहे हैं । अधिकतम स्थानों पर इण्डियन ड्रायल कम्पनी ईंधन सप्लाई कर रही है ।

(ख) जी नहीं ।

(ग) प्रश्न नहीं उठता ।

A. I. R. Station, Darbhanga

7512. SHRI BHOGENDRA JHA : Will the Minister of INFORMATION AND BROADCASTING be pleased to refer to the reply given to Unstarred Question No. 329 on the 14th February, 1968 and state :

(a) whether the financial sanction for the All India Radio Station, Darbhanga has since been received ;

(b) if so, the details thereof ; and

(c) if not, the reasons therefor ?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI K. K. SHAH) : (a) to (c). No, Sir. Due to lack of resources the project relating to the setting up of an All India Radio Station at Darbhanga is not proposed to be taken up during 1968-69.

Darbhanga Radio Station

7513. SHRI BHOGENDRA JHA : Will the Minister of INFORMATION AND BROADCASTING be pleased to refer to the reply given to Unstarred Question No. 4511 on the 20th March, 1968 and state :

(a) the details of the preliminary survey conducted for locating suitable site for the installation of transmitter and studio at Darbhanga ;

(b) the expenses to be incurred on this project with details thereof ;

(c) whether due to financial stringency, all such projects are being postponed ; and

(d) if not, which of them are being taken up and by what time ?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI K. K. SHAH) : (a) A few sites have been located at Darbhanga which, on preliminary examination, appear suitable for setting up the transmitter and studio installation, but in the absence of financial approval to this scheme, further action has been deferred.

(b) The total expenditure on the scheme is estimated at Rs. 33 lakhs, of which Rs. 16.5 lakhs is expected to be incurred on transmitter installation Rs. 15.5 lakhs on studios and office accommodation and Rs. 1 lakh for receiving facilities.

(c) and (d). Due to financial stringency, it has not been found feasible to provide budget provision for number of projects during 1968-69 but these will be taken up again for consideration for 1969-70 budget on the basis of relative merit and subject to the necessary resources being made available.

Regional Centre of Central Song and Drama Division

7514. SHRI BHOGENDRA JHA : Will the Minister of INFORMATION AND BROADCASTING be pleased to refer to the reply given to Unstarred Question No. 4608 on the 20th March, 1968 and state :

(a) the reasons for not training or recruiting local artists when target for performances is rapidly increasing ;

(b) how many out of the 196 programmes given by the Central Song and Drama Division's Regional Centre at Darbhanga (Bihar) were in Maithili and how many in other languages of Bihar and Hindi and which dates and places ; and

(c) how many out of the target of 600 for 1968-69 are proposed to be in Maithili ?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI K. K. SHAH) : (a) The Song and Drama Division does not impart pre-employment training to the artists. However, experienced artists, familiar with local dialects and the traditional forms of folk entertainment are recruited as and when required, and are given guidance and instructions from time to time to prepare them for different programmes.

(b) Out of the 194 performances given in 1967-68, 140 were in Maithili, 40 in Bhojpuri and 14 in Hindi and other dialects. The details are given in annexure, laid on the Table of the House. [Placed in Library. See No. LT-905/68.]

(c) About 300.

Non-Commissioned Officers

7515. SHRI BAL RAJ MADHOK : Will the Minister of DEFENCE be pleased to state :

(a) whether it is a fact that the British introduced the system of Non-Commissioned officers to provide a link between the soldiers and Commissioned Officers, who used to be all Englishmen ;

(b) whether it is also a fact that with the Indianisation of the Army after the Independence the rank of Non-Commissioned officers has become redundant ;

(c) whether it is also a fact that suggestions have been made to abolish the rank of Non-Commissioned Officers all together ; and

(d) if so, the reaction of Government thereto ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI L. N. MISHRA) : (a) Presumably, the Hon'ble Member has in mind the system of Junior Commissioned Officers previously known as Viceroy's Commissioned Officers. This rank was introduced to provide Commanders of Sub Units and not merely as a link between the Soldiers and the British Officers.

(b) No, Sir. The Junior Commissioned Officers are still considered to be essential.

(c) and (d). The question of usefulness of JCOs Cadre has been given the most careful consideration from time to time and it has been decided that it has a useful role to play and should continue.

Foreign Exchange Earned by Export of Films

7516. SHRI RAM CHARAN : Will the Minister of INFORMATION AND BROADCASTING be pleased to state the total amount of foreign exchange earned by the export of the Indian films shot in foreign countries during the last two years ?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI K. K. SHAH) : Information is being collected and will be laid on the Table of the House.

Release of Cartridges for Sale

7517. SHRI RAM CHARAN : Will the Minister of DEFENCE be pleased to state :

(a) whether it is a fact that his Ministry is going to release about 25 lakhs of 12 Bore Double Barrel cartridges for sale in the open market ; and

(b) if so, what will be the whole-sale Retail Price of these cartridges ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI L. N. MISHRA) : (a) About 25 lakh cartridges for 12-bore shot guns are under release to dealers for sale in the open market.

(b) The whole-sale price is Rs. 81/- and the retail price Rs. 90/- per hundred cartridges.

Underground Nuclear Tests by U.S.A. & U.S.S.R.

7518. SHRI SAMAR GUHA : Will the PRIME MINISTER be pleased to state :

(a) the number of underground nuclear tests conducted by U.S.A. and U.S.S.R. since signing of the Nuclear Test Ban Treaty ; and

(b) whether these underground tests provide equal scopes and opportunities for underground mass fission tests by all other signatory countries of the Treaty for improving their knowledge about the scientific process and technology of nuclear fission ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF PLANNING AND MINISTER OF EXTERNAL AFFAIRS (SHRIMATI INDIRA GANDHI) : (a) The test ban treaty does not require the parties to give information regarding the underground tests conducted by them. Therefore, the Government does not have any official information regarding the tests conducted by USA and USSR.

(b) No, Sir.

देहाती कार्यक्रम प्रसारण में भूतपूर्व संसद सदस्यों की वताएं

7519. श्री महाराज सिंह भारती : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या लोक सभा के भूतपूर्व सदस्यों

की बातें अथवा भाषण आकाशवाणी के केन्द्रों से प्रसारित किये जाने वाले देहाती कार्यक्रमों में शामिल किये जाते हैं; और

(ख) यदि नहीं, तो इसके क्या कारण हैं ?

सूचना तथा प्रसारण मंत्री (श्री के० के० शाह) (क) जी, हां। ग्रामीण तथा खेती संबंधी समस्याओं से परिचित योग्य व्यक्तियों का, जिस में लोक सभा के भूतपूर्व सदस्य भी शामिल हैं, आकाशवाणी के केन्द्रों के ग्रामीण कार्यक्रमों में प्रसारण करने के लिए आमंत्रित किया जाता है।

(ख) सवाल नहीं उठता।

Nepal Citizenship Act

7520. SHRI BABURAO PATEL : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) the salient features of the Citizenship Act or rules passed by the Government of Nepal in so far as they affect the citizens of India in Nepal ;

(b) whether provisions of this new Act would adversely affect the right of the Indian citizens to go and settle down in Nepal ;

(c) whether the said Act controls, in any manner, the population of Gorkhas and their occupation in India ; and

(d) whether the said Act was passed in full consultation with the Government of India ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF PLANNING AND MINISTER OF EXTERNAL AFFAIRS (SHRIMATI INDIRA GANDHI) : (a) The Nepal Citizenship Act of 1964 passed by the Government of Nepal, and the subsequent amendment to the act in 1967, do not affect the citizens of India in Nepal. Indian nationals in Nepal are governed by provisions of the Treaty of Peace and Friendship of 1950, signed between the two countries.

(b) The amendment of 1967 liberalises the rules and regulations, facilitating the acquiring of Nepalese citizenship by persons

who have lived in Nepal for a number of years and have not yet applied for Nepalese citizenship. It may be mentioned that Indian nationals wishing to go to Nepal for purposes of settlement have to conform to the regulations made from time to time by HMG of Nepal. Where the regulations are sometimes not in conformity with provisions of the Treaty of Peace and Friendship signed between the two Governments in 1950, the matter is brought to the notice of HMG of Nepal with whom the final decision rests.

(c) Gorkhas are a community settled both in Nepal and India. Gorkhas who are Indian citizens and are engaged in Occupations in India are not affected by any legislation passed in Nepal.

(d) Since Nepal is a sovereign and independent country the question of HMG of Nepal consulting the Government of India with regard to acts which apply to the people residing in its territory and do not affect Indian citizens does not arise.

चीन और पाकिस्तान के साथ हुए संघर्षों में वीरगति को प्राप्त हुए सैनिकों के परिवारों को पेंशन

7521. श्री निहाल सिंह : क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या चीन और पाकिस्तान के साथ हुए संघर्षों में वीरगति को प्राप्त हुए सैनिकों के परिवारों को एक ही नियम के अन्तर्गत पेंशन दी जा रही है;

(ख) यदि हां, तो इन परिवारों को किन दरों पर पेंशन दी जा रही है;

(ग) क्या यह भी सच है कि वीरगति प्राप्त सैनिकों की विधवाओं और बच्चों को अलग-अलग पेंशन दी जा रही है; और

(घ) यदि हां, तो इन को किन दरों पर पेंशन दी जा रही है ?

प्रतिरक्षा मन्त्रालय में राज्य मन्त्री (श्री जे. ए. मिश्र) : (क) तथा (ख). जी हां ।

एक विवरण सभा पटल पर रख दिया गया है ।
[पुस्तकालय में रखा गया । देखिये संख्या नं० LT-906/68]

(ग) जी नहीं ।

(घ) प्रश्न नहीं उठता ।

भारतीय वायु सेना के हेलीकोप्टर का दुर्घटना-ग्रस्त होना

7522. श्री हुकम चन्द कछवाय :

श्री जि० ब० सिंह

क्या रक्षा मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मार्च 1968 में उत्तर प्रदेश में बरेली हवाई अड्डे पर भारतीय वायु सेना का एक हेलीकोप्टर दुर्घटना-ग्रस्त हो गया था;

(ख) क्या दुर्घटना के कारणों की जांच कर ली गई है; और

(ग) यदि हां, तो उस का क्या परिणाम निकला है ?

प्रतिरक्षा मन्त्री (श्री स्वर्ण सिंह) : (क) से (ग). मार्च 1968 में बरेली हवाई अड्डे पर आई० ए० एफ० हेलीकोप्टर की कोई दुर्घटना नहीं हुई थी। तदपि, मार्च 1968 के दौरान बरेली में आई० ए० एफ० विमानों की दो मामूली दुर्घटनाएं हुई थी, और उस की कोर्टस आफ इन्वैस्टिगेशन द्वारा जांच हो रही है।

Indian Statistical Institute Workers' Organisation

7523. SHRI BENI SHANKER SHARMA :

SHRI S. M. BANERJEE :

Will the PRIME MINISTER be pleased to state :

(a) whether a deputation of the Indian Statistical Institute Workers' Organisation, Calcutta which met the Prime Minister and some Union Ministers recently has urged that the proposal to introduce the computerized service in the Institute be abandoned on the ground that it would throw many employees out of job ; and

(b) if so, the decision taken in the matter ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF PLANNING AND MINISTER OF EXTERNAL AFFAIRS (SHRIMATI INDIRA GANDHI) : (a) Yes, Sir.

(b) A proposal to supplement conventional tabulation machines by electronic computers for comprehensive and speedy analysis of National Sample Survey data is under consideration. Every effort will however be made to safeguard the interests of the existing personnel and as far as possible their retrenchment would be avoided when the computers are introduced.

Launching of Second Rocket from Thumba Station

7524. SHRI K. P. SINGH DEO : Will the PRIME MINISTER be pleased to state :

(a) whether it is a fact that a second rocket was launched from the Thumba Rocket Launching Station on the 30th March, 1968 ;

(b) the expenditure incurred thereon ; and

(c) the results achieved ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF PLANNING AND MINISTER OF EXTERNAL AFFAIRS (SHRIMATI INDIRA GANDHI) : (a) Yes, Sir.

(b) Incremental expenditure to India connected with the rocket flight was approximately Rs. 12,000/-.

(c) The experiment was successful and the results are being evaluated.

Foreigners in Indian Defence Establishments

7525. SHRI JYOTIRMOY BASU : Will the Minister of DEFENCE be pleased to state :

(a) the number of foreigners serving with the Indian Defence Establishments ; and

(b) the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI L. N. MISHRA) : (a) and (b). Information is being collected and will be laid on the Table of the House.

मध्य प्रदेश में भूतपूर्व सैनिकों के लिये भूमि का प्रावधान

7526. श्री गं० च० दीक्षित : क्या रक्षा मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश में सब भूतपूर्व सैनिक अधिकारियों तथा जवानों के लिये भूमि का प्रावधान कर दिया गया है ;

(ख) यदि नहीं, तो अभी कितने व्यक्ति प्रतीक्षा सूची में हैं, तथा उन्हें अभी तक भूमि आवंटित न की जाने के क्या कारण हैं ;

(ग) यह भूमि ऊंची-नीची होने तथा खेती के योग्य न होने और भूमि के प्रावधान के मामले में उन्हें प्राथमिकता न दिये जाने के बारे में कुछ शिकायतें प्राप्त हुई हैं ; और

(घ) यदि हां, तो इस संबंध में सरकार द्वारा क्या कार्यवाही की गई है ?

प्रतिरक्षा मंत्रालय में उप मन्त्री (श्री एम० आर० कृष्णा) : (क) से (घ). सूचना राज्य सरकारों से मांगी गई है, और जब प्राप्त हुई सभा के पटल पर रख दी जाएगी ।

मध्य प्रदेश के लिये केन्द्रीय योजना

7527. श्री गं० च० दीक्षित : क्या प्रधान मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पहली तथा दूसरी पंचवर्षीय योजनाओं में मध्य प्रदेश के लिये कोई केन्द्रीय योजना शामिल नहीं की गई थी ;

(ख) यदि हां, तो इस के क्या कारण थे ; और

(ग) यदि उपरोक्त भाग (क) का उत्तर

'नहीं' हो, तो ये योजनाएं किन-किन स्थानों में आरम्भ की गई थीं ?

प्रधान मंत्री, अख्य शक्ति मंत्री, योजना मंत्री तथा वैदेशिक-कार्य मंत्री (श्रीमती इन्दिरा गांधी) : (क) जी, नहीं ।

(ख) प्रश्न नहीं उठता ।

(ग) एक विवरण सभा पटल पर प्रस्तुत है ।

विवरण

क्रम संख्या	योजना का नाम	स्थान
1.	मिलाई इस्पात संयंत्र	मिलाई
2.	भारी बिजली के सामान का संयंत्र	भोपाल
3.	नेपा कागज का कारखाना	नेपानगर

जबलपुर गन फ़ैक्ट्री में प्रशिक्षु

7528. श्री सं० च० दीक्षित : क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या प्रशिक्षु अधिनियम, 1961 के अन्तर्गत 1964 से अब तक मध्य प्रदेश में जबलपुर गन फ़ैक्ट्री में कुछ व्यक्तियों को प्रशिक्षुओं के रूप में भर्ती किया गया था ;

(ख) कितने प्रशिक्षुओं ने अपना प्रशिक्षण पूरा किया और प्रमाणपत्र प्राप्त किये ;

(ग) क्या इन सभी प्रशिक्षुओं को रोजगार दिया गया है; और

(घ) यदि हां, तो उनकी संख्या कितनी है ?

प्रतिरक्षा मंत्रालय में राज्य मंत्री (श्री ल० न० सिन्हा) : (क) जी हां जनवरी 1964 से 858 ट्रेड एप्रेंटिस भर्ती किए गए हैं ।

(ख) 354 एप्रेंटिसेसों ने अपना प्रशिक्षण सम्पूर्ण कर लिया है । 15 प्रशिक्षणार्थियों को अन्तिम प्रमाणपत्र जारी कर दिए गए हैं । इसके अतिरिक्त 15 अन्य को अस्थायी प्रमाणपत्र जारी किए गए हैं । अन्तिम प्रमाण पत्र अम, रोजगार और पुनरावास मंत्रालय के अधीन

डायरेक्टर जनरल रोजगार तथा प्रशिक्षण द्वारा जारी किए जाते हैं ।

(ग) जी नहीं ।

(घ) 20 प्रशिक्षणार्थियों को रोजगार की वेतन की गई थी, और उन्हें खपा लिया गया है । 68 प्रशिक्षणार्थियों को शिल्पी प्रशिक्षण योजना को अंतरित कर दिया गया था, और उन्हें खपा लिया जायगा अगर प्रशिक्षण की समाप्ति पर वह ट्रेड टेस्ट पास कर लें ।

Trained Personnel for T. V. Jobs

7529. SHRI ONKAR LAL BERWA : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether it is a fact that trained persons, from the Film Institute of India are available for different jobs in Television, but their talent is not being used because some Engineering Staff from A. I. R. is already working on those jobs which are not meant for them ; and

(b) if so, the steps being taken to fix up proper personnel on proper jobs ?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI K. K. SHAH) : (a) and (b). Persons trained in the Film Institute of India and other similar institutions whose services can be utilized for various positions and jobs in the TV Centre, have been and are being engaged from time to time according to requirements.

The question of replacing engineering personnel performing the functions of Cameraman and Vision mixers in the TV Centre progressively by persons trained at the Film Institute is under consideration of Government.

Specialised Training in Television

7530. SHRI ONKAL LAL BERWA : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether it is a fact that many persons who had received specialised training in television from abroad are being transferred from Television Centre (A. I. R.) Delhi to other places where training given to them is unutilised ; and

(b) if so, the reasons for not utilizing their training in the Television Centre and transferring them elsewhere ?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI K. K. SHAH) : (a) So far 43 officers have received specialised training abroad in Television. Of these, 2 are dead, 3 have left All India Radio and 2 are on deputation elsewhere leaving a balance of 36. Of these, 13 are working in the Delhi TV Centre and 7 are associated with the planning and development of television. All who are continuing with All India Radio are being utilized at TV.

(b) At present, there is only one TV Station operating in the country viz. Delhi TV Centre. The draft Fourth Five Year Plan of A. I. R. provides for the setting up of TV Stations at Bombay, Calcutta, Madras and Kanpur, besides the expansion of the Delhi TV Centre. Trained personnel available with us are expected to be more fully utilized when these Stations are set up.

सैनिक मोटर गाड़ियां बनाने का कारखाना

7531. श्री रामाबतार शर्मा : क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार मध्य प्रदेश में भोपाल में सैनिक गाड़ियां बनाने का एक कारखाना स्थापित करने का है ;

(ख) यदि हां, तो उक्त कारखाने का निर्माण कार्य कब तक आरम्भ होने तथा कब तक पूरा हो जाने की सम्भावना है ; और

(ग) कारखाने का अनुमानित वार्षिक उत्पादन कितना होगा ?

प्रतिरक्षा मंत्रालय में राज्य मंत्री (श्री ल० ना० मिश्र) : (क) सैनिक गाड़ियों के निर्माण के लिए भोपाल में कोई फैक्टरी स्थापित करने का कोई प्रस्ताव नहीं है। तदपि, जबलपुर में गाड़ियों के लिए एक फैक्टरी स्थापित की जा रही है।

(ख) फैक्टरी का निर्माण प्रगतिशील है,

और आशा है कि फैक्टरी 1970 के दौरान उत्पादन आरम्भ कर देगी।

(ग) प्रस्तावित क्षमता वार्षिक 13200 गाड़ियों की है, इन में से 6000 शक्तिमान 3-टन ट्रक होंगे, और शेष निस्सैन गाड़ियां।

Cinema Plots in Bulandshahr

7532. SHRI RAM CHARAN : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether it is a fact that M/s. Gopi Mal and Company of Bulandshahr was given the permission for having all the four cinema plots during the Exhibition there in February, 1968 ; and

(b) if so, why all the four cinema plots were allotted to this firm when this firm does not have any cinema of its own ?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI K. K. SHAH) : (a) and (b). This is a matter which falls within the purview of the State Government. The State Government have informed that the four plots were allotted to M/s Gopimal & Company on the basis of the highest bid received for the plots in question. The four plots were clubbed together at the specific and unanimous request of all the bidders participating at the auction. Prior possession of a Cinema House is not an essential prerequisite for putting up new Cinema Houses.

Festival in Kachchativu Island

7533. SHRI MAYAVAN :
SHRI NARAYANAN :
SHRI DEIVEEKAN :
SHRI DHANDAPANI :
SHRI SUBRAVELU :
SHRI C. CHITTYBABU :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Government of India made any arrangements for the supply of drinking water, tent facilities for the Indian pilgrims during the Kachchativu festival held recently ;

(b) whether Government imposed heavy restrictions on the Indian pilgrims ; and

(c) if so, the details thereof ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF PLANNING AND MINISTER OF EXTERNAL AFFAIRS (SHRIMATI INDIRA GANDHI): (a) and (b). No Sir. Such arrangements are normally made by the pilgrims themselves, as in past years.

(c) Does not arise.

Hindi Examination for I. F. S Officers

7534. SHRI SUBRAVELU :
SHRI DEIVEEKAN :
SHRI DHANDAPANI :
SHRI NARAYANAN :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Government have issued instructions to the effect that officials of the Indian Foreign Service would be confirmed only on their qualifying Hindi Examination ; and

(b) if so, whether such instructions are not in violation of the Official Languages Act as amended recently ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF PLANNING AND MINISTER OF EXTERNAL AFFAIRS (SHRIMATI INDIRA GANDHI): (a) Yes, Sir. Officers of the Indian Foreign Service are required to pass a simple test in Hindi before confirmation.

(b) No, Sir.

Buildings for Defence Offices taken on Rent

7535. SHRI R. S. VIDYARTHI : Will the Minister of DEFENCE be pleased to state :

(a) the names and number of buildings which have been taken on rent from the agencies other than Government to accommodate Defence Offices ; and

(b) the annual rent being paid separately for each building ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI L. N. MISHRA): (a) and (b). The information is being collected and will be laid on the Table of the House.

Promotion in Research and Development Organisation

7536. SHRI R. S. VIDYARTHI : Will the Minister of DEFENCE be pleased to state :

(a) whether it is a fact that in the Research and Development Organisation of his Ministry Departmental Promotions from Senior Scientific Assistants to Junior Scientific Officers are made on the basis of allotment of subject groups and not on the combined roster basis ; and

(b) whether it is also a fact that due to this, many Senior Scientific Assistants placed in certain subjects get promotions much later than their counterpart in other subjects inspite of having better qualifications and laboratory experience ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI L. N. MISHRA): (a) Yes, Sir.

(b) Expansion in research and development activities in some subjects has been more rapid than in others. Consequently promotions in such subjects have also been quicker.

Research and Development Organisation

7537. SHRI R. S. VIDYARTHI: Will the Minister of DEFENCE be pleased to state the number of posts of Junior Scientific Officers in Research and Development Organisation of his Ministry filled separately by departmental promotions from Senior Scientific Assistants and by direct recruitment including Research Fellowship/ Apprenticeship Scheme in each of the 17 subject groups, year-wise since 1962 ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI L. N. MISHRA): The information is given in the statements at Annexures 'A' and 'B', laid on the Table of the House. [*Placed in Library. See No. LT-907/68*]. Under the rules, upto 50 per cent of the vacancies in the grade of Junior Scientific Officer may be filled by promotion. The number of promotees has been less than the permissible figure because most of the Research and Development Establishments/Laboratories came up between 1962-64 and departmental candidates were not available/eligible for promotion.

चौथी पंचवर्षीय योजना का प्रारूप

7538. श्री रघुवीर सिंह शास्त्री : क्या प्रधानमंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि चौथी पंचवर्षीय योजना के प्रारूप को तैयार करने के लिये कुछ सिद्धान्त निर्धारित करने के लिये मार्च, 1968 में राष्ट्रीय विकास परिषद् की एक बैठक बुलाई गई थी ;

(ख) यदि हां, तो उस बैठक में क्या निर्णय किये गये ; और

(ग) चौथी योजना का प्रारूप कब तक तैयार हो जायेगा ?

प्रधानमंत्री, अखिल शक्ति मन्त्री, योजना मंत्री तथा शैक्षिक-कार्य मन्त्री (श्रीमती इ. बिरा शांती) : (क) जी, नहीं। राष्ट्रीय विकास परिषद् की बैठक गई, 1968 में होने की सम्भावना है।

(ख) प्रश्न नहीं उठता।

(ग) चौथी योजना प्रारूप के, इस वर्ष के अन्त तक तैयार हो जाने की सम्भावना है।

Film Finance Corporation

7539. SHRI GADILINGANA
GOWD :
SHRI A. DIPA :

Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) the present procedure being followed for granting loans by the Film Finance Corporation for film production ;

(b) whether film producers have greatly criticised the existing procedure of granting loans ;

(c) whether Government have decided to amend the procedure ; and

(d) if so, the details thereof and whether the same is likely to meet the requirements of the film producers ?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI K. K. SHAH) : (a) The applications for loans from the Film Finance Corporation are

processed in accordance with the bye-laws of the Corporation. As per procedure laid down, all applications are required to be submitted in the prescribed form along-with application fee, deposit and service charges, synopsis of film and a detailed script. After initial scrutiny of the application, the script, the story, the budget, record and performance of the producer, director, the star cast etc. are examined from the professional angle. The report of the Technical Advisor in this behalf is considered further by a four-member Script Committee drawn from people with Film background and experience which records its views on the merits of the application, the extent of loan, if any that should be sanctioned etc. Finally, all applications, which in the opinion of the Corporation qualify for grant of loan or otherwise are placed before the Board of Directors for their decision.

After the Board has sanctioned the loan, necessary formalities such as filling of loan agreement, security where necessary for the loan etc. are completed. Before the release of each instalment of the loan, the producer is normally required to furnish for the Corporation's prior approval, a detailed set-wise breakdown of expenditure of the shooting programme or recording work on which the instalment of loan is to be spent. Proper accounts duly certified by a Chartered Accountant, showing utilisation of each preceding instalment as also the rushes of the film shooting are generally required to be shown before the next instalment is released.

(b) to (d). There have been complaints/criticism in regard to some of the procedures and the pre-requisites prescribed for releases of instalments of loans. Some of the points brought out were duly considered and the bye-laws have been amended wherever desirable. Further amendments if necessary will be made to simplify the procedure in the light of experience gained.

Unveiling of Mahatma Gandhi's Statue in London

7541. SHRI MAHANT DIGVIJAI NATH : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that an unveiling ceremony of a bronze statue of

Mahatma Gandhi will be held in London in the middle of May next ,

(b) if so, who has borne the cost of the statue ;

(c) whether the Government of India have been received an invitation to participate in the ceremony ; and

(d) if so, the details thereof and who will be representing the Government of India ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF PLANNING AND MINISTER OF EXTERNAL AFFAIRS (SHRIMATI INDIRA GANDHI) : (a) Yes, Sir. On 17th May, 1968.

(b) The British Government allotted £4,000 for this purpose and various persons in India donated £2,600. The local Borough Council have also donated space for it in Tavistock Square, London.

(c) and (d). The High Commissioner has been invited to and requested to speak on the occasion and will represent the Government of India.

Planes Carrying Nuclear Bombs Overflying India

7542. SHRI SWELL: Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether planes of foreign countries carrying nuclear bombs are in the habit of overflying India :

(b) whether Government at any time protested to any country against it ; and

(c) if so, the outcome thereof ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF PLANNING AND MINISTER OF EXTERNAL AFFAIRS (SHRIMATI INDIRA GANDHI) : (a) No, Sir, not to our knowledge.

(b) and (c). Do not arise.

Job Classification by Planning Commission

7543. SHRI K. LAKKAPPA : Will the PRIME MINISTER be pleased to state :

(a) whether any job classification has

been done by the Planning Commission recently ; and

(b) if so, the details thereof ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF PLANNING AND MINISTER OF EXTERNAL AFFAIRS (SHRIMATI INDIRA GANDHI) : (a) and (b). Presumably the Honourable Member's reference is to the recommendation of the Administrative Reforms Commission regarding functional levels in the Planning Commission. The Administrative Reforms Commission in its final report on Machinery for Planning has recommended that there should be only three functional levels in the Commission below the Members in the Plan formulation Wing. These should comprise Advisers, subject Specialists, and Analysts. The recommendation is acceptable to Government.

Training and Research Institutes under Planning Commission

7544. SHRI K. LAKKAPPA : Will the PRIME MINISTER be pleased to state :

(a) how many Training and Research Institutes have been opened in the country on the advice of the Planning Commission for last ten years, State-wise and Subject-wise ;

(b) the results achieved ; and

(c) how many research schemes have been sponsored by Research Programmes Committee in the Planning Commission with details thereof ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF PLANNING AND MINISTER OF EXTERNAL AFFAIRS (SHRIMATI INDIRA GANDHI) : (a) and (b). The required information is being collected.

(c) A statement is placed on the Table of the House. [Placed in Library. See No. LT - 908/68.]

Martial Traditions of Scheduled Castes and Scheduled Tribes

7545. SHRI P. R. THAKUR : Will the Minister of DEFENCE be pleased to state :

(a) whether any assessment or survey

has been made of the fighting or martial traditions of the various Scheduled Castes in different parts of the country ;

(b) whether ethnographic notes and other historical facts compiled during the various Census operations were scrutinized for such an assessment ; and

(c) whether there is any proposal to undertake such a study for rationalising the recruitment policy for the Armed Forces ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI L. N. MISHRA) : (a) No, Sir.

(b) Does not arise.

(c) No, Sir. The present policy of the Government is broad base recruitment. The distinction between martial and non-martial races, which existed before Independence, has been removed. Recruitment is now open to all classes irrespective of caste, creed, community, religion, region or area of residence to preserve the national character of the Armed Forces. The existing class composition is also being gradually eliminated wherever possible. Instructions have, however, been issued to all Recruiting Officers that, other things being equal, preference should be given to the persons belonging to Scheduled Castes/Tribes.

Indo-Pak Talks

7546. **SHRI N. K. SANGHI :**
SHRI R. BARUA :

Will the Minister of **EXTERNAL AFFAIRS** be pleased to state ;

(a) whether talks have taken place between the representatives of Indian and Pakistan recently on certain issues including the tele-communications services between the two countries ; and

(b) if so, the details of the discussions held and the outcome thereof ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF PLANNING AND MINISTER OF EXTERNAL AFFAIRS (SHRIMATI INDIRA GANDHI) : (a) and (b) Recently there were two meetings between the representatives of India and Pakistan :—

(i) A meeting was held in New Delhi from 4th to 6th March, 1968 to discuss

and to decide on the procedure for the demarcation of the Gujarat-West Pakistan boundary in accordance with the Kutch Tribunal's Award. A number of decisions were taken on the technical aspects of the demarcation work. A copy of the minutes of this meeting was laid on the Table of the House on 20th March, 1968 in the course of answer to Starred Question No. 793.

(ii) A meeting between the representatives of the Telecommunication Administrations of India and Pakistan was held at New Delhi from 30th March to 2nd April, 1968. The meeting reviewed the working of the telecommunication services in the light of the Agreement signed at Karachi on 11th October, 1967 and considered steps for further improvement of these services. The financial arrangements in respect of the telecommunication services were also finalized. The agreement now arrived at has yet to be approved by the Governments of India and Pakistan. The press communique on this meeting was read out on 2nd April, 1968 by the Minister of Communications in the Lok Sabha.

Threat of Strike from M.E.S. Civilian Personnel in Jammu and Kashmir

7547. **SHRI K. P. SINGH DEO :**
SHRI HARDAYAL DEVGUN :

Will the Minister of **DEFENCE** be pleased to state :

(a) whether it is a fact that the Military Engineering Service Civilian personnel in Jammu and Kashmir have threatened to go on strike ;

(b) if so, the reasons therefor ; and

(c) the steps taken by Government to remove their grievances, if any ?

THE DEPUTY MINISTER IN THE MINISTRY OF DEFENCE (SHRI M. R. KRISHNA) : (a) and (b). The MES Employees Union (J & K) hasht reatned to observe a token strike on 15th May, 1968 in case their demand for the restoration of Field Service Concessions is not met.

(c) As stated in reply to Lok Sabha Unstarred Question No. 5442 dated 27th March, 1968, field service concessions had been allowed to Defence civilians on the analogy of those admissible to the comba-

tants. Being withdrawn from the combatants, they were withdrawn from the Defence civilians also, and certain alternative concessions applicable to them under the normal orders have been restored simultaneously.

Documentary Films

7548. SHRI ARJUN SINGH BHADORIA : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) the number and names of Documentary Films produced by the Films Division during 1967-68 ;

(b) how many of these were produced through private producers ; and

(c) the procedure for selecting private producers for production of films for the Films Division ?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI K. K. SHAH) : (a) 85. A statement is laid on the Table of the House. [Placed in Library. See No. LT-909/68].

(b) 23.

(c) The Films Division maintains a Panel of approved private films producers. This panel is reviewed every year and revised, if necessary, on the basis of recommendations of a Committee (which includes an eminent person connected with films), on the basis of their resources, experience in short film production and the quality of work as known to Government. For films which do not require specialised handling the Films Division invites tenders from all the producers on the approved panel. For subjects which require specialised handling, tenders are invited from a few selected producers on the panel. In special circumstances, some films are allotted on negotiation basis to well-known producers outside the panel, keeping in view their aptitude, standing etc.

Shooting of the Film 'Prem Pujari'

7549. SHRI B. K. DASCHOWDHURY : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether it is a fact that the shoot-

ing of a film named 'Prem Pujari' is in progress abroad ;

(b) if so, the amount of foreign exchange sanctioned for shooting of the said film ; and

(c) when the aforesaid film is expected to be completed ?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI K. K. SHAH) : (a) No, Sir.

(b) and (c). The Producer's request for release of foreign exchange for shooting abroad is still under consideration of the Government.

International Film Festival in New Delhi

7550. SHRI B. K. DASCHOWDHURY : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether Government propose to hold an International Film Festival in New Delhi recently ; and

(b) if so, the details of the arrangements made for the purpose and the name of countries who have agreed to participate in the festival ?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI K. K. SHAH) : (a) Yes, Sir ; but there are number of hurdles to be overcome.

(b) The details have not yet been worked out.

Emergency Commissioned Officers

7551. SHRI TULSIDAS JADHAV : SHRIMATI NIRLEP KAUR :

Will the Minister of DEFENCE be pleased to state :

(a) the number of Emergency Commissioned Officers recruited in India, State-wise ; and

(b) the reasons for releasing the trained and experienced Emergency Commissioned Officers and recruiting untrained and unexperienced short service commissioned officers ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI L. N. MISHRA) : (a) A statement giving the

information is laid on the Table of the House. [Placed in Library See No. LT 910/68]

(b) The release of Emergency Commissioned Officers who are not found suitable for grant of Permanent Commissions has become inescapable for the following reasons :—

- (i) Emergency Commissioned Officers were granted Emergency Commission based on the relaxed standard for selection in order to meet the requirement of the Army at that time.
- (ii) Some of these Officers are not eligible for Permanent Commission on account of higher age or low medical category.
- (iii) The retention of all these Officers would not only affect the efficiency of the Army but would also create an imbalance in the service structure of the Officers' Cadre.

Short Service Commission has been introduced to have a regular and steady flow of young officers in order to keep the Army young and efficient and to build up a Regular Reserve of Officers.

Committee on Social Science Research

7552. SHRI P. R. THAKUR : Will the PRIME MINISTER be pleased to refer to the reply given to Unstarred Question No. 2238 on the 16th September, 1965 and state :

- (a) when the Committee submitted its report ;
- (b) the main findings and recommendations of the Committee ;
- (c) the steps taken so far to implement the recommendations, particularly about the organizational set-up ; and
- (d) whether a copy of the report was laid on the Table or placed in the Parliament Library ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF PLANNING AND MINISTER OF EXTERNAL AFFAIRS (SHRIMATI INDIRA GANDHI) : (a) The Committee on Social Science Research has not yet submitted its final report.

(b) to (d). Do not arise.

Guidelines for Indian Ambassadors Abroad

7553. SHRI K. LAKKAPPA : Will the Minister of EXTERNAL AFFAIRS be pleased to state .

(a) whether any guide lines to the Indian representatives abroad on the recommendation of Pillai Committee's report have been issued ; and

(b) if so, the based details thereof ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF PLANNING AND MINISTER OF EXTERNAL AFFAIRS (SHRIMATI INDIRA GANDHI) : (a) and (b). Following the recommendations of the Committee on the Indian Foreign Service (Pillai Committee) several directives and instructions have been issued to India's representatives abroad covering, *inter alia*, such aspects as attention to consular matters, improvement in standards of courtesy and methods of dealing with the general public, the reception of and facilities to VIPs including Member of Parliament, the conduct of our economic and commercial relations with foreign countries and external publicity.

राष्ट्रीय मंत्री नमूना सर्वेक्षण विभाग में निरीक्षकों की पदोन्नति

7555. श्री अर्जुन सिंह भदौरिया : क्या प्रश्नकर्ता यह बताने की कृपा करेंगे कि :

(क) राष्ट्रीय नमूना सर्वेक्षण विभाग में निरीक्षकों की सहायक अधीक्षकों के पदों पर पदोन्नति किस आधार पर की जाती है और क्या विभाग में अनुसूचित जातियों के लोगों की क्रम संख्या को ध्यान में रखते हुए इन जातियों के लोगों की पदोन्नति के मामले में कोई छूट दी जाती है; और

(ख) यदि नहीं, तो उस के क्या कारण हैं ?

प्रधान मंत्री, अणु शक्ति मंत्री, योजना मंत्री तथा वैदेशिक-कार्य मंत्री (श्रीमती इन्दिरा गांधी) : (क) और (ख). राष्ट्रीय नमूना सर्वेक्षण विभाग में सहायक अधीक्षकों के पदों की पूर्ति अंशतः सीधी भरती द्वारा तथा कुछ अंश में योग्यता के अनुसार चयन के आधार

पर पदोन्नति द्वारा की जाती है। सीबी अरस्ली वाले कोटे में अनुसूचित जातियों के लिए पदों का आरक्षण है और पदोन्नति वाले कोटे (यथांश) के सम्बन्ध में अनुसूचित जातियों के उम्मीदवारों के मामलों में सहानुभूति पूर्णक विचार किया जाता है।

Export of Films

7556. SHRI K. N. PANDEY : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the following films (1) Love in Tokyo (2) Aaklie, (3) Ganga Jumba, (4) Jewel Thief, (5) Aman and (6) Waqt produced in India have been sent for exhibition to foreign countries during the last five years ;

(b) if so, the year and the name of the countries in which these films have been exhibited during the above period ;

(c) the amount of foreign exchange, if any given to the above films during the said period ;

(d) the name and full addresses of producers of the said films and whether producers of these Films have sent them privately or sent them through Government; and

(e) if so, the details thereof ?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI K. K. SHAH) : (a) to (e). Information is being collected and will be laid on the Table of the House.

Visit of U.S. Military Team

7557. SHRI CHENGALRAYA NAIDU : Will the Minister of DEFENCE be pleased to state :

(a) whether it is a fact that U. S. Military team visited India during the 1st week of April, 1968 ;

(b) if so, the main purpose of their visit ;

(c) if so, whether it is a fact that the team held discussions with the three service Chiefs of the Indian Army and if so, what were the subjects discussed ; and

(d) how far this visit proved fruitful ?

THE MINISTER OF DEFENCE (SHRI SWARAN SINGH) : (a) to (d). A team consisting of Directing Staff and student-officers of the United States National War College visited India from 4th to 9th April. The visit was in connection with the study tour of various countries in their itinerary. There were courtesy calls by the team on the Defence Minister and the Services Chiefs. The discussions ranged over a variety of subjects of general interest.

Foreign Exchange for Films Sent Abroad

7558. SHRI JUGAL MONDAL : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) the amount of foreign exchange given for the location shooting abroad of the films (1) Saazish, (2) Safari (3) International Crook (4) Gold Medal (5) Mera Naam Jokar and (6) My Love ;

(b) the names and addresses of the producers of these films and the date and year in which the amount of foreign exchange has been given to the films ;

(c) whether any complaints have been received in regard to misuse of the foreign exchange release and, if so, the number of such complaints and the action taken thereon ; and

(d) whether Government are considering a proposal not to release any foreign exchange for locating shooting abroad to the films produced in India ?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI K. K. SHAH) : (a) and (b). The amount of foreign exchange released for location shooting abroad in each case is given below :—

Name of the film	Name and address of producer	Amount sanctioned	Date on which amount released
1. Safari	M/s. Panchbe Arts International, Sektaria Bungalow, Juhu Church, Juhu, Bombay-54.	₹ 8,000 (₹ 500 released out of this amount so far. Film under production).	3-3-68

Name of the film	Name and address of producer	Amount sanctioned	Date on which amount released
2. My Love	M/s. Atool Arts, Motion Picture Producers, Peddar Road, Bombay-26.	Rs. 50,000 (Out of this the amount released is as under	
		£150	7-4-66
		£476	15-10-66
		£476	11-11-66
		£1,102)	
3. Mera Naam Jokar	M/s. R.K. Films Chembur, Bombay.	Approval has been given for the estimated requirement of Rs. 4 lakhs. Out of this Rs. 1.5 lakhs will be indirect foreign exchange and the balance of Rs. 2.5 lakhs will represent payment to Air India in rupees towards air passage of foreign personnel coming to India.	3-4-68
		An amount of Rs. 9200/- has, however, been released to enable the producer to visit the U.S.S.R for business discussion etc.	
		Amount released (Rs. 9,200/-)	

No foreign exchange has so far been released to producers of Saazish, International Crook and Gold Medal.

(c) No complaint has been received regarding misuse of foreign exchange. However, M/s. Atool Arts, Bombay, producers of My Love have not repatriated the stipu-

lated foreign exchange in terms of the guarantee bond and proceedings against them are in progress.

(d) No Sir.

12.00 hrs.

CALLING ATTENTION TO MATTER
OF URGENT PUBLIC IMPORTANCE

Reported Decision by U.S.A. to force
Indians holding Permanent U.S.
Visas to join U.S. Army in
Vietnam War

MR. SPEAKER : Shri Lakkappa.

SHRI S. M. BANERJEE (Kanpur) :
Sir, I rise on a point of order, not on the
contents of the Call Attention Notice.
This Call Attention Notice is on the re-
ported decision by U.S.A. to force Indians
holding permanent U.S. visas to join U.S.
Army in Vietnam War. I have nothing
against that. But I was surprised to read
in today's newspaper...

MR. SPEAKER : There is no point
of order about this. Let me know this
first. You have no quarrel with this.
Shri Lakkappa is asking about this one
and you have no quarrel with that. You
only want to speak earlier than Shri
Lakkappa.

SHRI S. M. BANERJEE : In today's
newspaper, the *Times of India*, we find :

"In Lok Sabha Today :

Calling attention notice regarding
reported U.S. decision to force Indians
holding permanent U.S. visas to join
U.S. Army in Viet Nam War;"

This has come in the newspaper before it
was made known to the Members. It has
come in the newspaper today. This is
something surprising, I do not know.

MR. SPEAKER : They must have
read the Order Paper last night.

SHRI S. M. BANERJEE : About this
particular Call Attention Notice, even the
hon. Member, Shri George Fernandes,
came to know of it only this morning. I
am only inviting your attention to this, if
it could be circulated to Members earlier.
In future the Members in whose names the
Call Attention Notice stands should be
informed in advance. Otherwise, the press
knows it earlier.

श्री प्रदल बिहारी बाजपेयी (बलराम-
पुर) : अध्यक्ष महोदय, माननीय सदस्य का
सुभाव ठीक है। यह बात प्रेस में प्रकाशित हो
गई, इस पर आपत्ति नहीं हो सकती है, लेकिन
जिस मेम्बर की सूचना स्वीकार की गई है, उस
को खबर देनी चाहिए।

MR. SPEAKER : You are right. I
admitted it only yesterday sometime in the
afternoon. In the morning, I kept them
pending. I get half a dozen notices, not
one or two. Naturally, I do not admit
them immediately. I send them to the
Ministers concerned and give them 24 hours
time, like that. Yesterday evening, I ad-
mitted this one. Perhaps, in giving infor-
mation to the Members, there was some
delay.

श्री हुकम चन्द कछवाय (उज्जैन) : तो
फिर समाचारपत्रों को सूचना किस ने दी ?

SHRI S. M. BANERJEE : We work
upto 11 O'Clock.

MR. SPEAKER : If anything can be
done, the office will do. Shri Lakkappa.

SHRI K. LAKKAPPA (Tumkur) : I
call the attention of the Minister of Exter-
nal Affairs to the following matter of
urgent public importance and I request
that he may make a statement thereon :

"The reported decision by U.S.A. to
force Indians holding permanent U.S.
visas to join U.S. Army in Vietnam
War."

THE MINISTER OF STATE IN THE
MINISTRY OF EXTERNAL AFFAIRS
(SHRI B. R. BHAGAT) : Under U. S.
laws all aliens between the ages of 18 and
26 who have resided in the U.S.A. for a
period exceeding one year, and who are
not under any special category of visa, such
as students, are liable to be drafted.
When a foreign national takes a permanent
visa for the United States, he is required
to sign a declaration committing him,
among other things, to the liability of
being drafted into the U.S. armed forces.
Thus Indian Nationals in the U.S.A. on
permanent visas automatically become

[Shri B. R. Bhagat]

liable for induction into the U.S. armed forces, having accepted their liability with full knowledge. If they do not wish to join the U.S. armed forces, they are free to leave the country.

According to available information, a certain number of Indian nationals have received call-up notices under the U.S. Selective Service Act. There is no indication that any Indian national thus affected has taken part in the Vietnam War.

SHRI K. LAKKAPPA : Sir, we have been observing since the last two decades that the foreign policy of India has been frustrated.....

MR. SPEAKER : This is about America now.

SHRI K. LAKKAPPA : The image of India has gone down in the eyes of the world.....

SHRI D. C. SHARMA (Gurdaspur) : No.

SHRI K. LAKKAPPA : We have had the experience of Indian nationals in Kenya and the recent situation arising therefrom. All this goes to show that the foreign policy of India, the image of India in the eyes of the world, has gone down because of the 20 years' Congress rule. I would like to know whether the Indian nationals residing in U.S.A. following different avocations, such as, Professors, Doctors, Engineers, Technicians, etc. are being drafted for this Vietnam War by the United States and, if so, what is the reaction of India thereto? I want to know whether the Indian Embassy working there has collected any information about this. May I know whether the Prime Minister, this Government, will make a thorough inquiry into the matter and make a statement thereon?

SHRI B. R. BHAGAT : So far, the information received in our Embassy in Washington is that 9 Indian nationals have been given notice of their being drafted into the U.S. Army. As I have said earlier, we have no reports whether any one of them has participated in the war.

SHRI K. LAKKAPPA : My question was whether our Embassy working there has collected any information and submitted to the Government.

MR. SPEAKER : That is what exactly he says, that as per the information received from the Embassy there, 9 persons have been given notices.

श्री भार्गव करनेजीब (बम्बई दक्षिण) : मैं समझता हूँ कि इस मामले में बुलायादी तौर पर प्रश्न नागरिकता का है। नागरिकता देने के बारे में अमरीका की नीति यह रही है कि वह रंगीन लोगों को ज्यादातर पसन्द नहीं करता है और सिर्फ़ गोरे लोगों को अपने यहां नागरिक बनने का अधिकार देता है। दूसरे मुल्कों के जो भी लोग अमरीका जाते हैं, चाहे वे नौकरी के लिए जायें या और किसी काम से, अगर उन को वहां पर एक साल से अधिक रहना हो, तो उन को पर्मानेंट वीसा लेना पड़ता है, मगर वे नागरिक रहते हैं अपने ही मुल्क के। आज वहां पर रहने वाले कुछ हिन्दुस्तानी लोगों पर यह विपत्ति आई है कि उनको अमरीकी सेना में भर्ती हो कर वियतनाम युद्ध में लड़ने के लिए कहा गया है। मंत्री महोदय ने कहा है कि ऐसे 9 लोगों को बुलाया गया है, लेकिन अभी तक उन को वियतनाम नहीं भेजा गया। मैं कहना चाहता हूँ कि अगर आज उनको बुलाया गया है, तो कल उन्हें वियतनाम भेजा भी जायेगा और अगर वियतनाम नहीं, तो आगे चल कर अमरीका ने जहां भी लड़ाई लड़नी है, उन्हें वहां भेजा जायेगा। हिन्दुस्तान के नागरिकों के हकों का संरक्षण तो हिन्दुस्तान की सरकार का कर्तव्य है इस कर्तव्य से सरकार हट नहीं सकती है। वह यह नहीं कह सकती है कि उनके पास अमरीका के पर्मानेंट वीसा हैं। वीसा का क्या मतलब है? वीसा तो एक परमिट है किसी देश में आने के लिए। इस प्रकार किसी दूसरे देश में रहने वाले लोगों के हाथ में अपने देश का पासपोर्ट रहता है। जिन 9 हिन्दुस्तानियों को अमरीका ने ड्राफ्ट कर लिया है, उन के

त्राय में हिन्दुस्तान के पासपोर्ट हैं और वे हमारे नागरिक हैं। हो सकता है कि उनके बाल-बच्चे इस मुल्क में हों और वे किसी काम के लिए वहां गए हुए हों। मेरा प्रश्न यह है कि क्या सरकार इस बुनियादी नागरिकता के प्रश्न को लेकर किसी अन्तर्राष्ट्रीय अदालत में, अथवा दूसरे किसी स्तर पर, इस मामले को हल करने के लिए कोई कदम उठाने जा रही है। मैं एक बात पूछना चाहता हूँ कि अमरीकी सरकार की इस नीति का यह भी नतीजा निकल सकता है कि अमरीका में गये हुए हिन्दुस्तान के किसी नागरिक को किसी दिन हिन्दुस्तान के जवान से ही लड़ने की नीवत आ जाये।

श्री ब० रा० मगत : इसमें कोई बुनयादी नागरिकता का सवाल नहीं है और न ही इस बात की कोई जरूरत है कि हम किसी अन्तर्राष्ट्रीय स्तर पर इस मामले को उठायें। उन लोगों पर कोई दबाव नहीं है। जो लोग वहाँ गए हैं और जिनके पास स्थायी वीसा है, अगर वे लड़ाई में नहीं जाना चाहते, तो वे वापस चले आयें। स्थाई वीसा लेने पर करीब करीब वही सारे अधिकार मिल जाते हैं, जो कि किसी अमरीकन नागरिक को प्राप्त होते हैं। जिन लोगों ने पर्मानेंट वीसा लिया है, वे डिक्लेरेशन पर साइन करके अमरीकी सेना में बुलाये जाने की बात को मान चुके हैं। इसमें कोई बुनयादी सवाल नहीं है। यह तो व्यावहारिकता की बात है। अगर वे लोग लड़ाई में नहीं जाना चाहते हैं, तो वे वापस आ सकते हैं।

श्री जार्ज फ़रनेन्डो : अध्यक्ष महोदय मंत्री महोदय ने शलत-बयानी की है। वह कहते हैं कि उनको सारे अधिकार प्राप्त है। उनको सारे अधिकार प्राप्त नहीं हैं। उनको मतदान का अधिकार नहीं है। चुनाव नहीं लड़ सकते हैं। उनको नागरिकों के अधिकार प्राप्त नहीं हैं। वे तो हिन्दुस्तान के नागरिक हैं।

श्री ब० रा० मगत : जैसा कि मैंने कहा है, उनको करीब करीब सारी सुविधायें हैं।

श्री जार्ज फ़रनेन्डो : नागरिकता और वीसा मिलने में बहुत फ़र्क है।

श्री कंबर सास गुप्त (दिल्ली सदर) : जो जवाब मंत्री महोदय ने दिया है मैं समझता हूँ कि उस की ठीक व्याख्या वह नहीं है। परमानेंट विजा नाम की चीज अमेरिकन ला में कोई नहीं है वहाँ दो ही तरह की विजा है। एक विजि-टेशन विजा और दूसरी इमीग्रेशन विजा। परमानेंट विजा कोई नहीं है। अध्यक्ष महोदय, जो व्यक्ति वहाँ की सिटीजेनशिप लेना चाहता है तो अमेरिका के कानून के मुताबिक उस को पहले इमीग्रेशन विजा मिलती है। सिटीजेनशिप लेने के लिए यह इमीग्रेशन विजा जो है इट ब्रज ए साट आफ़ स्टेपिंग स्टोन। चार या पांच साल इस तरह के उसा हिसाब होता है। तो जिस व्यक्ति ने सिटीजेनशिप के लिए अप्लाई किया होगा और जिस को यह विजा मिला होगा उस ने अगर यह तय किया है कि वह अमेरिका का सिटीजेन बनना चाहता है तो वह ऐसा करता है। लेकिन यह परमानेंट विजा वाली बात जो माननीय मंत्री जी ने कही है बड़बलत है और इस इस की इनको जानकारी नहीं है। यह अमेरिकन ला में नहीं है और न जिस के पास इमीग्रेशन विजा होती है उस को सारे राइट्स होते हैं.....(व्यवधान)...

SHRI SHIVAJI RAO S. DESHMUKH (Parbhani) : The hon. Member's Party should be recognised as an American Party.

SHRI ATAL BIHARI VAJPAYEE : The hon. Member does not know what he is talking about.

SHRI SHIVAJI RAO S. DESHMUKH : I know.

SHRI ATAL BIHARI VAJPAYEE : He does not know. Did you hear, Sir, what he said? He said that our Party should be recognised as an American Party.

SHRI SHIVAJI RAO S. DESHMUKH : Can any hon. Member say that he knows more about American affairs than what the hon. Minister does?

MR. SPEAKER : In India there are Indian parties. To say that a particular Party is an American Party is not at all correct. He can as well say that of the other Party also. If you throw mud on them, naturally they can also retaliate in the same way.....(Interruptions).

SHRI ATAL BIHARI VAJPAYEE : He should be asked to withdraw his remarks.

MR. SPEAKER : To say that a particular Party belongs to a different country is not proper. Would he kindly withdraw that remark ?

SHRI SHIVAJIRAO S. DESHMUKH : I have no objection to withdraw that. I was only asking whether an hon. Member of this House can claim to have more knowledge about foreign affairs than the Foreign Minister himself.

SHRI ATAL BIHARI VAJPAYEE : Yes. It is a question of knowledge.

MR. SPEAKER : You can question the knowledge of anybody. There is no objection because all of them are knowledgeable, some are very knowledgeable and some a little less. But to say that a party is an American Party is not correct.

SHRI SHIVAJIRAO S. DESHMUKH : That is a way of putting things.

MR. SPEAKER : May I take it that he withdraws that remark ?

SHRI SHIVAJIRAO S. DESHMUKH : Yes.

MR. SPEAKER : Now, Mr. Kanwar Lal Gupta. He should be brief.

श्री कंवर लाल गुप्त : मैं तो इन का करेक्शन कर रहा हूँ अभ्यक्ष महोदय। इस में कोई शक नहीं है, जो मैं ने कहा है वह ठीक है। मंत्री महोदय का कहना ठीक नहीं है। दूसरी बात जिस के पास इमीग्रेशन विजा होती है उस को बहुत सारे राइट्स होते हैं केवल इस बात को छोड़ कर कि वह जुताब वर्ग रह में हिस्सा नहीं ले सकता, बाकी सारे राइट्स होते

हैं और इसी तरह से उस के आबलीगेंस भी होने हैं जैसा कि मंत्री महोदय ने कहा। तो मेरा कहना यह है कि जो इन लोगों को अमेरिका ने बुलाया है, कोरिया की लड़ाई में नहीं बुलाया था, इस का मतलब है कि यह वियटनाम की लड़ाई काफी सीरिअस है जो ऐसे लोगों की भी जरूरत पड़ गई। तो मैं मन्त्री महोदय से यह सवाल पूछना चाहता हूँ कि क्या जो इस प्रकार का इमीग्रेशन विजा भारतीयों के पास है उन्हीं लोगों को बुलाया है या सारे देशों के लोगों को जिन के पास इमीग्रेशन विजा है उन को भी बुलाया है ?

दूसरा मेरा सवाल है कि क्या सरकार इस प्रकार के जो लोग हैं जिन्होंने दूसरे देशों की सिटिजेनशिप के लिए अप्लाई किया है, विशेषतः अमेरिका के अन्दर उन का आप पासपोर्ट या विजा जो कुछ भी आप ने दिया है वह कैसिल करेंगे ताकि यह चीज क्लीअर हो जाय कि तुम अमेरिका के सिटिजेन बनना चाहते हो तो बनो, हमारी इस में कोई जिम्मेदारी नहीं है ? इस तरह की कोई गाइडेंस आप जो विदेशी भारतीय बाहर रहते हैं उन्हें करना चाहते हैं ? यह सवाल मेरा है।

श्री ब० रा० भगत : अध्यक्ष जी, यह बात सही है। इस में कोई विरोध नहीं है, वहां विजा दो तरह के हैं। लेकिन अगर माननीय सदस्य स्वयं अपना सुधार कर रहे हों तो वह मुझे मालूम नहीं क्योंकि उन्होंने स्वयं परमानेंट विजा कालिग अटेंशन में लिखा है, उन का नाम भी है उस में और आज वह मेरे लिए कहते हैं कि मैं नहीं जानता। मैं जानता हूँ इमीग्रेशन विजा होती है। बू कि उन्होंने स्वयं परमानेंट विजा कहा...(व्यवधान)...

श्री कंवर लाल गुप्त : वह तो अखबार की खबर को कहा है...(व्यवधान)...

श्री ब० रा० भगत : हर बार इधर उंगली उठा कर कहना कि वह नहीं जानते,

वह नहीं समझते, मैं तो समझता हूँ यह बात ठीक नहीं है।... (अवधान)...

MR. SPEAKER : He may answer the question whether any other country has also got such a thing.

SHRI B. R. BHAGAT : India has not been discriminated against. Persons from all countries are included. Only certain categories of visa-holders like students are exempted.

As for the second part of what he said, whether we should make known to them that we have no obligation, if he means that it be ascertained whether they will retain the citizenship, that is not an executive power. The Citizenship Act of this country passed by Parliament says that unless a man renounces his citizenship, or he accepts some other citizenship, nobody can take away his citizenship.

As for the obligations, when they themselves have signed a declaration that they are liable to be drafted for armed services, voluntarily, willingly and knowingly, I do not know what help the Government or the Embassy there can give.

श्री कंचर लाल गुप्त : अध्यक्ष महोदय, मैंने तो कहा था कि उन्होंने सिटिजेनशिप के लिए अप्लाई किया है तो आप उन का अपनने यहाँ से कैसिल कर दीजिए।

12.17 hrs.

PAPER LAID ON THE TABLE

Decisions on the Recommendations of the Committee on Broadcasting and Information Media on Documentary Films and Newsreels

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI K. K. SHAH) : I beg to lay on the Table a copy of the Second Statement showing decisions taken on seventeen more recommendations of the Committee on Broadcasting and Information Media on Documentary Films and Newsreels. [Placed in Library. See No. LT-901/68].

ESTIMATES COMMITTEE

Minutes of the Sittings Relating to Twenty-ninth Report and Forty-fifth Report

SHRI P. VENKATASUBBAIAH (Nandyal) : I beg to lay on the Table a copy each of the Minutes of the sittings of the Estimates Committee relating to (i) Twenty-ninth Report on the Ministry of Railways—Commercial and other cognate matters—Travel concessions allowed to Railway Employees, and (ii) Forty-fifth Report on the Ministry of Finance—Review of Defence Budget—Consolidation of Revenue Demands.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

Twenty-eighth Report

SHRI KHADILKAR (Khed) : I beg to present the Twenty-eighth Report of the Committee on Private Members' Bills and Resolutions.

12.18 hrs.

BUSINESS ADVISORY COMMITTEE

Seventeenth Report

THE MINISTER OF PARLIAMENTARY AFFAIRS AND COMMUNICATIONS (DR. RAM SUBHAG SINGH) : I move :

"That the House agrees with the Seventeenth Report of the Business Advisory Committee presented to the House on the 16th April, 1968."

SHRI S. M. BANERJEE (Kanpur) : Here I have nothing to object. We are happy that five hours have been allotted for U.P. Myself and Mr. Vajpayee have tabled certain motions—disapproval of this particular Proclamation, but they have not been circulated. May I remind you, Sir, that during the discussion on Haryana, both the motions were taken together and

[Shri S. M. Banerjee]

discussed? We would like to know whether those have been rejected and if not, whether they are going to be circulated tomorrow, so that we can divide the House on our Motion or his motion. We should be allowed to move them. (Interruptions).

MR. SPEAKER: Disapproval, they can move.

श्री अटल बिहारी वाजपेयी (बलरामपुर): अध्यक्ष महोदय, हरयाना के बारे में दोनों प्रस्ताव विचार के लिए साथ-साथ लिए गए थे, यह परम्परा है। मैं नहीं समझता उत्तर प्रदेश के बारे में नयी बात क्यों की जा रही है?

MR. SPEAKER: After all, the time is the same for this motion or Disapproval Motion or whatever it is. I shall look into the Haryana one and then we shall see.

SHRI S. M. BANERJEE: It should be in the agenda.

MR. SPEAKER: Let us see. The discussion is tomorrow. I shall look into it. Let us see.

In any case, we lose the discussion on Demands in respect of two Ministries tomorrow because of this discussion on Uttar Pradesh.....

SHRI BAL RAJ MADHOK (Delhi South): We can sit on Saturday and discuss these Demands.

MR. SPEAKER: Now, coming to Information and Broadcasting, about one hour is there...

श्री अटल बिहारी वाजपेयी: मगर अध्यक्ष महोदय, यह सजा हम को क्यों मिलनी चाहिए कि मांगों के ऊपर बहस न हो। राष्ट्रपति राज्य उन्होंने लागू किया, सजा हम को दी जा रही है। इस के लिए समय बढ़ाया जाय। जो दो अनुदान की मांगें रह जाती हैं उन के ऊपर चर्चा होनी चाहिए।

MR. SPEAKER: No. Now, I will put the motion moved by Dr. Ram Subhag Singh to the vote of the House.

The question is:

"That the House agrees with the Seventeenth Report of the Business Advisory Committee presented to the House on the 16th April, 1968."

The motion was adopted.

12.20 hrs.

DEMANDS FOR GRANTS,* 1968-69

—contd.

Ministry of Information and
Broadcasting—contd.

MR. SPEAKER: Now we take up further discussion on the Demands for Grants under the control of the Ministry of Information and Broadcasting. One hour is left. The Minister wants about 40 to 45 minutes. There are two more Parties, SSP and PSP, who have not yet participated—7 minutes for SSP and 5 minutes for...

SHRI S. M. BANERJEE (Kanpur): 45 minutes will be taken by the Minister? He has only to give information. Broadcasting will be done by others.

MR. SPEAKER: Mr. Venkata-subbaiah was speaking yesterday. He has taken five minutes. Now he can continue.

AN HON. MEMBER: When is the Minister replying?

MR. SPEAKER: The Minister will begin his reply at 2 P.M. Shri P. Venkata-subbaiah.

SHRI RAM CHARAN (Khurja): I had given notice of a call attention motion about a Harijan who has been murdered...

MR. SPEAKER: No, not now.

*Moved with the recommendation of the President.

श्री रामाबतार शास्त्री (पटना) : अध्यक्ष महोदय, पुलिस के नेता भूखहड़ताल कर रहे हैं, इस के बारे में बहुत से काल एटेन्शन नोटिस आप के पास भेजी गयी हैं... व्यबधान... यह मामला बहुत गम्भीर होता जा रहा है। आप इस तरफ ध्यान दीजिये।

MR. SPEAKER : No, please. So many people are fasting. We cannot take notice of it here.

श्री राम चरण : भ्रान्त में एक हरिजन लड़के के कत्ल के बारे में मैंने एक काल एटेन्शन का नोटिस दिया है.....

MR. SPEAKER : No.

SHRI P. VENKATASUBBAIAH (Nandyal) : While speaking yesterday, I was highlighting the idea that the AIR needed to be streamlined and reorganised to suit the present conditions and to meet the problems which we face in our country. By this I do not mean to say that the functioning of AIR is not entirely satisfactory. I can say that in certain respects regarding the rural programmes and also the programmes that go to the farmer directly, some progress has been made. But there are some other matters I wanted to highlight.

After the fourth general elections, many things have come to the fore which require a national consensus and also collective thinking so as to tackle those problems. For example, the functioning of parliamentary democracy and the multi-party system that has come into being; there is also the other aspect of communal riots and threat to secularism as well as to the territorial integrity of the country. In these matters, it is the duty of AIR to see that things are highlighted in their proper perspective and placed before the public.

In this connection, I want to bring to the Minister's notice that the performance of AIR in regard to these matters is not up to the mark. Whenever I hear some talks on these topical problems, I find the same people on the air off and on; from family planning to external affairs, certain people have acquired a sort of monopoly. For

everything, they are called and nobody of eminence who can throw light on these important aspects is being invited. I want to ask whether any attempt has been made to contact our eminent scholar-statesman-philosopher Dr. S. Radhakrishnan after he relinquished the high office of President to give the benefit of his opinion on some of these problems of the day through AIR. Then there are other eminent scholars, educationists, politicians and statesmen in the country. They are not wanting. Have they been approached for this purpose?

It may not be out of place in this context to make a reference to you, Sir. On your initiative there was recently held a Presiding Officers' conference to discuss the very important problem of the functioning of parliamentary democracy and the functions of the Presiding Officer in relation to the Governor and the Chief Minister. All these problems have come to the fore now. I do not know whether any approach has been made to invite you or some other authority to give your opinion on these important matters.

On such problems as communal riots and communal tension which have sullied the fair name of the country, what is the constructive and concrete action taken by AIR? Then there is another thing which has been there threatening our social fabric, I mean the inhuman treatment being meted out to Harijans and other weaker sections of the community.

AN HON. MEMBER : In Andhra.

SHRI P. VENKATASUBBAIAH : What is the action taken by the Minister to focus attention on this social injustice perpetrated on a section of our people? Has anything been done to put to the listeners the right approach that should be adopted towards these matters?

Then there are the topical problems of communal harmony, territorial integrity and the problem of Kashmir. Here I am inclined to say that when the Kashmir problem was put into the forefront, one particular individual has been sought to be lionised, which is going contrary to our ideals and aspirations. Our policy with regard to Kashmir has been given particular slant which will go to make a particular individual a hero, however eminent he

[Shri P. Venkatasubbaiah]

might be. I suspect there seems to be a lobby in AIR. I request the Minister to have a probe into this matter.

Coming to news broadcasts and also selection of commentators for 'Today in Parliament' and other subjects, I want to tell the Minister that a cadre has to be built up from among journalists and other eminent people so that it may not remain a monopoly of particular individuals alone. I do not mean to say that the present performance of some of these commentators and broadcasters is wholly unsatisfactory, but we should not give the impression that some people of merit and worth have been neglected at the cost of some others. So this has to be looked into.

As regards coverage of news given to activities of MPs, I have got my own complaint to make. Perhaps AIR is suffering from an obsession that members of Opposition parties should be given more preference than members of the ruling party.

SHRI ATAL BIHARI VAJPAYEE (Balrampur) : Who told him ?

SHRI RANDHIR SINGH (Rohtak) : Very correct.

SHRI P. VENKATASUBBAIAH : I very humbly submit that the Ministers' speeches should not go into the quota of the Congress Party. I hope the Minister will agree with me.

SHRI ATAL BIHARI VAJPAYEE : Are they not Congress Ministers ?

SHRI P. VENKATASUBBAIAH : There are eminent people even outside Ministers who make a distinct contribution to parliamentary proceedings. So I want that the approach should be corrected and it should be seen that proper justice is done.

SHRI HEM BARUA (Mangaldai) : He is one of them.

SHRI P. VENKATASUBBAIAH : Those who make valuable contributions should be given proper coverage.

With regard to cultural programmes, I would like to say that there is a complete

deterioration in the item *Vandana*. I do not know which of the worn out records of AIR are played off and on. When one switches on to hear *Vandana*, one is thoroughly disappointed and wishes to tune off. The quality has to be improved. The Minister should take proper steps in this regard ; some of the devotional songs which are not only pleasing to the ear but also appealing to the heart should be played.

Coming to the organisational aspect, this is one organisation which must be out of the stranglehold of bureaucrats. AIR is an organisation where people of talent and eminence who have got a national outlook are required to man it. The programmes of AIR go out to every nook and corner of the country and they should be able to inculcate a national consciousness among the people. Merit alone should be the principal and determining consideration in the selection of personnel. But as far as my knowledge of AIR goes, there seems to be more of favouritism and nepotism than recognition of value and merit. This is a matter that has to be gone into thoroughly and corrected so that the present iniquities and anomalies in this field may be removed.

Many Members have stressed the need to have an autonomous corporation for AIR. I humbly disagree with this view.

Because, Sir, when this concept of a separate autonomous Corporation is being thought of, then the emphasis will shift from giving proper coverage or giving proper importance to our democratic and social ideas and it will go to profit motive. This profit motive we could see in the film industry. The more you try to stimulate the base urges of the human beings, the more you commercialise on them and get profit. So, in a developing country like ours, in a country which is fighting to keep the soul of the country intact and to highlight the cherished ideals of our country so far as secularism and other aspects of the matter are concerned, it is highly necessary that it should be under the constant guidance of the Parliament. In the alternative I would suggest that there should be a statutory Committee which could constantly go into the working of the All India Radio and make suggestions from time to time so as to

make them work to suit the proper conditions of our country.

With regard to the present Advisory Committees I could see a long list of them. Nearly 305 persons are there on the various Advisory Committees. I do not know what they are advising and what they are doing. These have to be streamlined. If necessary it has to be brought down to the barest minimum and people really of worth should be associated with these Committees and there is no need to have Committees for each programme of work that is going on in the All India Radio. At least he can make a beginning with the Delhi Station of AIR where he can have a small Committee and put some proper people and see that it properly functions.

About the working of the Censor Board and other matters, Government have already appointed a Committee in pursuance of the recommendation of the Estimates Committee. I am happy about it and I congratulate the hon. Minister and I hope the Committee will be able to give a comprehensive report very soon. In this connection I wanted only to make a brief mention of the film industry. Unfortunately, the film industry in this country has fallen into the hands of undesirable persons and it is a most disorganized industry where some adventurers have come and they want to exploit the people to the maximum extent. This factor has to be borne in mind and it should be seen that the national values are correctly highlighted and preserved. In this matter I want the Minister to go into this and take remedial measures. The film artistes, the producer, the exhibitor and the cinema-owner have all combined into a conspiracy to fleece the people. Some of the top cinema stars get lacs and lacs of rupees, even Rs. 20 lacs, to act in a film and most of it is black money and if these people are portrayed in the films as Harishchandras and Ramas and next day we read in the newspapers that they are biggest tax-evaders and people who are amassing black money, what would be its impact on the general public? So this facts also must be gone into and the producers, the exhibitors and these people must be put on proper lines.

Only one point more and I will finish. The Estimates Committee has made certain recommendations with regard to import

and export of films and how censorship should be exercised. I hope the Minister will go into the matter thoroughly.

Coming to newspapers, this is an industry which is having a deleterious effect on the public life of our country. Chains of newspapers have come into existence in this country which do not have any values, which do not have any idea of the social and moral values of our country. They were dominating and they have a stranglehold on the soul of our people like an octopus. This matter was raised on the floor of this House time and again and I hope this must be broken—this long chain of newspapers which could manufacture news in the drawing rooms and which will impose their news on the innocent public and create a sort of distorted image of our country inside and outside. This must be checked and put a stop as early as possible.

Coming to the language newspapers, I am happy that the Ministry is giving proper encouragement to the language newspapers and I hope the same type of encouragement will continue to be given.

With these remarks, Sir, I support the Demands of this Ministry.

MR. SPEAKER : Shri George Fernandes. You have got only seven minutes.

श्री जाब फरनन्डीश (बम्बई दक्षिण) : अध्यक्ष महोदय, सबसे पहले मन्त्री महोदय को मेरा एक सुझाव है कि वे आकाशवाणी पर एक और कार्यक्रम प्रस्तावित करें जिस का शीर्षक हो "हमारे कलाकार"। इस के लिये मैं मन्त्री जी को कुछ किस्से तो इसी समय दूंगा और चर्हूंगा कि वे उन को आकाशवाणी से प्रसारित करने की कोशिश करें। पहला किस्सा है जितेन्द्र बर्मन का जोकि आकाशवाणी के दिल्ली केन्द्र के एक बड़े संगीतकार, बड़े कलाकार थे। अभी फरवरी के महीने में उन की मृत्यु हो गई। मृत्यु के पश्चात उनको दफनाने के लिये उनके घर के लोगों के पास पैसे नहीं थे। माल इंडिया रेडियो के आर्टिस्टों ने रुपया दो रुपया करके डेढ़ सौ रुपये इकट्ठे किये और तब उनको दफनाने का काम हुआ। उनके संगीत को हम सभी लोग आज तक सुनते आ रहे हैं।

[श्री जार्ज फरनैन्डीज]

मैं आप को दूसरा किस्सा दूंगा पप्पू स्वामी का जोकि आकाशवाणी के मद्रास केन्द्र पर काम करने वाले थे। वे क्लैरोनेट बजाने वाले बहुत बड़े मशहूर कलाकार रहे। वे 180 रुपये की तनख्वाह पर काम करते थे लेकिन अभी कुछ समय पहले उनको बुढ़ापे के कारण काम से हटा दिया गया। अब वे मद्रास शहर में लोगों की अंतिम यात्रा में क्लैरोनेट बजाकर और रुपया दो रुपया कमा कर अपनी स्त्री और सात बच्चों की देख भाल कर रहे हैं।

तीसरा किस्सा है इशियाक अहमद का जोकि हिन्दुस्तान के मशहूर सरोद बजाने वाले कलाकार थे। अक्सर हिन्दुस्तान की ओर से अन्तर्राष्ट्रीय सम्मेलनों में उन को बाहर भेजने का काम हुआ करता था। जब वे मर गये तो उनकी विधवा और उन के बच्चे पुरानी दिल्ली की किसी एक गली में इस वक्त लाचारी की हालत में अपने दिन काट रहे हैं। इसी प्रकार कल श्री जगन्नाथ राव जोशी ने एक सवाल किया कि एक कलाकार जोशी किस प्रकार गाड़ी से टकराकर मर गया तो बड़ी मुश्किल से मन्त्री जी ने बेनिबोलेन्ट फंड से—या भाल इण्डिया रेडियो चलाने वाले लोगों ने—एक हजार रुपया दे दिया।

अध्यक्ष महोदय, यह सारी चीजें तब हो रही हैं जबकि रिपोर्ट में यह बताया गया है कि गये साल, सन् 1967-68 में जहां इनको 8 करोड़ 93 हजार रुपये की आमदनी होने की उम्मीद थी वहां 10 करोड़ 37 लाख की आमदनी हुई और जहां खर्च की मद में 8 करोड़ 29 लाख का अनुमान था उसमें 2 करोड़ 10 लाख रुपये का आकाशवाणी में सरप्लस रहा। अध्यक्ष महोदय, आकाशवाणी को चलाने वाले लोग नौकरशाह नहीं हैं क्योंकि वे आज यहां हैं तो कल टाटा के यहां चले जाते हैं। एक मेनन साहब हैं वे टाटा कम्पनी में जा रहे हैं इसलिये नौकरशाहों को तो कोई तकलीफ नहीं रहती है, वे बड़े मज्जे में रहते हैं। हमने तो

एक और बात सुनी है, हम चाहेंगे कि शाह साहब उसकी जांच करें कि मेनन साहब ने कुछ अमरीकी अखबार में यह भी कहा है कि उनको हिन्दुस्तान के बारे में कोई मोहब्बत नहीं है। न्यूयार्क में उनका ऐसा बयान आया है, हम चाहेंगे कि मन्त्री जी उसकी जांच करें।

अब जहां तक स्टाफ घाटिस्ट्स का संबंध है, जोकि भाल इंडिया रेडियो को चलाने वाले कलाकार हैं, हम चाहते हैं कि मन्त्री महोदय इस भान्ट के सम्बन्ध में उत्तर देते हुये स्पष्ट तौर पर बतायें कि उन लोगो के जीवन के बारे में, उनकी जिन्दगी के बारे में क्या करने जा रहे हैं क्योंकि आज वे जिस लाचारी की स्थिति में हैं उसकी कोई हद नहीं है। वे कान्ट्रेक्ट पर कार्य करते हैं, किसी का तीन महीने का और किसी का 6 महीने का कान्ट्रेक्ट होता है। किसी का अगर लम्बा कान्ट्रेक्ट हुआ तो साल भर का या अधिक से अधिक 5 साल का हो जाता है। मैं जानता हूं कि मन्त्री जी ने इसको बढ़ाने का काम किया है लेकिन आप जो कलाकार भाल इंडिया रेडियो में भरती करते हैं जिनकी संख्या 2315 है उनको कान्ट्रेक्ट सिस्टम पर रखने के तरीके को आप समाप्त करें। मन्त्री महोदय तो कान्ट्रेक्ट पर रह सकते हैं क्योंकि वे सारे टेम्पोरेरी होते हैं, कभी आते हैं और फिर चले जाते हैं। लेकिन जिन कलाकारों को आकाशवाणी में भरती किया जाता है और जिस प्रकार का उनका कार्य होता है, उस स्थिति में उनको टेम्पोरेरी या कैंजुअल कान्ट्रेक्ट पर न रखकर, 55 साल या 60 साल तक भी नहीं बल्कि मैं तो समझता हूं उनको तबतक के लिये रखा जाये जब तक कि वे अपनी कला को बेच सकते हों। वे तो कलाकार हैं, कोई अपनी आवाज को बेचता है और कोई अपने संगीत को बेचता है। तो जबतक वे अपने काम को करने के लायक रहें तबतक उनको रखने का काम होना चाहिये।

अध्यक्ष महोदय, आज मन्त्रालय की ओर से जो आकाशवाणी को चलाने का काम हो रहा है उसमें नौकरशाह बहुत ही बढ़ रहे हैं और मस्त हो रहे हैं। इसलिये इसको मन्त्रालय के हाथों से हटाया जाय और एक अलग कार-पोरेशन बनाकर उस के जिम्मे इसको देने का कार्य करें और इस दमियान के समय में स्टाफ आर्टिस्ट्स के मसलों के सम्बन्ध में कर्मचारियों की यूनिवर्स से बात चीत करें उनकी जिन्दगी में सुरक्षा देने और उनकी लाचारी को तत्काल दूर करने का काम करें।

इस रपट में वेलफेयर ऐक्टिवटीज के बारे में मन्त्री महोदय ने यह लिखा है :

"Help from the Compassionate Fund of the Government was obtained for dependants for four deceased officers. Three appeals were issued for voluntary help for the families of officials who met with untimely death. A benevolent fund for staff artistes is in existence. Help from that fund has been given to deserving staff artistes undergoing prolonged medical treatment and to the families of staff artistes who have passed away suddenly".

पहले तो इस तरह से उन को भिखारी बना कर रख दिया और फिर इस कालम के अन्दर बड़े धमंड के साथ हम कहते हैं कि हमने कम्पैन्ट फंड से डिसीज्ड आफिसर्स के डिपेंडेंट्स को थोड़ी मदद दी है। मेरा कहना है कि मन्त्रालय की जो एक इस में धमंड करने की बात आ जाती है कि उन्होंने उन की इस तरह से थोड़ी मदद की यह आगे हम लोगों को सुनने और देखने के लिए न मिले।

उन के संगठन की जब मैं बात करता हूँ, कोई उन की वेलफेयर असोसियेशन को कोई और बात करनी है तो मंत्री साहब को यह मालूम ही होगा कि दूसरी यूनिवर्स भी कल को समाप्त हो गयी और यह भी शायद आप को इत्तिला मिली होगी कि उन का संगठन है उस संगठन को मान्यता देकर उन से तत्काल बातचीत करके सारे अंशों को हमेशा के लिये मिटाया जाय।

कलाकारों की बात कहने के बाद यह रेडियो का जो मामला है, यह रेडियो के कार्यक्रमों के बारे में मैं समझता हूँ कि आकाशवाणी और हिन्दुस्तान के अखबार यह दोनों सरकार की गुलामी करने वाली संस्थाएं बन कर बैठे हैं। इन संस्थाओं द्वारा लोगों के बीच में सरकार की गतिविधियों, काम आदि के बारे में असलियत रखने वाली कोई बात नहीं हो रही है। यह लोग सरकार की चापलूसी क्यों करते हैं इस के ऊपर कोई खोज करने की आवश्यकता नहीं है क्योंकि उन अधिकारियों की नौकरी, तरक्की आदि सरकार के द्वारा होती है इस लिये वह सदा सरकार की और इस मन्त्रालय की चापलूसी करने के लिए तैयार रहते हैं।

मुझे आप बतलायें कि प्रधान मन्त्री श्रीमती इंदिरा नेहरू गांधी के लड़के की शादी होती है, दिन भर आकाशवाणी उस शादी के बारे में बतलाता है, वह बतलाता है कि शादी हो गयी है और वहां अमुक-अमुक भ्राया और अमुक-अमुक चला गया है। अब यह सारी चीजें बतलाने की आकाशवाणी को क्या जरूरत थी? हिन्दुस्तान में रोजाना ही बहुत तादाद में शादियां होती रहती हैं तो प्रधान मंत्री के लड़के की शादी होने पर क्या कोई खास बात हो जाती है मैं मन्त्री महोदय से कहना चाहूंगा कि 8-9 महीने के बाद वह आकाशवाणी से यह मत बतलायें कि अभी श्रीमती इंदिरा नेहरू गांधी दादी हो गई, नानी हो गई या लड़के का वजन 8 पाँड है या 10 पाँड है। मेहरबानी करके यह सब बातें बतलाने की तकलीफ आप मत उठाइयेगा। किसी के भी घर में कोई काम हो फिर वह बड़ा व्यक्ति ही क्यों न हो, उस के घर का जो काम होता है उस के घर की जो चीजें होती हैं उन से देश को कोई मतलब नहीं होता क्योंकि वह उन का अपना जाती मामला होता है आकाशवाणी का वक्त किसी के घर की शादियों और दूसरी चीजों को रखने में लर्ब नहीं होना चाहिए। उसे ऐसी बातों में अपना वक्त लर्ब

[श्री जाज फरनैन्डीज]

करने की कोई जरूरत नहीं है। लेकिन जैसा मैंने कहा उस के द्वारा सारे भूमलों में चाप-लूसी होती है, हर चीज में सरकार की चाप-लूसी व मुलामी होती है।

यह कच्छ का फैसला अभी हाल में आया था। आकाशवाणी से उस के बारे में क्या ऐलान हुआ? वह बोला कि 90 प्रतिशत जमीन बच गयी। यहां जो बातें बताई गई, प्रैस इनफोरमेशन ब्यूरो का इस्तेमाल कर के अखबारों की खबरों का इस्तेमाल करके और आकाशवाणी का इस्तेमाल करके यह बताना कि हमारी 90 फीसदी जमीन बच गयी? यह क्या जनता के सामने असलियत प्रकट करना था किस की जमीन बच गयी? 90 फीसदी जमीन मिल गयी ऐसा उन्होंने लिखा तो मैं पूछना चाहूंगा कि किस की जमीन मिल गयी? हकीकत तो यह है कि हम लोगों की जमीन में से 350 वर्गमील जमीन चली जा रही है लेकिन उस को वह साफ़ तौर से लोगों को नहीं बतलाते हैं कि कच्छ के मामले में हम हारे हैं और वह जमीन जा रही है वह हमारी ही जा रही है। ऐसा वह नहीं बतला रहे और असलियत को छिपा रहे हैं। अल इंडिया रेडियो इस तौर से गलत तस्वीर जनता के सामने पेश करता है जो कि गलत और नावाजिब बात है। यह प्रैस इनफोरमेशन ब्यूरो और आकाशवाणी आदि य सारी चीजें प्रचार के साधन हैं। आप का मंत्रालय यह डाक्युमेंटरी फिल्में बनाता है और यह ठीक ही है कि फिल्में भी सार्व-जनिक प्रचार का साधन है लेकिन वहां भी वही सरकारी चापलूसी वाली बात दिखाई देती है।

नीकरशाही के बारे में श्रीमती तारकेश्वरी सिन्हा ने यहां पर कहा था और वह ठीक ही है। आज तो वह इंडियन स्टील का जनरल मैनेजर है और कल को वही दिल्ली मिल्क सप्लाय का जनरल मैनेजर हो जाता है। ऐसे ही मन्त्री लोगों का भी होता है। कोई भी मन्त्री किसी भी मसले पर बोल नेता है। आज कोई

मन्त्री स्टील पर बोला कल को वह बर्थ कन्ट्रोल पर बोलता है। दोनों ही बातों पर वह बड़े अधिकारपूर्वक बोल सकता है। देखने की जरूरत यह है कि सरकारी पैसे और आकाशवाणी का इस्तेमाल सही मायनों में हो और लोगों को उचित व सही जानकारी और आवश्यक शिक्षण देने का माध्यम बनाना चाहिये। उस के द्वारा केवल चन्द सरकारी लोगों की राय जनता के सामने पेश करने का काम न लिया जाए। इस के लिए उसे माध्यम बनाने का काम न हो।

साथ-साथ चूंकि आज यह फिल्मों की बात बहुत काफी हमारे देश भर में चल रही है मैं यह चाहूंगा कि यह फिल्मी कलाकार की बातचीत करते हुये मंत्री साहब अगर सब से ज्यादा किमी का ख्याल करें तो वहां के जो टैकनीशियंस और कर्मचारी हैं उन के बारे में वह ख्याल करें। वह बड़े लोगों का ख्याल न करें। वह काला बाजार करते वाले, वह काला पंसा कमाने वाले वह इनकमटैक्स की चोरी करने वाले और वह वाहियात और भोंडी फिल्में बना कर देशवासियों का दिमाग बिगाड़ने वालों के बारे में नहीं सोचें बल्कि जो कर्मचारी हैं, नीचे के स्तर के लोग हैं उन के बारे में सोचने का काम करें। फिल्मी क्षेत्र में फिल्म निर्माण में रुकावट आने के कारण थियेटर्स और स्टुडियोज बन्द होने के कारण जो परेशानी बम्बई और दूसरे इलाकों के कर्मचारियों को भोगनी पड़ रही है और उस के कारण हजारों नहीं अपितु लाखों कर्मचारियों पर जो एक आपत्ति आई है उस आपत्ति से उन को बचाने का तत्काल कोई एक रास्ता निकाला जाय।

अखबारों के बारे में कितने ही दिनों से हम यह देख रहे हैं कि सरकार अपनी इस नीति का ऐलान कर रही है कि हमें अखबारों में इस मोनोपली को खत्म करना है लेकिन इस के विपरीत हम दूसरी तरफ यह भी देख रहे हैं कि जो मोनोपली रखने वाले अखबार हैं उन

अखबारों में यह मोनोपली की चेन में इजाफ़ा ही होता जा रहा है और अखबार जहाँ पहले 2 या 3 केन्द्रों से चलते थे वहाँ वह और भी अधिक स्थानों से निकाले जाने लगे हैं। बम्बई का अखबार अहमदाबाद में निकाला जा रहा है, हैदराबाद में निकाला जा रहा है और मद्रास में भी कर रहे हैं। इस तरीके से अखबारों में यह मोनोपली बढ़ती जा रही है। चन्द मुट्ठी भर लोग इस देश के तमाम लोगों के विचार अपने मुआफ़िक ढालने और बनाने के लिए इस सभन को अपने हाथ में लेने का प्रयास कर रहे हैं। इस में से इस देश को तत्काल बचाने का काम मन्त्री साहब को करना होगा। सरकार को अखबारों की मदद करनी होगी लेकिन मदद का सिर्फ़ यही मतलब नहीं है कि हम उन लोगों को यह अखबारों को वह फ़ैमिली प्लानिंग आदि के ऐडवरटाइजमेंट दे दें। और भी तरह की मदद हमें उन की करनी होगी। यह ठीक है कि एक तो सरकार उन अखबारों को विज्ञापन आदि दे कर मदद करे लेकिन दूसरी तरफ़ उसे यह भी देखना होगा कि अखबारों में चलने वाली मोनोपली को वह तत्काल बन्द कर दे। एक अखबार के मालिक को अलग-अलग शहरों के अन्दर नये-नये अखबार खोलने की, फिर वह चेन हो या अलग-अलग अखबार के मालिकों के बनने की बात हो उस को बन्द करने का काम आप को तत्काल उठाना चाहिये ताकि लोगों के विचारों का साधन मुट्ठी भर लोगों के हाथों में देने की जो बात है उसे तत्काल हम लोग यहाँ पर बन्द करें।

एक आखिरी बात मैं कहना चाहूँगा। आल इंडिया रेडियो को चलाने के बारे में चन्दा कमेटी की रपट आई। चन्दा कमेटी की रपट को आये काफ़ी दिन हो गये हैं। उस के बारे में मन्त्री महोदय ने अपनी सालाना रपट में बतलाया है कि हम उस पर विचार कर चुके हैं। उन की कुछ सिफारिशों पर हम सोच चुके हैं। लेकिन जो सिफारिशें आप सोचते हैं वह बुनियादी सिफारिशें नहीं हैं। आल इंडिया रेडियो का अविष्य क्या रहे, अपने डिपार्टमेंट

की ओर से कोई एक कारपोरेशन बना कर इसे चलाने वाले हैं यह तत्काल फैसला आप को करना है। दूसरे उस चन्दा कमेटी ने जो बरतें बताई थीं जैसे आज आकाशवाणी पर अंग्रेजी में बोलने वाले एनाउंसरों की जो तनखाह है वह हिन्दी और दूसरी भाषाओं के जो एनाउंसर हैं उन की तनखाहों से अधिक है। दोनों की तनखाहों में फ़र्क है। इस पर चन्दा कमेटी ने एक ठोस सुझाव दिया था। उन्होंने बतलाया था कि हम नहीं समझ सकते हैं कि उन में इस किस्म का फ़र्क क्यों रहे। इस बारे में चन्दा कमेटी की सिफारिश को क्यों नहीं आप ने स्वीकार कर लिया? यह आकाशवाणी की जो बिगड़ी हुई हालत है उस को तत्काल सुधारने की दृष्टि से मैं नहीं चाहता हूँ कि सरकार कोई कमेटी बनाये लेकिन चन्दा कमेटी की सिफारिशों को अमल में लाने का काम और वहाँ के कर्मचारियों के जीवन को सुधारने का काम वह तत्काल करे।

अन्त में इतना कहने के बाद मैं मन्त्री महोदय को दावत देना चाहूँगा क्यों कि क्लेफ़ेयर ऐक्टिविटीज के बारे में मन्त्री महोदय ने खास जिक्र किया है। मैं इस के लिए मिनिस्टर साहब को दावत देना चाहता हूँ कि आज शाम को जब उन का काम समाप्त हो जावे तो वह मेरे साथ आकाशवाणी भवन में कर्मचारियों की कंटीन में चल कर चाय पियें। मैं चाहता हूँ कि उन्हें इस की जाती तौर पर जानकारी मिल सके कि कैसे वहाँ पर कर्मचारियों को बैठना पड़ता है और क्या वहाँ पर चाय आदि पीने और खाने, पीने की सुविधा प्राप्त है? मुझे आशा है कि कम से कम यह चीज वह जरूर ठीक कर देंगे। मैं उन से यह अपील करता हूँ वह इस मिनिस्टरी के अन्तर्गत चलने वाली अलग-अलग संस्थाओं को सुधारने का काम वह तत्काल अपने हाथ में लें।

SHRI DINKAR DESAI (Kanara) : Sir, I rise to oppose the demands of the Ministry of Information and Broadcasting. In a country like India which is the greatest

[Shri Dinkar Desai]

democracy today in the world and which contains also the largest number of illiterate population, namely 35 crores, the broadcasting organisation plays a very important part in the dissemination of general knowledge and political knowledge to the illiterate masses living in the villages. This annual report does not contain the information as to in how many villages in India there are public radio centres and community centres where radios are set up. Here is a book by J. Scupham called *Broadcasting and the Community* published by the New Thinker's library in London, a few months ago. In page 215 of this book, it is said :

"An American investigator found in 1956"—nine years after freedom—"that there were villages within thirty miles of Poona where most of the inhabitants did not yet know that India was independent. In the village of Patna, seventy-two miles from Poona, only the Headman had heard the name of Nehru".

If the minister reads this book, he will get a lot of ideas as to how to run our broadcasting system. I am sure after this investigation was made in 1956, there has not been much improvement so far as dissemination of knowledge among the rural masses is concerned.

Then, about selection of news, I can prove by facts that there is no impartiality, particularly in selecting political news. I can give a number of instances, but for lack of time, I shall give only two recent ones. Haryana elections are coming. The names of the candidates were announced only a few days ago. In the list of names, there was not a single opposition candidate's name which was announced. Only the names of Congress leaders contesting the elections were mentioned. I would like to know why. Then, there was an adjournment motion in the Rajasthan Assembly recently and that particular news was dropped from the news bulletin of AIR. Why? In fact, AIR has ceased to be All India Radio. It may be better called All India Congress Party Radio. That is one reason why Chanda Committee recommended that this ministry should be scrapped and broadcasting must be handed

over to a corporation, as the British Broadcasting Corporation in England and in many other democratic countries. Unless that is done, this political partiality is bound to continue, because human nature being what it is, if tomorrow any other party comes into power, that will also behave in the same manner.

Political broadcasts are very essential in a democracy. In England, on every political issue, leaders of various political parties are asked to participate in the political broadcasts. Why is this not done in India? It is very necessary that there must be a debate on every important political issue. Party leaders must be invited. One argument is that if that is done there are irresponsible political parties and they talk irresponsibly. But that is not a reason. What is the experience of western countries? The experience of western countries is that if political broadcasts even during elections are organised then the party leaders speak with greater responsibility and greater restraint because they have after all to get votes from the people. In this connection also I would like to read a quotation from this very book?

"Radio and television have shifted the emphasis of political controversy in the democratic countries from abuse to argument; the major parties have decided that the appeal to reason will pay them best. The independence of the ITA and the BBC enables them to foster the habit of hearing both sides of every question".

This is the experience of western countries, of western democracy, that when you leave greater responsibility on the political parties they will speak with restraint, with more reason and there will be no abuses in speaking. I would, therefore, request the Minister to have political broadcasts in this country. Let there be debates on every question. Let the party leaders be invited. Let us not be afraid of political discussions. We should always welcome political discussions in a democracy.

I would like to say something about school broadcasts. The present position is very unsatisfactory. We are having only two to six broadcasts every week for the

school programme. But, Sir, in a country like Japan there are as many as 86 broadcasts every week for the school programme.

I would like to make a suggestion about the Press Council. I would like to know what the Press Council is doing when there is so much of concentration of capital in our daily newspapers. It is a chain of newspapers. My hon. friend just now mentioned about it and asked what the Ministry is doing to do about it. It is a grave danger to democracy. I would suggest that the Government should appoint a high-power commission to go into the question of this concentration and monopoly in the newspaper industry of India. Every year this concentration is becoming greater and greater. The Government appointed a committee some years ago to go into the question of small newspapers but nothing has been done about it. It is not a question of small newspapers alone. The real question is about the monopoly and concentration of capital with a chain of newspapers. Today I can say that about 80 per cent of the total circulation is controlled by these few monopolists. What is the Minister going to do about it? My suggestion is that the Government of India should appoint a high-power commission to go into this question.

My next suggestion is, if you want to run this broadcasting system with efficiency you must have a contented staff. It is very necessary that the staff must give their full cooperation and for that there must be satisfaction among them. Today the position is very unsatisfactory. Take our artistes. You are engaging them on a five-year basis. Give them complete security of tenure. Let them work till they reach 55 years or 58 years continuously and not on renewal of contract every five years. There is also the question of lakhs of people who are working in the film industry. I am not talking of the big stars but of the smaller people who are thousands in number. Many of them are very poorly paid. The stars make lakhs and lakhs. What about the poor people who are working in the cinema industry? What is the Minister going to do for them? There also a wage commission must be appointed. A national wage commission must be appointed to see that all sections of the employees get satisfaction.

Children's literature is very important. The Report of the Ministry says that most of the books for children are produced only in Hindi language, a few in English and particularly nothing in the regional languages. It is a very costly project to produce attractive books for children in any language. Because, if you want to make it attractive for children, it must contain good pictures and with good pictures the cost of production will go up. When you produce a particular book in Hindi, why do you not translate that book into other regional languages, if necessary with a little modification? Then the cost of production will go down because you can use the same blocks for all the languages. I do not know why these ordinary things are not attended to by the Minister. So, I would suggest that you must give equal importance to all the regional languages. Since children's literature is poorly developed in our regional languages, it is the duty of this Ministry to see to it that our children get excellent books so that we can improve our system of education. I have nothing more to add. With these words, I oppose the Demands.

13.00 hrs.

The Lok Sabha adjourned for lunch till Fourteen of the Clock.

The Lok Sabha re-assembled after Lunch at five minutes past Fourteen of the Clock

[Mr. Deputy Speaker in the Chair]

DEMANDS FOR GRANTS, 1968-69—contd.

Ministry of Information and Broadcasting—contd.

श्री प्रेम चन्द वर्मा (हमीरपुर) : उपाध्यक्ष महोदय, आप की बड़ी कृपा है कि आप ने मुझे समय दिया।

इनफ़ॉर्मेशन एंड ब्राडकास्टिंग मिनिस्ट्री एक बड़ी ग्रहम मिनिस्ट्री है, जिसका सम्बन्ध देश के हर एक व्यक्ति के साथ प्रातः से ले कर रात तक रहता है। जब कोई व्यक्ति सुबह उठता है, तो वह अखबार पढ़ता है और रेडियो सुनता है और रात तक यह सिलसिला जारी रहता है।

[श्री प्रेम चन्द बर्मा]

पढ़े हुए लोग अखबार पढ़ते हैं और अनपढ़ लोग रेडियो सुनते हैं और फ़िल्में देखते हैं। इस लिए इस मंत्रालय का जनता के जीवन से सम्बन्ध है। लेकिन मैं यह शिकवा करना चाहता हूँ कि इस मिनिस्ट्री की डिमांड्स पर बहस के लिए बहुत थोड़ा समय दिया गया है। इसके लिए ज्यादा समय दिया जाना चाहिए था, ताकि अधिक से अधिक मेम्बर इस में हिस्सा ले सकें।

आल-इंडिया रेडियो, प्रेस कौंसिल, प्रेस इनफ़ॉर्मेशन ब्यूरो, फ़िल्मज, फ्रील्ड पब्लिसिटी और एड्वरटाइजमेंट्स ब्यूरोइस इस मिनिस्ट्री के अन्तर्गत आते हैं और इन सब का बड़ा महत्व है। मुझ से पहले कई आनरेबल मेम्बरों ने बहुत से मसलों पर अपने-अपने विचार रखे हैं। वृत्त समय थोड़ा है, इस लिए मैं दो तीन विषयों पर ही बात करना चाहूँगा।

एक पत्रकार होने के नाते मुझे इस बात का पता है कि माननीय मंत्री, श्री शाह, आज से नहीं, बल्कि बहुत दिनों से, जब कि वह मिनिस्टर नहीं थे, छोटे और हिन्दुस्तानी भाषाओं के अखबारों से सहानुभूति रखते आये हैं और उन की इच्छा रही है कि छोटे अखबार फलें-फूलें। उन की यह भी इच्छा रही है कि आल-इंडिया रेडियो और इस मिनिस्ट्री से सम्बन्ध रखने वाले दूसरे विभागों की नीतियों में कुछ तब्दीली की जाये।

मैं अर्ज करना चाहता हूँ कि इस वक्त छोटे पत्रों के मुतालिक इस मिनिस्ट्री की नीति उचित नहीं है और उस में बहुत तब्दीली की जरूरत है। पिछले दिनों मैंने मंत्री महोदय से इस मिनिस्ट्री की एड्वरटाइजमेंट पॉलिसी के बारे में बातचीत भी की थी। इस वक्त कोई लम्बी-चौड़ी स्पीच न करते हुए मैं इस सदन के सामने कुछ आंकड़े रखना चाहता हूँ, जो कि इस मिनिस्ट्री की रिपोर्ट से ही लिये गये हैं।

कहा जाता है कि छोटे अखबारों को बहुत

मदद दी जाती है। सरकारी आंकड़ों के अनुसार 1966-67 में सरकार की तरफ से 50,17,701 रुपये के बलासिफाइड एड्वरटाइजमेंट्स दिये गये, जिस में से डेली अखबारों को 49,85,453 रुपये और पीरियाडिकलज को सिर्फ 32,288 रुपये दिये गये। प्रेस रजिस्ट्रार की रिपोर्ट के मुताबिक 31 मार्च, 1966 को कुल अखबारों की तादाद 10,977 थी, जिनमें से डेली अखबार सिर्फ 549 और पीरियाडिकलज 10,328 थे। इतनी ज्यादा तादाद होते हुए भी पीरियाडिकलज को सिर्फ 1.5 परसेंट रुपया दिया गया, जब कि थोड़े से डेली अखबारों को 98.5 परसेंट रुपया दिया गया। जहाँ तक स्पेस का ताल्लुक है, डेली अखबारों को 9,11,020 सेंटीमीटर और पीरियाडिकलज को सिर्फ 12,131 सेंटीमीटर स्पेस दी गई।

इन 549 डेली अखबारों में से 68 बड़े अखबार हैं, जो कि उन्हीं बड़े 75 सरमायादार घरानों से ताल्लुक रखते हैं, जिनका जिक्र मैं ने हजारी रिपोर्ट पर बहस के वक्त किया था। मेरे की बात यह है कि सरकारी आंकड़ों के मुताबिक 78 परसेंट एड्वरटाइजमेंट इन 68 बड़े अखबारों को दिये जाते हैं, जिन के भालिक बड़े बड़े सरमायादार और मानीपलिस्ट्स हैं, जो इंडस्ट्री पर भी छापे हुए हैं, दूसरे स्कीयर्स में भी छापे हुए हैं और जो पोलिटीकल आपोजीशन के रूप में भी अपना असर दिखा रहे हैं।

जहाँ तक लैंग्वेज न्यूज़पेपर्स का सम्बन्ध है, तैरह जुवानों के अखबारों को 16,84,082 रुपये और सिर्फ अंग्रेजी के अखबारों को 33,01,371 लाख के एड्वरटाइजमेंट्स दिये गये, इस का मतलब यह है कि सिर्फ अंग्रेजी के अखबारों को 66 परसेंट एड्वरटाइजमेंट्स दिये गये, हालांकि उन की सर्कुलेशन सिर्फ 20 परसेंट है।

इसी तरह से जहाँ तक मशीनरी और रा मॅटीरियल का ताल्लुक है, वस बड़े अखबारों को 1,96,97,567 रुपये के मशीनरी के लाइसेंस दिये गये हैं।

लेकिन उपाध्यक्ष महोदय, पीरिआडिकल्स का उस में कहीं जिक्र नहीं है। पीरिआडिकल्स का बिल्कुल साफ है। इस तरह स्माल न्यूजपेपर्स के साथ बेइन्साफी बरती जा रही है खास तौर से हिन्दुस्तानी भाषा के पत्रों के साथ। न्यूज मिन्ट के बारे में बड़े मजे की बात है, मैं आंकड़ों से बताता चाहूँगा कि छोटे अखबारों को जिन की तादाद साढ़े 98 प्रतिशत है उन को उपाध्यक्ष महोदय, 25 मीटरिक टन, दरमियानी दर्जे के अखबारों को 25 से 100 मीटरिक टन और 44 बड़े अखबारों को 1 हजार टन से ज्यादा दिया गया है। यानी सारे का सारा व्यूजमिन्ट का 64 परसेंट जो कोटा है वह किस को देते हैं? 44 न्यूजपेपर्स को और छोटे अखबारों जिन की तादाद उन से कहीं ज्यादा है चार परसेंट से भी कम अखबारी कामकाज का कोटा मिलता है। और फिर शोर करते हैं कि छोटे अखबार बेईमानी करते हैं। लेकिन आप देखें इस 4 परसेंट में कितनी बेईमानी वह करते हैं और 60 परसेंट जो बड़े अखबारों को मिलता है उस में कितनी बेईमानी वह करते होंगे। मैं समझ साहब से अजं कहूँगा कि इस के बारे में वह विचार करें। इसके अलावा दूसरी कंस्तिमिटीय जो हैं ऐकडेमीशन चर्जरह की या और दूसरी छोटी चीजों को वह भी इन छोटे अखबारों को नहीं दी जाती है। मैं चाहूँगा कि इस नीति में कोई तब्दीली लायी जाये और इस बात को ख्याल में रखने की जरूरत है।

मैं आनरेबल मिनिस्टर से अजं कहूँगा कि चैन न्यूजपेपर्स जो हैं उन का एक अखबार यहां से भी निकलता है, अंग्रेजी में भी है, हिन्दी में भी है, उर्दू में भी है, तामिल में भी है, तेलगू, मराठी, कन्नड़, बंगाली, गुजराती सभी में निकलता है, बड़े अखबार वालों ने तमाम की तमाम जगहों पर अपने अखबार जारी कर दिये हैं। इस के कारण जो छोटे अखबार वाले हैं उन का सारे का सारा सत्यानाश हो गया। वह इन के कम्पीटीशन में ठहर नहीं सकते। उपाध्यक्ष महोदय, आप छोटे अखबारों के बड़े हमदर्द हैं,

इसलिए मैं आप से अर्ज करना चाहता हूँ कि छोटे अखबारों पर यही चोट नहीं है। छोटे अखबारों को बन्द किया जा रहा है और हमारी सरकार की पालिसी जो है वह छोटे अखबारों के बन्द कर ने की पालिसी है। छोटे अखबार इन के कम्पीटीशन के अन्दर आ नहीं सकते हैं।

बड़े अखबार इस पैसे में भी अगर वह बेचते हैं जिस में 4 पैसे कमीशन के हो गए, और 5 पैसे टिकट के हो गए, 1 पैसे बचता है तो उस 1 पैसे में भी वह अखबार चला लेंगे क्यों कि उन के पास बड़े इंडस्ट्रियलिस्ट्स का पैसा आ जाता है। वह अपनी कम्पनीज के इस्तहारात इन बड़े-बड़े अखबारों को दे कर उस के जरिए अपना पैसा इन तक पहुंचाते हैं जिस के कारण 16 सफे का अखबार बिताने पैसे में वह बेचते हैं पीरिआडिकल्स उस के चौगुने दाम में भी उतने सफे का अखबार नहीं निकाल सकते। वह उन के कम्पीटीशन में किसी तरह खड़े नहीं हो सकते। इस लिए मेरी अर्ज है कि चैन न्यूजपेपर्स जो हैं जो तमाम तरह के डेली, मन्थली, वीकली सभी अखबार निकाल रहे हैं उन के बारे में नीति के ऊपर आप को विचार करना पड़ेगा। छोटे अखबार चलेंगे तो जम्हूरियत चलेगी और छोटे अखबार नहीं रहेंगे तो जम्हूरियत नहीं रहेगी। बड़े-बड़े सरमायेदार राजनीति पर छा जायेंगे और किसी भी सरकार को उंगलियों पर नचाएंगे जैसा कि इस वक्त चल रहा है। इस लिए मेरी गुजारिश है कि आप इस के ऊपर गौर करें।... (व्यवधान) में सिर्फ फेक्ट्स रख रहा हूँ। भाषण तो कर ही नहीं रहा हूँ।

उपाध्यक्ष महोदय, आल इंडिया रेडियो के संबंध में कारपोरेशन की बात चल रही है। कारपोरेशन के बारे में बड़ी सीधी बात है कि कारपोरेशन का तजुर्बा हिन्दुस्तान में हो रहा है और कारपोरेशन का दूसरा नाम आम तौर पर करप्शन कहा जाता है। अगर इस आल इंडिया रेडियो को, इस इन्फार्मेशन इन्स्टीट्यूशन को

[श्री प्रेम चन्द वर्मा]

जिस का ताल्लुक हिन्दुस्तान की जम्हूरियत से है, देश से है, देश की सुरक्षा से है और देश का सारे का सारा जितना भी संबंध है वह आल इंडिया रेडियो से है अगर इस को आप कारपोरेशन बना देते हैं तो न जाने जैसे रोज यहां इल्जाम लगते हैं सी० आई० ए० का पैसा आ गया, चाइना का पैसा आ गया या और कहीं का आ गया तो हो सकता है कि विदेशी या कोई भी पैसे वाला आदमी वहां के अधिकारियों को खरीद ले और उस के द्वारा अपना प्रोपैगैंडा करे, उस के द्वारा हिन्दुस्तान को अपनी कालोनी बनाने के लिए कोई भी तरीका वह निकाल सकता है। इस लिए मैं ए० आई० आर० को कारपोरेशन में तब्दील करने के सख्त खिलाफ हूँ और यह कन्ट्री के इन्टरेस्ट में नहीं है।... (व्यवधान)...अच्छा, अब मैं केवल सुभाव देता हूँ।

पहला सुभाव मेरा यह है कि चैन न्यूज-पेपर्स पर मुनासिब पाबन्धियां लगायी जायें जिस से वह देश के प्रेस पर कन्ट्रोल न कर सकें।

2. स्माल एंड मीडियम न्यूजपेपर्स को प्रोत्साहन देने के लिए मिनिस्ट्री आफ इन्फार्मेशन एंड ब्राडकास्टिंग की सभी नीतियों में तब्दीली की जरूरत है जिन का सम्बन्ध अखबारों से है।

3. फिल्म इंडस्ट्री को क्राइसिस से निकालने के लिए फिल्म बनाने वालों, फिल्मों का वितरण करने वालों, सिनेमा चलाने वालों और फिल्म थिएटरों के दरम्यान हिस्सा मुकर्रर करने के लिए भारत सरकार कानून बना कर या थ्रिब्यूटोर मुकर्रर कर के किसी तरह भी इस समस्या को हल करे। साथ ही फिल्मों के स्टैंडर्ड को बेहतर बनाने के लिए ठोस एक-दामात उठाये जिन में सेंसयोर बोर्ड के कार्यक्रम अस्त्यारात और उस की बनावट में मुनासिब तब्दीली लायें और सिनेमा के बढ़ते हुए निरखों को रोका जाय जिस से गरीब लोगों को एन्टर-

टेन्मेंट पर ज्यादा खर्चा न करना पड़े और सिनेमाओं की हालत को सुधारने के लिए सिनेमा वालों पर कड़ी नजर रखी जाय। वक्त न फवक्तन उन की इन्सपेक्शन करने का प्रबन्ध किया जाय। फिल्म का फाइनेंस कारपोरेशन माली इमदाद ऐसे फिल्मसार्जों को ज्यादा दें जिन की फिल्में देश-भक्ति और देश की एकता व अखंडता का भी पहलू लिए हों।

4. आल इंडिया रेडियो को कारपोरेशन बनाने की इस बहस को बन्द किया जाय और इस के मौजूदा ढांचे को बरबरा रखा जाय, मगर इस की नीतियों प्रोग्रामों और ऐडमिनिस्ट्रेशन में मौजूदा हालात के अन्दर ठोस तब्दीली की जाय। ए० आई० आर० के स्टाफ थ्रॉटिलिंग को सरकारी मुलाजिमत में शामिल कर लिया जाय। कान्ट्रैक्ट सिस्टम को अगर खत्म नहीं किया जा सकता तो कम से कम कर दिया जाय और वर्तमान स्थिति में यह तो जल्द ही कर दिया जाय कि स्टाफ थ्रॉटिलिंग को 55 साल की उम्र तक के कान्ट्रैक्ट दे दिए जायें।

5. प्रेस कौंसिल का नया ढांचा बनाते वक्त यह ध्यान रखा जाय कि उस में छोटे अखबारों को जिन की तादाद और प्रभाव ज्यादा है उन्हें मुनासिब नुमाइन्दगी दी जाय और प्रेस कौंसिल ज्यादा एफेक्टिव हो।

मैं अन्त में श्री शाह साहब से अर्ज करूंगा कि वह इन सुझावों पर विचार करें और छोटे अखबारों का ध्यान रखें। मैं मिनिस्ट्री की मांगों का समर्थन करता हूँ और आपको धन्यवाद देता हूँ।

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI K. K. SHAH): Mr. Deputy-Speaker, I am grateful to members on both sides for taking a very reasonable attitude expect on some matters where probably the mistake was committed on account of the fact that nobody had enough time to scrutinise any complaint from all points of view. If they had, I am sure even these complaints would

never have been made. It is only from this point of view that I want to give certain figures which will show how gigantic the task is, and even if all human efforts were combined it is difficult for anybody to scrutinise accurately whether a complaint made is correct or not. Therefore, in the nature of circumstances, if there are some misunderstandings, I am taking this opportunity to remove them.

For the information of members, even though they must be knowing, I want to recount some facts. There are 36 principal stations, 27 auxiliary stations; 26 Vividh Bharati centres and 57 receiving centres. Then in 1966, we received letters in the Home Services 9,73,321 and in the External Services 1,55,690. Then we have to use 51 dialects, 87 tribal languages, 21 External Services languages. As regards the number of national programmes broadcast, the figures are: music 811, talks and discussions 632, plays 132, features 123 and operas 53.

I do not want to take further time. If these figures are borne in mind, an effort is made to understand how difficult the task performed is and what I have pointed out is noted that these complaints would not have been made if the facts were known, I am sure both sides will be good enough, if not to pat me, at least to remove the misapprehension from their mind.

First I take up the question of AIR not being converted into a corporation. It is the most difficult question, and one on which Shri Solanki and Shri Kandappan made a complaint.

They think that there is some ulterior motive in not carrying out the recommendation of the Chanda Committee. We have not made up our mind, but I want to point out our difficulties, and I want them to understand the implications of what the Chanda Committee has said. I will read out only three or four of their recommendations, because in 45 minutes I have got to cover the entire gamut.

Recommendation No. 163 reads :

"The formation of the Corporation by itself would not bring about a physiological transformation. AIR must become a national authority in which major national interests would be represented, and it should also be financially independent.

Another recommendation says :

"The Chairman of the Corporation and members, whose number should not exceed seven, should be drawn from diverse fields of national life and enjoy a reputation of integrity, ability and independence."

Everyone has integrity ability and independence, but the other requirements are that they should be from diverse fields of national life, representing major national interests, and that the number should not exceed seven.

Another suggestion that has been made is this :

"Agencies such as the Railway Board the Atomic Energy Commission, the Council of Scientific and Industrial Research are also not suitable models for broadcasting service for various reasons."

That it says :

"Selection of the Chairman and members of the Board should be by Government."

It also says that financial autonomy should also allow for long-term, rational and economic planning. So, these are the various requirements laid down.

Now I come to the budget because that is what we are concerned with now. I have come before the House asking for Rs. 10 or Rs. 11 crores. If I am committing a slight mistake, I hope they will not mind, because if I go on quoting figures, it will take more time. I want Rs. 7 to Rs. 8 crores for the capital budget. The income is Rs. 7½ to Rs. 8 crores. Leave aside interest, replacement, many other things. I do not find from this how this is to be financially viable and independent. If these difficult questions are posed by the Chanda Committee, somewhat due apologies to them, difficult to reconcile, I will not say contradictory, and if my hon. friends complain and say that the Government is taking time in coming to a decision, I only request them to decide for themselves whether this is a fair allegation against us.

Shri Kandappan said that all parties are agreed that it should be a corporation. I would only point out to him that he spoke, Mr. Solanki spoke, and some third member might have spoken, otherwise it

[Shri K. K. Shah]

was not supported even on the floor of the House. If it were unanimous demand that it should be converted into a corporation, there would have been demand by all.

SHRI DINKAR DESAI : You are misleading the House.

SHRI BAL RAJ MADHOK (Delhi South) : Do you expect everybody to cover every point ?

SHRI K. K. SHAH : You are entitled to argue, I am also arguing. I am not making a mis-statement of facts. I am drawing an inference. Everybody has a right to draw a legitimate inference. (Interruptions).

I did not interrupt, and my hon. friend Shri Fernandes has no right to complain. I was surprised he complained on the floor of the House.

Because if there was anybody to whom I have listened inside and outside, it is he. Yet, at this instance I was going to ask the Corporation.

SHRI BAL RAJ MADHOK : Others also.

SHRI K. K. SHAH : I have listened to other also, but they do not trouble me much as he has been troubling me. Now, I have issued a letter that instead of five years their service will be for 55 years. It was at his instance that I stopped that. He then realised that in the beginning the staff artistes were eager to be permanent government servants and I was heading on that line after I took over. It is only afterwards—I do not want to pass any insinuation—that probably he seems to have realised or they must have realised there has been a change. And they said till the final decision is taken, till the report is taken into consideration and after the report is examined they should be heard and a decision should be taken, and I have agreed.

श्री जार्ज फ़रनेन्डीज : यह आपका कहना है, मंत्री साहब। मैंने यह नहीं कहा था कि आप उनको सरकारी नौकर बनायें।

श्री के० के० शाह : मैंने आपका नाम नहीं लिया है।

श्री जार्ज फ़रनेन्डीज : उनकी शिकायत है कि आप उनकी बात को नहीं सुनते हैं।

श्री के० के० शाह : आपका यह कहना ठीक नहीं है। I am only saying that you should not have complained. That is all.

Let us take the films. So far as the films are concerned, there has been a lot of complaint here that there is blackmarketing, that the exhibitors are charging exorbitant rates, that entertainment tax is heavy—

AN HON. MEMBER : They are all facts.

SHRI K. K. SHAH : They are facts, but your complaints against me are not justified. What do I do to the cinema artistes ; even in Russia the cinema artistes are charging very heavy fees. What do I do to the theatre-owners ? When they want me to take steps, and when I take steps, somebody says, "nationalise". And then there is another cry, "No nationalisation." All right. If there is no nationalisation and if there is no control, then what do I do ? Do I go on persuading them, which I have been doing to the best of my ability ? If persuasion does not succeed, what do I do unless you want me to take some strong action. But when the question of taking strong action comes, then, if Mr. K. K. Shah is in difficulty or if the Government is in difficulty, it does not matter, but our friends, our voters, they have got to be cared for. Now, what do I do ? About the theatre-owners, it is true that there is a complaint. I do not know whether it is a perfectly justified or not. But there is a complaint that theatre-owners are charging heavy rents ; there is a complaint that actors are charging very high fees and taking cash ; I will say only taking cash. Then, about entertainment-tax, entertainment-tax is the look-out of the State Governments, and luckily in some of the State Governments, opposition parties are also in power.

It is a good thing. I am glad that they have made a complaint against the entertainment-tax, and I hope where their voice counts at least the entertainment-tax will be looked after, so that I will also get some assistance from them. It is true that there is a stalemate. It is true, and I do agree with Shri George Fernandes that a number of workers will be affected. The question of looking after them and feeding them and doing so many things is there but this cannot go on for a long time. I hope, and I am sure that when I come forward before this House with some strong action I will get the unanimous support of this House. I hope this will be borne in mind when the time comes.

About the AIR I have given a general idea and about the films I have given a general idea. Let me go to newspapers, Hon. Members have been complaining about newspaper concentration. It may be justified; I have nothing to say, but what do I do? I only spend Rs. 11 to Rs. 13 crores for newsprint and give the newsprint, and that too with a view to stop the chain-papers from multiplying. We have taken the base of 1961 and the circulation of 1957. On that *ad hoc* increments are given. No chainpaper can start a new paper and take any newsprint from me.

It is only to an independent paper with a circulation of 50,000 that I give newsprint. I do not give newsprint to chain papers. In advertisements, it has gone up to 80 per cent. In money, I have gone up to 50 or 60 per cent. Even in classified advertisements, I have increased it. Even when the circulation is 2,000, sometimes *ad hoc* advertisements to small papers and periodicals are released. What more can I do? If they form a cooperative, they can get money.

They want the press to be independent. I also want it. For that, I have only to find newsprint. Whatever is in my power. I can do and nothing more than that. Of course, they have a right to complain and complaint gives me an opportunity to re-examine myself and find out whether I am right or wrong or anything more can be done. I would be very grateful if they suggest ways and means of implementing what they are saying. The Press Council was seized of the question of concentration

of newspapers. In their wisdom, Parliament has not given any executive powers to the Press Council. When they make recommendations, the question is whether I will be justified in implementing them, because I am also not the executive authority of the Press Council. I am placed in this helpless position and in spite of that, I have given 50 per cent *ad hoc* increment to small papers 25 per cent of medium papers last and for big papers it has been reduced from 12½ to 5 per cent this year. Have I not done everything in my power?

SHRI ANANTRAO PATIL (Ahmednagar): The Press Council is not the only thing which can stop chain newspapers. There are other recommendations of the Press Commission.

SHRI K. K. SHAH: Somebody complained that children's publications are not in the regional languages.

SHRI DINKAR DESAI: I did not say there are no publications; I said they are very few. Don't mislead the House. Let us have the figures.

SHRI K. K. SHAH: I am not misleading; the record is there. We have brought out in the regional languages *Children's History of India*.....

SHRI DINKAR DESAI: In which language?

SHRI K. K. SHAH: All languages. Then, *We Plan for Prosperity, Bharat ke Gaurav, The Gandhi Story* in pictures, *Better Citizenship, Children's Tagore, Bharat ki Lok Kathaen, Desh Videsh ki Lok Kathaen* and *Our Birds*. I have just given some examples.

SHRI BAL RAJ MADHOK: Let us have a comparative statement of the money spent on English and on all the other regional languages put together.

SHRI K. K. SHAH: There was a complaint by Mr. Solanki that language units are not set up. To some extent, it was supported by Mr. Kandappa. The news service division in Delhi has 16 language units in Delhi excluding Hindi and English. All in all, these language

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units put out 41 bulletins a day. 3 bulletins are broadcast every day in Assamese, Bengali, Gujarati, Kannada, Marathi, Malayalam, Oriya, Punjabi, Tamil, Telgu and Urdu; two each in Kashmiri, Dogri and Sindhi and one each in Gorkhali and NEFA. Language units which put out 3 bulletins a day have a sanctioned strength of 7 persons : 2 sub-editors and 5 translators-cum-news readers. Units putting out 2 bulletins a day have a normal complement of 5 persons.

Then I come to regional units. The normal complement of each regional unit is : news editor, assistant news editor, senior correspondent, sub-editor, news assistants, news readers, stenographer, peon etc.

श्री प्रकाशवीर शास्त्री (हापुड़) : इस लिस्ट को पढ़कर आप क्या कहना चाहते हैं ?

MR. K. K. SHAH : मैं यह कहना चाहता हूँ कि there are regional cells.

श्री प्रकाशवीर शास्त्री : आपको यह बताना चाहिये कि मलयालम, कन्नड़ के जिन स्टेशनों से उनके प्रोग्राम ब्राडकास्ट होते हैं वहाँ से इंग्लिश का कितना प्रतिशत है और क्षेत्रिय भाषाओं का कितना प्रतिशत है। लेकिन आप सारे देश की बात ले लेते हैं।

श्री के० के० शाह : आप तो यहाँ पर हाजिर नहीं थे। अगर हाजिर होते और यह बात कहते तो मैं वह फीगर्स ले आता। हम कोई भी बान छुपाना नहीं चाहते हैं।

A series of 52 sanskrit lessons were broadcast on the following 21 stations : Delhi, Lucknow, Allahabad, Patna, Jaipur, Indore, Bhopal, Bombay, Nagpur, Ahmedabad, Hyderabad, Trivandrum, Calcutta, Dharwar, Madras, Cuttack, Gauhati, Poona, Vijayawada, Calicut and Bangalore.

हमारे भाई कन्डप्पन ने कहा कि संस्कृति के बारे में कुछ नहीं किया जाता है। The question of starting news bulletin in Sanskrit has been very carefully considered. Because of the fact that resources both by

way of transmitters and funds are limited and the fact that the audience for news in Sanskrit is likely to be rather limited, it has not been found feasible to introduce news bulletins in Sanskrit.

So far as Tamil is concerned in the external services we are broadcasting in Tamil and also in Sinhalese. Sindhi programmes are also broadcast from Bombay, Bhuj, Jaipur and Ahmedabad Stations.

So for as Mr. Joshi is concerned, who died, his wife was given ex gratia payment to the tune of Rs. 1,000 and his wife has now been taken up as a clerk on an emolument of Rs. 250 per month. This has been done in other cases also.

श्री जाजं फरनेन्डीश : प्रौर कौन से केस में किया।

SHRI K. K. SHAH : Then, Sir, the story about Shri Nijalingappa saying that he will try to speak in Hindi hereafter was issued in the pool on the night of 4th March, 1968. The story as given in the pool was : "Congress President Shri Nijalingappa told newsmen in Bangalore today that hereafter he will try to speak in Hindi. He said he spoke in Kannada in Indore as he was told the audience there might not relish his speaking in English." The story was based on a PTI Report. A part of the story was used in the 6.35 hour Hindi bulletin on the 5th March.

There was a complaint that more foreign news are taken.

वह भी मुझे याद है, शास्त्री जीने कहा था।

I will point out how the home news predominates in all news bulletins.

21 मई को ले लिया है।

8.00 in the morning—19 home news, 6 foreign news—1.30—9 home news and 3 foreign news—9.00 in the night 12 home news and 3 foreign news. On 22nd May the position was like this.

Similarly, on 22nd May the position was : at 08 hours 15 home news and 4 foreign news ; at 13.30 hours 18 home news and 2 foreign news ; at 21 hours 15 home

news and no foreign news. I hope my hon. friend will be satisfied.

Then my hon. friend, Shri Nayanar, said that Shri Karanjia was not allowed to speak. Shri Karanjia's article was used on 13th April as news story which was attributed to him after he came back.

श्री जार्ज फरनेन्डीज : वह तो उस की स्पीच के बारे में बोला था ।

श्री के० के० शाह : मैं पढ़ कर बतलाता हूँ कोई मैं अपनी बात तो कहता नहीं हूँ ।

Then I come to comparative analysis of coverage of the different political parties in Parliament. I have taken the period from 1st March 1968 to 8th March 1968.

हमारी ओर से भी उस की शिकायत हुई है और आप के यहां से भी शिकायत हुई है ।

I have taken the 9 O'clock English and 8.15 p.m. Hindi bulletin because they are the most important bulletins, For the 9 O'Clock English bulletin the figure are :

Ministers 19, Congress 14, CPI 4, CPI (M) 2, Jan Sangh 3, SSP 2, Swatantra 3, PSP 3, DMK 2, Independents 1, Nominated 3. So, the total of parties other than Congress come to 23 as against 14 for Congress.

श्री प्रेम चन्द वर्मा : हमारी यह शिकायत है कि प्रपोजिशन को बहुत समय मिल जाता है ।

श्री रणधीर सिंह : भ्राल इंडिया रेडियो प्रपोजिशन के लोगों से डरता है ।

SHRI K. K. SHAH : I will say to my friends on this side that if you add the figure for Ministers, the position is not so bad. Then I will give the figures for the Hindi Bulletin at 20.15 hours. The figures are : Ministers 18, Congress 27, CPI 8, Jan Sangh 5, PSP 5, Swatantra 4, SSP 3, CPI(M) 4, DMK 2, Forward block 1, Nominated 4, Independents 7. The total of parties other than Congress come to 42.

श्री बलराज सघोक : कांग्रेस पार्टी भ्रलग और कांग्रेस मंत्री भ्रलग । यह तो वही बात हुई कि मीठा, मीठा, गप और कडुवा, कडुवा था ।

MR. DEPUTY-SPEAKER : I must caution the Minister that when news coverage is done, it has to be objective and comprehensive ; names of parties or hours will not reflect that.

SHRI K. K. SHAH : I am coming to that. Every coverage has to be judged by its news value. It is a difficult task. We are sitting here for 6 to 8 hours a day. There is hardly 1½ hours to prepare the bulletin. Further, the bulletin is only for a duration of 10 or 15 minutes.

SHRI PILOO MODY (Godhra) : It is all nonsense.

SHRI K. K. SHAH : He has every right to use harsh language, but harsh words will not make out a good case. He should know that. Since my friends from both sides are complaining to me, I know that I have tried to strike a balance between the two.

Then, a suggestion was made that a separate cadre of writers should be prepared. So far as spotlight is concerned, there is a panel which is changed from time to time.

SHRI P. VENKATASUBBAIAH : The hon. Minister is referring to my suggestion. What I said was a cadre of journalists and correspondents.

SHRI K. K. SHAH : When a Member tries to explain, whether it is from this side or that side, it shows that my argument has gone home and I am happy to know that. When somebody tries to explain, that gives me complete satisfaction that my argument has been valid.

SHRI P. VENKATASUBBAIAH : I did not say, 'cadre of writers'; I said, 'cadre of journalists and correspondents'.

SHRI K. K. SHAH : 30 are there so far as 'Spotlight' is concerned. Then, so far as 'Today in Parliament' is concerned, there also there is a panel of journalists which is changed from time to time.

About Hindi, my hon. friend in the Hindi Prasaran Samati, Shri Shastri, knows everything. Therefore so far as that is concerned I cannot give anything new. It is sure that much more remains to be done so far as Hindi is concerned. But he knows the difficulties. However, even these in difficult circumstances, we have got a news editor. I agree that in comparison with English it is not enough.

SHRI S. K. TAPURIAH (Pali) : Then do something about it.

SHRI K. K. SHAH : Then we have got 18 sub-editors and staff artistes and 5 assistant news editors.

The Hindi Unit prepares 16 news bulletins every day out of which 13 are prepared directly in Hindi and the remaining three bulletins also will be prepared in Hindi as soon as the proposals for additional staff, which are now under the consideration of the Ministry, are agreed to. The Hindi Unit is also responsible for the following commentaries which are written in Hindi, namely, a five-minute daily news commentary, 'Samayiki'; a ten-minute weekly commentary, 'Aj ka Prasang'; a weekly commentary in the Nepali service; a daily commentary in Hindi of Parliament proceedings, 'Samsad Sameeksha'.

The general news room has the following staff, namely, Chief News Editor, 12 news editors, 32 assistant news editors. The general news room produces 87 bulletins round the clock both in the home and external services as follows—English bulletins in home services—9; English bulletins in external services—10; Master copies of language bulletins—41; and master copies of external bulletins (other than English)—27.

MR. DEPUTY-SPEAKER : I must caution you that after seven minutes I am going to put the Demands to the vote of the House.

SHRI K. K. SHAH : You had given me 45 minutes.

MR. DEPUTY-SPEAKER : You had taken away some time out of that.

SHRI K. K. SHAH : Take away five minutes. Even then I have some time. I started at 17 minutes past 2 O'clock.

SHRI RANDHIR SINGH : He has a right to reply. There is no time limit for the reply.

SHRI K. K. SHAH : Then, there was a complaint by my hon. friend, Shri Prakash Vir Shastri, whether we were utilising the reports of the special correspondents

who have been posted outside. The News Services Division of AIR has got two whole-time special correspondents, one at Beirut covering West Asia and another at Singapore covering South East Asia. These correspondents are sending regular despatches. Most of their despatches have been received ahead of news agencies and a good number are exclusive stories not covered by any news agency. Such exclusive stories have also been used by the PTI and the UNI after obtaining copies from us and quoting the AIR correspondent.

The correspondents have also covered important assignments. I will read out the statement of despatches sent by the special correspondents in Beirut and Singapore. Messages received from Shri Chona are 123, used—120 and rejected—3; from Shri Bhatt messages received—185, used—183 and rejected—2.

I must also cover television in whatever time is available to me. About television it was said that the pay structure of the TV staff should be different from the pay structure of AIR staff. So far as the pay of staff artistes is concerned, I am glad to tell them that it is better than what it is for AIR.

About the commercial service, one friend said—I am sorry, I am not taking names because I want to save time and I hope they will forgive me—that commercial service should be there and another said that the commercial service was responsible for reducing the advertisement revenue of small papers. This is the first time that I heard that complaint here. Beyond that I cannot say. I have been making constant inquiries. On the contrary, the commercial service increased the advertisement revenue. First of all, I do not compete with small newspapers because mine is a national or a regional hook-up.

So far as small papers are concerned, they get the local advertisements and the local announcements. But even then, so far as commercial services are concerned, a cryptic message appears on the commercial service which excites the curiosity of the listener and that curiosity has to be fed by the detailed advertisement in the papers. A man who only advertises or the commercial service and does not advertise in the newspaper does not get the benefit. Therefore, that is not justified.

So far as broadcasts for foreign countries are concerned, it is true, even though in a number of languages we are broadcasting much remains to be done. I am glad to say that two high-power short wave transmitters and two super-power medium wave transmitters will be installed in a short time, one in 1968-69 and another in 1969-70, and whatever difficulty is there we will be able to overcome.

SHRI S. K. TAPURIAH : We don't believe you !

SHRI K. K. SHAH : If you don't believe, it is my misfortune and it is your misfortune too that you keep a closed mind. A mind which is open to reason can never say, "I don't believe you" and will say, "I am trying to understand you".

There was a complaint about AIR/Akashvani, that there should be only one name. For that, I hope, my friends will forgive. So far as English is concerned, I use AIR and so far as Hindi is concerned, I use Akashvani, and not I use either AIR or *Vanoli Nilayam*. The identity of All India Radio is maintained. My friend who is sitting there will agree with me that the choice is between AIR or Akashvani. One of them has to be used.

SHRI BAL RAJ MADHOK : What about Kashmiri ?

SHRI K. K. SHAH : That is on my mind.

SHRI BAL RAJ MADHOK : You do something.

SHRI K. K. SHAH : Then, my friend, Shri Prakash Vir Shastri, said that greater importance should be given to Hindi. I have no objection there. But he further said that English Bulletin should be transferred to Vividh Bharati. I will beg of him to please understand. Vividh Bharati is very popular all over the country and if Hindi Bulletin is part of Vividh Bharati, I think, I am doing a good service. I will try to re-examine that question. Why do you want English Bulletin to be made a part of the most popular programme of All India Radio ?

श्री प्रकाशवीर शास्त्री : मेरा कहना यह नहीं है। मैं ने यह कहा था कि मेन स्टेशन को अन्वेषणी बुलेटिन न दिया जाय, हिन्दी का दिया जाना चाहिये।

SHRI K. K. SHAH : You try to understand me and I will try to understand you.

There was a complaint that a transmitter at Kerala is being taken away. I do not know who told my friend about it. On the contrary, a high-power transmitter is being installed. The difficulty was about the price of land and that also the Chief Minister of Kerala has solved. He should rest assured about that. I would have read out the details but there is hardly time to read out the details.

Then, there was a complaint that the newsprint quota for schools and colleges, magazines, journals, etc. is not given. That is a genuine complaint. I will take that into consideration as soon as possible.

A complaint was made that there is only one newsprint factory. There also the complaint is about public sector or private sector. We have been trying to persuade a friend in the private sector and, luckily, it has gone through now and that is in Himachal Pradesh. This factory will come up. So far as Nepa is concerned, from 30,000 tonnes we are stepping it upto 75,000 tonnes and, because there was a complaint about the quality, we will be importing chemical pulp so that the quality improves. We are also trying to put up a factory of bagasse in the cooperative sector in Maharashtra. But, unluckily, the cost is so high and we have got other experts to see that the cost comes down. Kerala probably is ready by this time and others are also prepared—this is a race—and because we have been spending about Rs. 13 crores of valuable foreign exchange whichever sector puts up, we will be happy and must be put up.

There was a complaint that the D.A.V.P. is utilised for the purpose of influencing... (Interruption).

I will read out how many newspapers of opposition parties have been given advertisements...

AN HON. MEMBER : Do not read unimportant things.

SHRI K. K. SHAH : Alright.

Then, Mr. Joshi said, "नाइट नहीं अमरीका में डे भी खराब है" It is not desirable. This is for the simple reason that the competition between the films produced in the country and the films produced outside this country should not be unfair. A Committee has been set up of Members of Parliament and others it is going into it. I do not know why this complaint was made.

Then, a complaint was made about scarcity of cinema houses. Mr. Amrīṅ Nahata went to the extent of saying that Government should enter this business of films by financing. When I put the report of the Film Finance Corporation before the House, I know what questions were asked, why this money was lost and all that. We have been supporting newcomers. It is not possible to find a total money of Rs. 100 crores or Rs. 80 crores for the purpose of supporting these films.

Then, my hon. friend, Mr. Prakash Vir Shastri, said that Indian films were heard in Egypt and other countries and he complained that valuable foreign exchange was being lost. Perhaps, what he talks is about South Africa. When our films are sold to Egypt and other places, clandestinely copies are taken. This is my information and I am trying to verify how to prevent it, so that valuable foreign exchange is not lost.

I was surprised, my hon. friend, Shri-mati Jayaben Shah, of all the people, said that there was black-market in newsprint. I should tell her that newsprint is not lifted. now by small papers and others; if there was black-market, small papers would have lifted and sold in the black-market. Her complaint was also about posters. This is true. But I have told a number of times that it is not my province, it is the province of the State. I must congratulate the Delhi Municipality for having taken steps, and I hope, the others will fall in line.

Then, Mr. Patil said that there are no training facilities for journalists. I think, Mr. Patil is aware of the fact that a number of colleges are there which give training in journalism. Then he said, hand-outs...

MR. DEPUTY-SPEAKER : Is he concluding ?

SHRI K. K. SHAH : I have no complaint, Sir. I think, I have taken more time...

MR. DEPUTY-SPEAKER : I will give him another two minutes. If he wants to make some concluding remarks, I will give him a few minutes.

SHRI K. K. SHAH : Then it was complained—I will speak without the notes—that the hand-outs were not taken in regional languages. This is not correct.

Then, a complaint was made by Mr. Prakash Vir Shastri that we have been paying to PTI and UNI. I am glad to tell him that, in addition to PTI and UNI, it is under consideration that Samachar Bharati and Hindustan Samachar also should fall in line with the other news agencies. That will satisfy him that every effort is made to see that regional news agencies are also supported.

I take this opportunity to point out to my hon. friends that, so far as I am concerned, so far as my Department is concerned,—it has pained me considerably that allegations have been made against my officers; they will permit me to say that I am one of those lucky men who have got a nice band of officers and that is why such a difficult task could be so very well done. The bebate in the House is an eloquent proof of what I am saying—in such a difficult situation, at least the members could not be as aggressive as otherwise they would have been.

I take this opportunity to say : by all means cited old of my cars, by all means find fault with me, by all means hold me responsible, but, please do not hold the officers responsible; they will lose interest, they will lose initiative which in my department is very high.

15 hrs.

श्री जार्ज करनेबीच : मैं एक खुलासा चाहता हूँ...

MR. DEPUTY-SPEAKER : No, if I permit him, ten others will want to ask questions.

श्री जार्ज करनेबीच : स्टाफ आर्टिस्टों के बात-चीत के बारे में आपने कुछ नहीं कहा है...

SHRI K. K. SHAH : I have received the report. I will call him.

SHRI RANDHIR SINGH : About Haryana...

MR. DEPUTY-SPEAKER : No, He can take it up with the Minister later.

I shall now put all the cut motions together to the vote of the House.

All the cut motions were put and negatived.

MR. DEPUTY-SPEAKER : The question is:

"That the respective sums not exceeding the amounts shown in the fourth column of the order paper, be granted to the President, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1969, in respect of the heads of demands entered in the second column thereof against Demands Nos. 57 to 59 and 120 relating to the Ministry of Information and Broadcasting".

The motion was adopted

[The Motions for Demands for Grants which were adopted by the Lok Sabha, are reproduced below—Ed.]

Demand No. 57—Ministry of Information and Broadcasting

"That a sum not exceeding Rs. 17,46,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Ministry of Information and Broadcasting'".

Demand No. 58—Broadcasting

"That a sum not exceeding Rs. 8,45,81,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Broadcasting'".

Demand No. 59—Other Revenue Expenditure of the Ministry of Information and Broadcasting

"That a sum not exceeding Rs. 5,05,12,000 be granted to the Presi-

dent to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Other Revenue Expenditure of the Ministry of Information and Broadcasting'".

Demand No. 120—Capital Outlay of the Ministry of Information and Broadcasting

"That a sum not exceeding Rs. 6,68,96,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Capital Outlay of the Ministry of Information and Broadcasting'".

15.02 hrs.

Ministry of Transport and Shipping

MR. DEPUTY-SPEAKER : The House will now take up discussion and voting on Demand Nos. 79 to 83 and 128 to 130 relating to the Ministry of Transport and Shipping for which 3 hours have been allotted.

Hon. Members present in the House who are desirous of moving their cut motions may send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move.

Demand No. 79—Ministry of Transport and Shipping

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 1,12,31,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Ministry of Transport and Shipping'".

Demand No. 80—Roads

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 12,78,40,000 be granted to the President to complete the sum necessary to defray the charges which will come in

[Mr. Deputy-Speaker]

course of payment during the year ending the 31st day of March, 1969, in respect of 'Roads'.

Demand No. 81—Mercantile Marine

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 1,98,67,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Mercantile Marine'".

Demand No. 82—Lighthouses and Lightships

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 1,16,17,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Lighthouses and Lightships'".

Demand No. 83—Other Revenue Expenditure of the Ministry of Transport and Shipping

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 3,24,23,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Other Revenue Expenditure of the Ministry of Transport and Shipping'".

Demand No. 128—Capital Outlay on Roads

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 34,42,32,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Capital Outlay on Roads'".

Demand No. 129—Capital Outlay on Ports

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 1,79,17,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Capital Outlay on Ports'".

Demand No. 130—Other Capital Outlay of the Ministry of Transport and Shipping

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 2,33,05,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Other Capital Outlay of the Ministry of Transport and Shipping'".

SHRI M. R. MASANI (Rajkot) : Mr. Deputy-Speaker, I am sorry to have to say that the position in regard to road transport and road development, far from showing any improvement, has shown a marked deterioration, and in the last two years this country, which was already very poor in regard to its road system, has receded several steps. Both qualitatively and quantitatively, the condition of this country's roads and the transport on them is deplorable. After all these so called efforts that have been made since the Nagpur Plan was placed before the country many years ago, we have 24.3 kms. of roads per 100 square kms. of territory. This places us squarely at the bottom of the international list. Even our neighbouring countries like Ceylon are not as backward as we are.

But this is the average figure. When we go to certain parts of the country, we find that even this figure of 24.3 is misleading. I was in Orissa a few days ago presiding at a zonal meeting of those who are interested in road transport development, and I found that the figure for that State is 8 kms. per 100 square kms. of territory. It is a really shocking figures ; it shows that we are still living in primitive

times so far as certain parts of our country are concerned.

Now, official figures show that the mileage has gone up from 2.49 lakhs in 1951 to 5.99 lakhs.

I think the hon. Minister himself will be candid enough to admit that much of the extra mileage is in the imagination of the authorities of the Government, it is not to be found anywhere on the land in our country.

The surfacing is just as disgraceful. Nowadays, for modern purposes, road surface has to be 18 to 20 inches deep. The average in India is 9 to 10 inches, about half of what it should be. The results of this deplorable state of affairs are the following: very low speeds and therefore under-utilisation of the transport capacity of the country, miserable as that is; greater hazards for those who travel; and finally, higher operating costs which are uneconomic and retard the country in every way.

If I may say so, the root cause of this is not that people do not know how to build roads, nor how to run trucks and buses. It is simply that for twenty years since Independence the Government has cruelly starved the roads of the resources to which they were entitled. On the one hand, there has been a totally inadequate allocation of resources; on the other hand, the most cruel taxation. This has resulted in a totally misguided distortion and waste of scarce national resources. What is more shocking is that this has been done in the face of a series of Reports, starting with my own report, the Report of the Road Transport Reorganisation Committee, almost a decade ago. My hon. friend Shri S. K. Patil got up there, complimented me and my colleagues, and said that every one of the recommendations was accepted by Government. I am sorry to say that hardly any of them have been carried out even after ten years.

Then there was another committee on Transport co-ordination headed by Mr. Farlok Singh. That report is also no more implemented than mine. Finally, there has been another committee, the Road Transport Taxation Enquiry Committee led by Dr. Karkar. That is on the anvil. Let us hope that, for whatever little it is worth,

its report at least will receive slightly more kindly consideration from Government than those that have gone before.

What are the facts about taxation and investment in roads as against other forms of transportation? In 1967-68, road transport contributed to the Union and State Governments Rs. 425 crores as tax revenue alone. The Chief Engineers had estimated that during the five years of the Third Plan the revenues from road transport would be around Rs. 800 crores; actually, road transport contributed Rs. 1,264 crores, an excess of 50% over the estimates. On the other hand, the Chief Engineers had estimated an outlay during the Third Plan of Rs. 59 crores. What did the roads get? Only Rs. 45.95 crores—22% less. This was the scurvy treatment that the roads received during the five years before my hon. friend took charge of this Ministry.

Let us see what the corresponding contribution and investment in the railways is. During the Third Plan the railways' contribution was Rs. 508.74 crores, but the investment was Rs. 1,637.56 crores. What is one to think of this crying injustice—that the sector of our economy that gives you bumper dividends you starve; you bleed it and you take away that blood and infuse it in to a sector that is making a comparatively minor contribution or a loss.

For the Fourth Plan, the draft said that road transports' annual outlay should be at Rs. 152 crores. Even that miserable amount has not been invested. The actual figure for 1967-68 was only Rs. 90.32 crores.

Let us remember that the roads demand no foreign exchange. It is one industry and the one service where no foreign exchange is involved, as against the railways which have been eating up, next only to Hindustan Steel, the largest amount of foreign exchange.

Now, in case it is suggested that the funds are not there—a reply that no doubt the Finance Minister must have been giving to my unfortunate friend opposite—let me tell him that this is a big lie that does not have to be accepted. The funds are there.

THE MINISTER OF TRANSPORT
AND SHIPPING (DR. V. K. R. V. RAO);
Where?

SHRI M. R. MASANI: With the Finance Ministry and the Government; in the country. But they are being diverted and they are being wasted. They have been wasted on the railways among other things; they have not used the funds but have just let them stagnate unused, buried in rails and other equipment which have not served any purpose.

This is not a personal point of view. I shall read from the 22nd Report of the Public Accounts Committee which I presented to this House on the 1st of April, a few days back. I shall read only three or four sentences from the conclusion. I am trying to arm my hon. friend so that he may pick up a little more drive, a little more strength and a little more courage. He needs political courage to argue his point of view. This is what the Report points out:

"...the planning of rail transport during Third Plan period was unrealistic in that it was not closely related to actual requirements. Against an estimated increase of 93 million tonnes in the level of goods traffic during the Third Plan period, the actual increase was only of 47 million tonnes, representing a shortfall of about 50 per cent. On the other hand, the financial outlay for the Third Plan turned out to be Rs. 1,686 crores, representing an increase of 27 per cent over the investment of Rs. 1,325 crores contemplated in the plan."

This is the nature of the planning. The figure of investment goes awry and so does the figure of traffic that is supposed to be carried. So my Committee came to the conclusion that:

"With all this heavy investment the capital-at-charge of the Railways increased from Rs. 1,521 crores to Rs. 2,680 crores, representing an increase of 76 per cent during the Third Five year Plan period. The overcapitalisation of the Railways during the period has not only affected their financial working but unnecessarily distorted the budget and burdened the tax payer. It has also disturbed the entire pattern of investment and development of the economy in that scarce resources including valuable foreign exchange were blocked in rail programmes which could

otherwise have been put to more productive use."

as, for instance, in building roads, or cars or trucks to be manufactured, and so on.

This is the picture. The taxation on roads has gone on snow-balling. In the 1950s, it was harsh, and in the 1960s, it can fairly be called crippling. According to the Indian Roads and Transport Development Association, an expert body, the tax element in commercial vehicles grosses up to over 50 per cent of the ex-factory price. When we buy our cars and grumble, let us remember that more than half of that price does not go to the man who produces the truck or the bus or the car but it is invested in railways and plants like Bokaro and other wasteful projects which are a drain on this country's resources.

Of the basic operational cost of running road transport, taxes account for 55.6 per cent—petrol, road tax and so on. On the other hand, according to the Keskar Committee, the freight on roads has not been rising correspondingly and in spite of all this the incidence of this extra burden of taxation is being borne by the industry. But the shocking fact is this. Per ton of goods carried, the tax incidence—on roads—only the tax—exceeds the entire cost of carrying the goods over the railways. One element of it—the tax on road transportation—exceeds the entire cost of carrying those goods on the rails. This shows the very great superiority of road transport in every respect.

The Keskar Committee's report has not come up for discussion in this House and, judging by the busy session we are having, I cannot see any hope of its coming up this session. I shall, therefore, read a couple of sentences from the conclusions of the Keskar Committee. The major one is this: "That the tax element in the cost of operation has become a definite disincentive to the healthy development of road transport." It is put very mildly; it is put more mildly than what I have been saying a little more assertively just now. So, the Keskar Committee has urged some relief where I would have thought that the recommendation should have been a very substantial measure of relief. This is understandable, because that Committee was packed with

Secretaries of the Union Government and the State Governments and one does not expect a vested interest like that to come out with anything radical or revolutionary. But it does point out that due to the inferior surface to which I referred earlier, the additional cost of operating transport in our country is estimated to be Rs. 727 crores from 1966 to 1971. That is why we always say that a country has to pay for roads, whether it has them or not. But it pays more for the roads it does not have.

Because of this packing of the committee with officials, it became necessary for two non-officials on the committee, Dr. Antia and Mr. Kundan Lal, to advocate specific measures, which the Report, for the sake of unanimity, was too timid to think about. The specific suggestions made by the more understanding members of the Committee and the freer ones are the following: Relief in excise on commercial vehicles. In fact, they advocate that the excise duty on commercial vehicles should be abolished altogether. 2. Scaling down of excise on diesel, which has been going up every year. 3. Abolition of double excise on original equipment tyres. If these three modest recommendations of the Keskar Committee appointed by Government are carried out, you will get such a spurt of development of transport in our country that you would realise what we have been missing for the last Twenty years.

My comments on the Committee's findings therefore are that the finding that taxation has become a disincentive to the growth of transport in the country. I also welcome their recommendation for activating the Inter-State Transport Commission. That Commission, unfortunately, has been hamstrung by various restrictions placed on its freedom of action. The result is, that it has not been able to do the task for which it was created many years ago, *viz.*, to promote inter-State transport along the road system of our country.

But there is one recommendation which I think should be given the go-by, that is the one for setting up another Standing Expert Advisory Committee, which I think is pointless. We know what needs to be done. Even the Minister knows what needs to be done. It is not expert advice

that is lacking; what is lacking is a desire to be fair to road transport and the shedding of the doctrinaire bias and prejudice that, because the Government of India owns the railways which have been a bottomless sink for our capital, we must go on pouring good money after bad and that, because road transport is not owned by Government, we must treat it in a step-motherly fashion. I do not think any expert committee is needed.

The Minister is intelligent and knows the answers. The question is whether he has the political toughness to put across his point of view. I would strongly commend to him that, if he wants to perform any service to the country while he is still in Government, he has the most wonderful opportunity. With the least effort, he can show the greatest result, provided he can pick up enough courage, provided he stops tilting at other windmills and devotes himself to attack the biggest lobby and the biggest vested interest in the country. The Railway Board is the biggest State Capitalist monopolist in this country. It has been fleecing the country and taking away money which it has no right to do. For twenty long years, we have been bled by the Railways quite unnecessarily. This empire-building has gone on. Is the Minister strong enough to stand up against this biggest vested interest or is he going to tilt at imaginary windmills that do not exist? This is the challenge I put to him and I hope he will answer it in his reply.

SHRI NARENDRA SINGH MAHIDA (Anand): Sir, Indian shipping has a very vital role to play in our commerce. Before coming to the subject, I would like to draw the attention of the House to the fact that shipping is not new to this land. Even in *Vedas* there is mention of our art of shipping and voyages to foreign lands. It was the great Kautilya who had very wisely mentioned the art of shipping in his *Artha Shastra* too. The great Alexander who came to India went to Macedonia in ships built by India. Very recently, a naval dock was unearthed at Lotmal in Gujrat, the yard's dimensions being 710 feet by 120 feet.

All this shows that India is not new to the shipping industry. Later on, during the Moghul Period, even the great Akbar in his famous *Aicen-e-Akbari* has mentioned

[Shri Narendra Singh Mahida]

about 40,000 vessels in Indus river alone. This shows the size and growth of shipping in India.

Coming to recent times of the East India Company, many ships which fought the battle for Britain including the great Battle of Trafalgar, were ships built in India. The House of Wadias in Bombay had built about 352 ships for the East India Company. Even the Sultan of Turkey had formed that it was cheaper for him to build ships at Dacca in India than in Alexandria. This shows that till the 18th century we were foremost in the shipping world and it was only after the advent of mechanically manned ships that we lagged behind in the new world of shipping.

It was only after 1919 that the Indian shipping industry began its progress and a great part was played by the Scindias in that the first ship Liberty went from India to England in 1919. That we have been celebrating on the National Maritime Day. So our history begins from very recent times, from 1920.

Coming to 1947, we owned a tonnage of about 1,92,000 GRT. In recent times we have increased it to about two million GRT. That stride has to be continued.

The great trouble now in developing our shipping industry is the paucity of foreign exchange. Our worthy Minister has envisaged a target of about five million GRT by the end of the Fourth Plan. It is a very worthy target. I would like to quote here from a note that I have with me where it is said :

"The cost structure of Indian shipping is very competitive. In fact, it has been acknowledged that Indian shipping is more efficient and economic than shipping in most of the maritime countries in the world. In fact, Dr. Sturney, a noted British shipping economist, has stated that in 50 years' time India will have one of the largest fleets simply because she is the most competitive country costwise of the maritime countries in the world."

Keeping this in mind we should now concentrate on how to earn foreign exchange. This is the only industry where you start earning foreign exchange from

the beginning itself. The moment a ship comes from foreign land here or when we carry some cargo from here to foreign lands we begin to earn foreign exchange. No industry in India can earn that much foreign exchange which this shipping industry does. We earn about Rs. 55 crores a year in foreign exchange.

But the difficulty in buying ships is obtaining credit. We used to have Japanese credit facilities. That is not now available. Even U. K. and West Germany are offering us short-term credits but they are not suitable to us.

I have a letter from a representative of the Japanese firm. It is good news and I will pass it on to the Minister. They are offering us deferred payment of eight to ten years.

So, if Japan offers us this facility, we can develop our industry to the extent we want. The only country which is accepting rupee payment is Yugoslavia, a small nation which has developed very fast after the war. If Yugoslavia and Bulgaria can offer ships, India with its size should be able to do much better. That is why we have decided to develop a second shipyard at Cochin. I would request the Minister to press upon the Government to spend more money on the Cochin shipyard. Unless we carry our own goods to foreign countries or foreign goods to our country, we cannot earn much.

Our target of attaining self-sufficiency will not be possible because we are thinking of spending only Rs. 267 crores during the Fourth Plan while the freight that we paid in 1966-67 alone came to Rs. 116 crores. Probably we are spending more than what we are earning. This will be a losing trade unless we concentrate on building more ships.

Ship-building requires machines also. Unless we build our own machines, it will be difficult to build ships. Both have to go side by side. I am very happy to know that the great concern MANN is thinking of having a collaboration firm for starting the manufacture of marine engines in India. Unless ship-building and building of marine engine are co-ordinated we will not be able to have sufficient ships to cope with the world trade.

Shipping world is a conservative world. It is not easy to enter into that trade. The Conference System is a very tight one. We have noticed only recently in the UNCTAD conference that the undeveloped countries could not impress upon the developed countries to spend more on shipping.

We must learn from small countries like Norway and Sweden and Greece. Norway has such a chartering system of ships with so much details that one Norwegian representative who attended the UNCTAD conference informed me, that their ships which are in the ship-building yards, they can sell them now to be delivered after 8 years, because their chartering system is so perfect. They can make calculations and sell ships so much in advance. So, we have a lot to learn from these small countries as to how they have developed their shipping.

We have a Shipping Development Fund Committee in our country. Since this Committee requires more rupee funds, I would earnestly request the Finance Minister to put more funds at the disposal of this Committee so that the development of shipping may not be retarded.

I am very happy that our Minister invited a National Conference some time back on shipping ship-builders and ports to see how we can develop our shipping. It is a laudable objective. I must congratulate Professor Rao for his valuable contribution to the shipping world. This is the first time in India that he has high-lighted the need for coordinated effort and I am quite sure that the Minister, with his energy, push and laudable thinking, will put all our schemes into action.

I only want the House to press upon the Minister of Finance to give us more funds, because when we met the Finance Minister he said that food is more important than shipping. If the Finance Minister were here I would have said that to bring food from foreign countries we want ships. The percentage of goods carried by our ships is only 13 to 14%. Normally, a company carries 40 to 50 per cent of its trade under its flag. But we have reached only a figure of 13 to 14 per cent, which is not much. Even to carry our food from foreign countries we need more ships.

To have more ships we must have a little money at our disposal.

SHRI PILOO MODY (Godhra) : And more ministers.

SHRI NARENDRA SINGH MAHIDA : I would press upon the Minister of Finance to give us More finances. The House should also assist us because, after all, the prosperity of the country depends on trade and trade is always on export. Trade is never developed by imports alone. So, in order to export we must have more ships. Unless we export the country will not prosper. So, my humble request to all the Members is to see that we develop our export industry and when we develop our export industry we must have more ships to send our goods to foreign countries.

I again request all the Members here, because Delhi is far off from the sea, to know and learn more about shipping. Unless we become a seafaring nation we will not become powerful. We have very large seas around our peninsula—the Bay of Bengal, the Arabian Sea in the Indian Ocean. Unless we concentrate on our shipping, we will not be able to prosper as we desire.

I thank you for giving me an opportunity and I wish our shipping industry a very happy and useful time. I support the Demands of the Ministry.

श्री राम सिंह अयरवाल (सागर) : आदर-रूपीय उपाध्यक्ष महोदय, आज हमारे देश के परिकहन विभाग की जो दशा है, उस को देख कर एक भूलक स्पष्ट नजर आती है कि हमारा देश बहुत पिछड़ा हुआ है। दूसरे यूरोपीय देशों में एक वर्गमील भूमि में दो और तीन मील सड़कें हैं, जब कि हमारे देश में एक वर्ग मील में केवल 1/3 मील सड़क है। बर्मा और सीलोन में भी हमारे यहां के मुकाबले ज्यादा सड़कें हैं। इसलिये हमारे यहां यातायात में जो खर्चबिर्का हैं, उन को बहुत जल्द दूर करना जरूरी है क्योंकि हमारे देश के सामने यह एक बहुत बड़ी समस्या बनती जा रही है। ट्रैफिक में कन्जेशन, डिले और एक्सीडेंट्स बढ़ते जा रहे हैं, इस से देश का बहुत नुकसान हो रहा है। दूसरे देशों में समय की कीमत धाकी जाती है, किन्तु भारत-

[श्री राम सिंह भयरवाल]

वर्ष इतना उन्नतिशील देश नहीं हुआ है कि यदि कोई बस या कोई गाड़ी लेट हो जाती है तो उस के यात्रियों को समय का मूल्य दिया जाय, इस प्रकार की आज हमारे यहां कोई व्यवस्था नहीं है। यहां पर जो ट्रैफिक है वह बड़ा इल-ट्रैफिक है, उस के लिये ट्रैफिक प्लानिंग होना चाहिये और इस प्लानिंग के लिये इन्जीनियरिंग कालेजिज वगैरह में एक ट्रैफिक इन्जीनियरिंग कोर्स रखा जाय तो उस से ट्रैफिक की दशा बहुत कुछ सुधर सकती है। जिस तरह से इंग्लैंड में मोटर-वे और जर्मनी में कुछ इस प्रकार की व्यवस्थाएँ हैं जिन से सड़क परिवहन को काफी सहूलियतें मिलती हैं, उसी प्रकार की व्यवस्था हमें अपने यहां करनी चाहिये। इस और हमें ध्यान देना चाहिये।

हमारे यहां जो राजपथ बनते हैं वे काफी लम्बे चौड़े होते हैं। उसकी जगह यदि हम रीजनल प्लानिंग करें, क्षेत्रीय योजना बनायें तो उस से ज्यादा फायदा होगा, कम से कम उस क्षेत्र को उस से ज्यादा फायदा होगा। हम देखते हैं कि दिल्ली से मद्रास तक रोड है, किन्तु हजारों जगहों पर पुल और पुलियां नहीं बने हैं। बरसात के दिनों में ये रोड्स बन्द हो जाती हैं। मुझे इस का अनुभव है—मध्य प्रदेश में झांसी से नरसिंहपुर को जो राजपथ वाया सागर जाता है, उस पर कई जगह ऐसे पुल और पुलियां हैं जो अभी तक नहीं बने हैं या अपडर कन्स्ट्रक्शन पड़े हुए हैं या अभी उन का निर्माण हो रहा है, जिस का नतीजा यह होता है कि बरसात के दिनों में कोई भी माल उस राजपथ पर एक जगह से दूसरी जगह नहीं जा पाता है।

15.35 hrs.

[Shri C. K. Bhattacharyya in the Chair]

यह भी देखने में आया है कि इन राजपथों पर सिगनल वगैरह नहीं हैं। मैं स्वयं एक बार

एक्सिडेंट होने से बचा। वहां पर कोई वाणिज्य सिगनल नहीं था, जिसके माध्यम से कोई व्हीकल अपने आप को कन्ट्रोल कर सके। ऐसी कठिनाई बहुत से स्थानों पर देखने में आई है, खास तौर से जब मैं सागर से नरसिंहपुर जा रहा था तो ऐसी कमी हमें महसूस हुई। इस और शासन को ध्यान देना जरूरी है।

चौथी बात—ज्यादातर यह देखने में आया है कि जो राजपथ बने हैं, वे शहरों की घनी आबादी से, जो कन्जस्टेड एरियाज हैं, जहां पर काफी लोग बसे हुए हैं, गुजरते हैं, जिस से ट्रैफिक को तेजी से गुजरने में कठिनाई आती है। इस लिये मेरा सुझाव है कि इन राजपथों को शहरों के बीच में से न ले जाकर शहरों के समीप से बाई-पास के द्वारा ले जाया जाय, नगर के बगल से इन राजपथों को बनाया जाना चाहिये।

कभी-कभी यह देखा गया है कि ये जो राजपथ बनाये जाते हैं, इन में कुछ ऐसे राजनीतिक तत्व घुस जाया करते हैं, जो अपनी मर्जी और अपने लाभ की रोड्स को मन्जूर करा लेते हैं तथा जो पब्लिक इन्टरेस्ट की रोड्स होती हैं, उन को छोड़ दिया जाता है। इस लिये शासन को इस और भी ध्यान देना चाहिये।

एक चीज यह भी देखने में आई है कि किसी काम को करने के लिये साल भर के लिये जो ग्रांट दी जाती है, वह नवम्बर-दिसम्बर में मिलती है और 31 मार्च को खत्म हो जाती है। ऐसी स्थिति में साल भर के काम को तीन महीनों में किस प्रकार किया जाय, इन्जीनियरों के सामने इस प्रकार की समस्या प्रायः आती है और उसका नतीजा यह होता है कि ऊलजुलूस पैसा खर्च किया जाता है। साल भर के लिये जो पैसा निर्माण कार्य के लिये दिया जाता है, उस को यदि तीन महीने में खर्च कराया जाय, तो स्वाभाविक है कि वे उस को ऊलजुलूस

तरीके से खर्च करेंगे, बढ़िया तरीके से उस के व्यय को प्लान नहीं कर सकते। जिस का नतीजा यह होता है कि बहुत सी मनी वेस्ट चली जाती है और बहुत सा रुपया लैप्स भी हो जाता है। मेरा सुभाव है कि इस और ध्यान देना बहुत जरूरी है तथा कुछ ऐसी व्यवस्था बनाई जाय जिस से कि निर्माण कार्य साल भर तक लगातार चलते रहें।

एक चीज की और मैं विशेष रूप से आपका ध्यान दिलाना चाहता हूँ। जब किसी रोड को बनाने के लिये मन्जूरी दी जाती है तो सब से पहले उस रोड को बनाना शुरू कर दिया जाता है तथा उस रोड पर आनेवाले जो ब्रिजिज या पुलिया होती हैं, उन को छोड़ दिया जाता है। नतीजा यह होता है कि रोड तो बन जाती है, लेकिन उस पर ट्रैफिक खुल नहीं पाता। इस लिये मेरा सुभाव यह है कि सब से पहले उन ब्रिजिज को बनायें, जिस से कि रोड के बनने के साथ-साथ रास्ता खुल सके। ब्रिजिज वगैरह को सब से पहले प्राथमिकता देनी चाहिये, उस के बाद रोड बनाना चाहिये।

सभापति महोदय, गत वर्ष डा० राव साहब ने एक वक्तव्य दिया था जिसमें उन्होंने कहा था कि 50 करोड़ रुपये की एक यातायात योजना बनाई गई है। अब मैंने उस को देखा तो ऐसा मासूम हुआ कि उस के लिये एक बन मैन कमीशन नियुक्त किया गया है। इस के सम्बन्ध में क्या प्रगति हुई है, इस की कोई जानकारी मुझे नहीं मिली है। मैं आशा करता हूँ कि वह उस योजना को जल्द से जल्द लागू करेंगे ताकि सारे देश के अन्दर सड़कों का एक जाल बिछ जाय। इस प्रगतिशील देश के अन्दर सड़कों का बहुत महत्व है। देहातों में हम देखते हैं—जहां जंगल वगैरह हैं, वहां सड़कें बिल्कुल नहीं हैं। भले ही यह स्टेट का विषय है, किन्तु केन्द्रीय शासन को इस पर बराबर नजर रखनी चाहिये, उन को अधिक से अधिक ग्रांट देनी चाहिये, जिस से कि वे इन जंगली क्षेत्रों का विकास कर सकें तथा जहां अनिज पदार्थ पर्याप्त

मात्रा में उपलब्ध हैं, वहां यातायात की व्यवस्था हो सके।

मध्य प्रदेश में सड़कों की काफी कमी है—इस और ध्यान देना बहुत जरूरी है। दण्डकारण्य तथा बुन्देलखण्ड के क्षेत्रों में भी सड़कों की काफी कमी है, इस और भी तुरन्त ध्यान देने की आवश्यकता है।

श्री नरबेब स्नातक (हायरस) : सभापति महोदय; अभी यातायात और जहाजरानी की डिमान्ड्स के सम्बन्ध में कुछ माननीय सदस्यों ने अपने विचार रखे हैं। यह बात सत्य है कि हमारे देश में जहाजों का निर्माण बहुत कम है। सामरिक दृष्टि से, व्यापारिक दृष्टि से और यात्रियों को इधर से उधर लाने ले जाने की दृष्टि से भी जहाजों का होना अत्यावश्यक है। परन्तु देखने में यह आता है कि इस मिनिस्ट्री के द्वारा जहाजों के ऊपर बहुत कम पैसा खर्च किया गया। यह सही है कि एक जहाज के निर्माण में दो ढाई करोड़ रुपये लगते हैं परन्तु जहाजों का होना भी अत्यावश्यक है। जिस समय हमारे देश में अन्न की कमी हुई और हमने विदेशों से अन्न मंगाया तो हमको काफी पैसा भाड़े में देना पड़ा विदेशी जहाजों को। यदि हमारे पास अपने जहाज होते तो मैं समझता हूँ हमारा वह पैसा बच सकता था और हमारे देश के निर्माण के काम में आ सकता था। इसलिये जहाजरानी का जो लक्ष्य रखा गया है 50 लाख टन का, वह ठीक ही है लेकिन उसमें तेजी आनी चाहिये। इस और मैं सरकार का विशेष रूप से ध्यान दिलाना चाहता हूँ।

अब दूसरी बात सड़कों के यातायात की आती है। जिस प्रकार शरीर के अन्दर नस नाड़ियां होती हैं और उनसे शरीर की रक्षा होती है उसी प्रकार से किसी देश की सुरक्षा के लिए सड़कों के यातायात का होना और एक स्थान से दूसरे स्थान तक सुविधापूर्वक पहुँचने का प्रबन्ध आवश्यक होता है। आज देखने में यह आता है कि समूचे देश में जितनी सड़कों

[श्री नरबेब स्नातक]

की आवश्यकता है वह नहीं है। स्वतन्त्रता के पश्चात् पिछले 20 सालों में इस दिशा में इस देश में काफी प्रयत्न किया गया, काफी पैसा भी खर्च किया गया परन्तु फिर भी हमारे देश में सड़कों की जितनी आवश्यकता थी उसमें हूब सफल नहीं हो सके हैं। हमने देखा है कि गर्मी के दिनों में और जाड़ों के दिनों में तो गांवों और कस्बों के लोग किसी न किसी प्रकार शहरों तक पहुँच जाते हैं लेकिन वर्षाऋतु में बड़े बड़े शहरों का सम्बन्ध कस्बों से और गांवों से बिल्कुल टूट जाता है। क्योंकि जो छोटे-छोटे राष्ट्रीय और पमडण्डियां होती हैं वे टापू बन जाते हैं और इसलिये आने जाने में बड़ी दिक्कत होती है। प्रान्तीय सरकारें जो हैं वे ज्यादा खर्च नहीं कर सकती हैं इसलिए वे भारत सरकार से पैसे की मांग करती हैं परन्तु भारत सरकार कहती है कि हमारे पास भी पैसा नहीं है। मेरा इस सरकार से कहना है कि पिछले 20 वर्षों में, खासकर सन् 62 में जब चाइना ने हमारे देश पर आक्रमण किया हमारे देश में सड़कों की महत्त्वियत बहुत बढ़ गई है। खासकर उत्तर भारत का हिस्सा, कश्मीर से लेकर आन्ध्र तक और जो पहाड़ी स्थान हैं उनमें यातायात की बहुत ही असुविधाएँ हैं।

काश्मीर में तो हमारे बड़े-बड़े तीर्थ स्थान भी हैं। केदारनाथ, बद्रीनाथ, गंगोत्री, जमनोत्री आदि बड़े-बड़े तीर्थ स्थान हैं। हमारा देश एक धार्मिक देश है। उन तीर्थ स्थानों पर साल भर लाखों की तादाद में लोगों का आवागमन रहता है लेकिन यात्रियों को उन तीर्थ स्थानों तक पहुँचाने में बड़ी प्रबुद्धिगत रहती है। यह हमारा दो हजार जम्बा चौड़ा जो पहाड़ी क्षेत्र है वह तीर्थ यात्रियों के अतिरिक्त सामरिक महत्त्व भी रखता है क्योंकि उस पार हमारा दुश्मन चीन बैठा हुआ है, उसको सुविधा हो सकती है, दो हजार पीव नम्ब्रा चौड़ा पहाड़ है, वहाँ न कहीं से वह हमला करवे और तब देश पर बहुत बड़ा संकट आ सकता है। इसलिये मेरा निवेदन है

कि जब पहाड़ी स्थानों पर, तीर्थों की दृष्टि से भी और सामरिक दृष्टि से भी सड़कों के निर्माण की सब से अधिक आवश्यकता है ताकि हम दुश्मन को रोक सकें।

हमारे देश में और उत्तर प्रदेश में जी० टी० रोड कलकत्ता से पेशावर तक है जो कि शेरशाह सूरी से पहले की बनी हुई है लेकिन उसकी हालत बहुत खराब है। इतनी बड़ी सड़क हमारे देश में और कोई नहीं है। वह सड़क बहुत महत्वपूर्ण भी है। हमारे उत्तर प्रदेश से भी यह सड़क जाती है। हमने देखा है कि उसकी हालत बड़ी खराब हो रही है, वह सड़क आने जाने का एक बहुत बड़ा साधन है लेकिन सरकार का ध्यान उसकी ओर नहीं जाता है। जब प्रदेशीय सरकार केन्द्रीय सरकार से उसके लिए पैसे की मांग करती है तब केन्द्रीय सरकार कहती है कि हमारे पास पैसा नहीं है। इसलिये इस मन्त्रालय से मेरा निवेदन है और साथ ही डा० राव से भी आग्रह है कि वह इस दिशा में आवश्यक ध्यान दें और जो हमारी पुगनी जी० टी० रोड है उसका सुधार करने की व्यवस्था करें।

इसके पश्चात् मुझे यह निवेदन करना है कि पहली और दूसरी पंचवर्षीय योजना में मंगा और जमुना पर दो बड़े महत्वपूर्ण पुल बनाने की बात थी। कालपी जो कि एक बड़ा प्रच्छा कस्बा है, जो कि लखनऊ, कानपुर, और भाँसी को जोड़ता है, वहाँ पर जमुना पर एक पुल बनाने की योजना पहली और दूसरी योजना में मंजूर की गई परन्तु दुर्भाग्य है कि अभी तक उसकी तरफ कोई ध्यान भी नहीं दिया गया, बनाने की बात तो दूर रही। इसी प्रकार खे हरिद्वार एक बहुत ही महत्वपूर्ण तीर्थ स्थान है, वहाँ पर भी गंगा के ऊपर अभी तक पुल का निर्माण नहीं हो सका। भ्रम जालते हैं कि इस देश में नदियों का एक जाब बिछा हुआ है परन्तु बहुत कम स्थानों पर नदियों पर पुल बने हुये

हैं। गांवों और कस्बों को शहरों से जोड़ने के लिए अत्यावश्यक है कि बड़ी बड़ी नदियों पर पुल बनाये जाय लेकिन उसकी तरफ सरकार का ध्यान नहीं जाता है। इसलिये मेरा निवेदन है कि कम से कम जो बड़ी-बड़ी नदियां हैं उन पर, बड़े-बड़े शहरों को कस्बों से जोड़ने के उद्देश्य को लेकर अवश्य पुल बनाये जायें। सरकार का ध्यान इस तरफ बुरतल जानना चाहिये।

इसके अतिरिक्त मुझे यह निवेदन करना है कि हमारी राजधानी दिल्ली के अन्दर 31.0 टी. यू. की बसेज चलती हैं। यह इतना बड़ा शहर है जिसकी आबादी करीब 40 लाख हो गई है और बराबर बढ़ रही है लेकिन यहां पर बसों का कोई उचित प्रबन्ध नहीं है। जब यहां पर कांग्रेस का बहुमत था, तब जो दशा थी, वही दशा आज भी है जबकि यहां पर जनसंघ का बहुमत हो गया है। जो यहां पर प्राइवेट बसें चलाई गई हैं उनमें सवारियों को ठूसा जाता है, खिड़की पर लोग लटके रहते हैं जिससे एकसी-डेन्ट्स भी होते हैं। इसकी शिकायतें मंत्रालय के पास भी पहुँची होंगी। इसलिये कम से कम राजधानी में बसों का प्रबन्ध उचित रूप से होना चाहिये। कलकत्ता और बम्बई जो कि दिल्ली से कहीं बड़े शहर हैं वहां पर एक दो मिनट के बाद ही बसें आती जाती हैं, लोग आराम से बैठ जाते हैं और उतर जाते हैं, वहां पर कोई दिक्कत नहीं होती है। परन्तु हमारी राजधानी दिल्ली का दुर्भाग्य है कि यहां पर इतनी बड़ी पापुलेशन के होते हुए भी बसों का कोई ठीक प्रबन्ध नहीं है। इसलिए मेरा मन्त्रालय से निवेदन है कि वह यहां पर बसों का ठीक प्रबन्ध करे। जहां आप और शहरों के लिये प्रबन्ध करें वहां पर सबसे पहले राजधानी की बसों का प्रबन्ध करना चाहिये।

एक बात मुझे और कहनी है। पिछले वर्षों से हम देख रहे हैं कि हमारे जो पड़ोसी देश हैं वे हमारे मित्र नहीं हैं और अगर कोई थोड़े बहुत मित्र हैं भी तो उनका कोई विशेष महत्व नहीं है इसलिये हमारे देश की सामरिक दृष्टि

से अहमियत बढ़ जाती है। सुरक्षा की दृष्टि से हमारे यहां रोड्स का होना अत्यावश्यक है। इसलिये मेरा मन्त्रालय से निवेदन है कि चाहे और कहीं कमी भी की जाय लेकिन सड़कों को अवश्य ठीक किया जाये ताकि हमारा युद्ध का सामान इधर से उधर जा सके।

उस के साथ-साथ खाद्यान्न और जो खाने, पीने की या और चीजें हैं वह भी एक स्थान से दूसरे स्थान तक ठीक तरीके से पहुँच सकें। देश की सुरक्षा की दृष्टि से भी यह आवश्यक है कि हमारा खाने, पीने का सामान व अन्य आवश्यक साज सामग्री इधर से उधर आवश्यकतानुसार तेजी से भेजी जा सकें। इस के लिए मैं मन्त्री महोदय से निवेदन करूंगा कि वह इस ओर सबसे पहले अपना ध्यान दें और कहीं न कहीं से भी रुपया जुटा कर यह सड़कों का निर्माण करें। कस्बों को शहरों से मिलायें और गांवों को कस्बों से मिला कर इस तरीके से देश में आप एक सड़कों का जाल सा बिछा दें और ऐसा यदि हो जाता है तो आप निश्चित समझिये कि आप का देश सामरिक दृष्टि से खाद्यान्न की भी दृष्टि से सुरक्षित रहेगा। व्यापारिक उन्नति भी बिना समुचित यातायात की व्यवस्था के सम्भव नहीं है। इसलिए व्यापार को भी बढ़ाने के लिए हमको रोड्स की अत्यन्त आवश्यकता है। मेरा मन्त्री महोदय से निवेदन है कि यदि वह चाहते हैं देश सुरक्षित रहे, फले, फूले और व्यापारिक व अन्य दृष्टियों से यह देश समृद्धि-शाली बने तो वह देश में यातायात की व्यवस्था सुधारने की ओर तत्काल ध्यान दें और अधिक से अधिक सड़कों का देश में निर्माण करें। धन्यवाद।

SHRI KAMALANATHAN (Krishna-girj): Mr. Chairman, at the outset, I have to remark the allocations made for this Ministry appear to be very meagre to cope with the present-day needs of roads and shipping traffic. In spite of the huge revenue collected through road transport, Government still appear to be thinking in the same old orthodox manner, namely, the development of road communications

[Shri Kamalanathan]

is of secondary importance. In any talk or proposal for pruning government expenditure due to financial stringency, the axe never fails to fall on road and road transport development grant.

Many of the proposals made by the Government of India are yet to start. With particular reference to my State, Tamil Nad, I want to present the following facts for the consideration of the Minister in charge of Transport and Shipping.

During the last 15 years, the Government of Madras have been pressing for the construction of an East Coast Road connecting Madras with Cape Comerin along the coast in continuation of National Highway No. 5 which terminates at Madras. In 1965 the State Government had forwarded a preliminary estimate for Rs. 14 crores for the project. The total length of the proposed road is 450 miles. The State Government requested the Government of India to put this road in conformity with national highway standards. In spite of the best efforts made by the State Government, the Government of India appear to be thinking in a different way. It appears the Government of India are not willing to take up this project on the ground that this road runs almost parallel to the existing National Highway No. 45. I am strongly of the opinion that this contention of the Government of India is not correct. Of course, for a very short length upto Villupuram it runs parallel to National Highway No. 45, but after that point the existing National Highway No. 45 runs interior, far away from the coast.

Every year, as a regular feature, the east coast road of Madras is affected by cyclones in the month of October and November resulting in complete breakdown of the communication facilities. Therefore, an all-weather road is very essential to alleviate the sufferings of the people living in the coastal belt.

Moreover, the proposed coastal road will connect the harbours of Madras, Nagapattinam and Tuticorin and will serve the most backward area of Ramanathapuram District and will help moving the sea produces to the marketing centres,

It is really surprising to note that the Government of India considers a gravel road in this area as a road. I do not know how for this gravel road will serve the people in the area during the monsoon period. I request the hon. Minister kindly not to repeat the note put up by his office.

I can quote several instances where the Government of India have financed the construction of roads which are parallel to national highways. I should not be misunderstood as being against them.

MR. CHAIRMAN : That will take the hon. member's time. It is better he takes up his own point.

SHRI KAMALANATHAN - While I agree with these proposals, the Government of India must also consider the East Coast Road for economic considerations to develop the backward area, by taking up the project under the Inter-state Economic Development Scheme.

Yet another project hanging on undecided for the last several years is the construction of a road bridge, the Pamban Bridge, connecting Rameshwaram islands and the mainland of India. While inaugurating the Tuticorin Harbour Project, our late beloved Prime Minister had stressed the importance of the road project to Rameshwaram, but after his death I understand this project has been given low priority.

While commenting on allotments made to Tamil Nad Government in respect of grants controlled by this Ministry, I regret very much to point out that the allotments made during 1967-68 are very meagre. Initially they have given Rs. 4 lakhs and subsequently they raised it to Rs. 5 lakhs. Government may say there are no works and so the allotment was not given, but who asked them not to take up the execution of certain projects sanctioned by the Government of India. Is it not a fact that the construction of the overbridge near Tambaram on National Highway No. 45 sanctioned by the Government of India in 1966 because of the pressure of the Government of Madras was deferred by an order of the Government

of India? Is it also not a fact that a bridge on National Highway No. 5 near Madras sanctioned by the Government of India was not taken up for execution for want of clearance from the Government of India? There is no use of sanctioning it on paper and not executing it. The allotments given to Tamil Nad in respect of E & I and CRF (ordinary) Reserve schemes are very poor, and I am forced to believe that the reason for the poor allotment and resistance offered by the Government of India in sanctioning the projects is due to the existence of a non-Congres Government in Madras State.

I have been hearing about the Sethusamudram project for the last several years, but no tangible results have yet come up on the horizon. I understand that the detailed investigation of the project taken up in 1965 has been completed but the project report has not yet been finalised. This project is being postponed or delayed indefinitely, and this kind of delay in taking decisions will create doubts in the minds of the people about the sincerity of the Government. So, I request that the project may be taken up at least during the Fourth Plan.

Finally, while thanking the Government for giving the green signal for the Tuticorin Harbour Project, I have to express my disappointment because of the poor allotment made for the project in the current year's budget. At this rate of allotment, I fear the project may drag on for several years. For the early completion of this project, I request the Minister to again review the allotment made and see that some more allotment is given to this important project.

I am glad to know that the Minister is taking keen interest in the development of rural road. From my experience and as a member representing Krishnagiri constituency, mostly consisting of backward hill area where the rural population are not having the basic amenity of road communication, I request the hon. Minister to include some of the projects in Tamil Nad in Dharmapuri District under the project for improvement of national roads.

16.00 hrs.

MR. CHAIRMAN: I have an announcement about the cut motions. Hon.

Members may now move the cut motions to Demands for Grants relating to the Ministry of Transport and Shipping, subject to their being otherwise admissible.

SHRI Y. S. KUSHWAH (Bhind): I beg to move

That the Demand under the head Mercantile Marine be reduced by Rs. 100.

[Failure to develop mercantile marine to meet the requirements of the country (35)]

SHRI RAMAVATAR SHASTRI (Patna): I beg to move

That the Demand under the head Ministry of Transport and Shipping be reduced by Rs. 100.

[Failure to effect economy in the departmental expenditure (36)].

That the Demand under the head Ministry of Transport and Shipping be reduced by Rs. 100.

[Failure to reduce the number of secretaries (37)]

That the Demand under the head Ministry of Transport and Shipping be reduced by Rs. 100.

[Failure to increase the amenities given to class III and class IV employees (38)].

That the Demand under the head Ministry of Transport and Shipping be reduced by Rs. 100.

[Failure to check the misuse of staff cars (39)]

That the Demand under the head Roads be reduced by Rs. 100.

[Need to augment the Central Road Fund (42)]

That the demand under the head Roads be reduced by Rs. 100.

[Failure to intensify the construction of central roads (43)]

That the Demand under the head Roads be reduced by Rs. 100.

[Need for expansion of the central highways (44)]

That the demand under the head Roads be reduced by Rs. 100.

[Failure in spreading the net work of central highways in all the corners of the country (45)]

[Shri Ramavatar Shastri]

That the demand under the head Roads be reduced by Rs. 100.

[Failure to pay special attention towards repairs of national highways (46)]

That the demand under the head Roads be reduced by Rs. 100.

[Failure to pay adequate attention towards construction of border roads (47)]

That the demand under the head Roads be reduced by Rs. 100.

[Need to extend the construction work of border roads to strengthen the defence arrangement of the country (48)]

That the demand under the head Roads be reduced by Rs. 100.

[Need to pay utmost attention towards the maintenance of border roads (49)]

That the Demand under the head Roads be reduced by Rs. 100.

[Failure to pay adequate attention towards maintenance of national highways (50)]

That the Demand under the head Roads be reduced by Rs. 100.

[Failure to pay adequate attention towards development of roads (51)]

That the demand under the head Roads be reduced by Rs. 100.

[Need to speed up the work of constructing approach roads of national highways (52)]

That the demand under the head Roads be reduced by Rs. 100.

[Failure to sanction new works relating to national highways (53)]

That the Demand under the Head Roads be reduced by Rs. 100.

[Failure to grant adequate funds for the development of national highways (54)]

That the Demand under the Head Roads be reduced by Rs. 100.

[Failure to pay maximum attention to construct lateral roads (55)]

That the Demand under the Head Roads be reduced by Rs. 100.

[Failure to provide funds for the extension of inter-state roads (56)]

That the Demand under the Head Roads be reduced by Rs. 100.

[Need to further extend the inter-state roads (57)]

That the Demand under the Head Roads be reduced by Rs. 100.

[Failure in preparing a scheme for constructing a bridge over Ganga at Patna (58)]

That the Demand under the Head Roads be reduced by Rs. 100.

[Need to construct a bridge over Ganga at Patna to connect North and South Bihar (59)]

That the Demand under the Head Roads be reduced by Rs. 100.

[Need to construct a bridge over Ganga at Buxar (60)]

That the Demand under the Head Roads be reduced by Rs. 100.

[Failure to grant more funds to States from Central Road Fund (61)]

That the Demand under the Head Roads be reduced by Rs. 100.

[Need to give more grant to States for road building works from Central Road Fund (62)]

That the Demand under the Head Roads be reduced by Rs. 100.

[Need to increase the allocation of Rs. 400 lakhs in the Fourth Plan to States from Central Road Fund for road building works in States (63)]

That the Demand under the Head Roads be reduced by Rs. 100.

[Need to increase the allocation of Rs. 19 crores on building works for the five years ending in 1970-71 under Central Road Fund allocation (64)]

That the Demand under the Head Mercantile Marine be reduced by Rs. 100.

[Unsatisfactory transport arrangements for Haj pilgrim (65)]

That the Demand under the Head Mercantile Marine be reduced by Rs. 100.

[Need to step up maritime trade (66)]

That the Demand under the Head Mercantile Marine be reduced by Rs. 100.

[Failure to develop minor ports (67)]

That the Demand under the Head Mercantile Marine be reduced by Rs. 100.

[Failure to check thefts at ports (68)]

That the Demand under the Head Mercantile Marine be reduced by Rs. 100.

[Failure to improve unsatisfactory arrangements at ports (69)]

That the Demand under the Head Mercantile Marine be reduced by Rs. 100.

[Need for early completion of development work of major ports (70)]

That the Demand under the Head Mercantile Marine be reduced by Rs. 100.

[Failure to build merchant navy satisfactorily (71)]

That the Demand under the Head Mercantile Marine be reduced by Rs. 100.

[Failure to make the country self-dependent in building merchant navy (72)]

MR. CHAIRMAN; The cut motions are also now before the House.

श्री ध्रुवज्य प्रसाद (बिहार/जंगम) : सभापति महोदय, मैं मन्त्री महोदय का ध्यान दो तीन बातों की ओर दिलाना चाहूँगा। पहली चीज तो यह है कि अभी तक नहीं सोचें क्यों सड़क परिवहन और रेलवे के बीच में सहयोग या समन्वय नहीं हो सका है बल्कि अक्सर में कम्पिटशन और चढ़ा उतारी रही, जिस से दोनों को नुकसान होता रहा है। अगर कोई ऐसा उपाय हो जाय कि दोनों में समन्वय रहे और सड़क परिवहन रेलवे की फीडर्स का काम करें तो अच्छा होगा और दोनों को लाभ पहुंचेगा। इस काम में आप रेलवे से हर तरह से मदद भी ले सकते हैं और पैसा भी ले सकते हैं क्योंकि ऐसे सहयोग से निश्चय ही रेलवे की कामदमनी बढ़ जायेगी।

वैसे ही यहां पर बात हो चुकी है समुद्री जहाजों की। मैं नदी जहाजों की तरफ आप का ध्यान दिलाना चाहूँगा। बिहार में पहले गंगा पर काफी जहाज चला करते थे। अब भी कभी-कभी दिखाई पड़ते हैं, परन्तु उन की संख्या बहुत कम हो गई है और नदी परिवहन घटता जा रहा है। उस में एक कॉन्डिमाई यह भी है कि खलासी, सारंग, मास्टर और दूसरे कार्यकर्ता अभी तक पूर्वी पाकिस्तान से ही आते रहे हैं। इस लिये स्थानीय श्रमिकों को जहाजों का काम सिखा कर तैयार करना पड़ेगा, नहीं

तो यह काम जैसा चाहिये वैसा नहीं हो सकेगा। यह प्रश्न सिर्फ बिहार का ही नहीं है, पूर्वी भारत में और जगहों पर भी, जहां बड़ी नदियां हैं, यह प्रश्न है, चाहे बंगाल हो चाहे असम हो।

सड़कों के बारे में मैं एक बात की तरफ आप का ध्यान दिलाऊंगा कि जी टी रोड पर बिहार में वैसे पुल नहीं हैं जैसे कि बंगाल में हैं। जी० टी० रोड की जिस तरह की स्थिति बंगाल और उत्तर प्रदेश में है वैसी बिहार में नहीं है। नतीजा यह होता है कि जी टी रोड पर बंगाल में लगभग 34 हजार पाउंड तक बोझ ढोने की परमिट आप देते हैं और शायद उतना ही भार आप उत्तर प्रदेश में भी ले जाने की परमिट देते हैं। बिहार ही बंगाल और उत्तर प्रदेश को जोड़ने वाली कड़ी है और बिहार में आप 24 हजार पाउंड से अधिक जाने नहीं देते। तब क्या बंगाल से माल लाने वाले बिहार की सीमा पर अपना माल उतार कर दो ट्रकों के बजाय तीन ट्रकों पर रखेंगे? और इसके लिये तीसरा ट्रक पहले से क्या वे तैयार रखते हैं? जी नहीं, कम से कम ऐसा होता नहीं है। इस के माने यह हैं कि बिहार की सड़क पर उसकी क्षमता से अधिक भार पड़ने के कारण वह खराब होती है और पुलों पर भी खतरा रहता है और जो कुछ रोक थाम आप करना चाहते हैं वह हो नहीं पाती यानी यह कि यहां से वहां तक सारा रास्ता ढंग से चले। इस लिये भी मैं आप से प्रार्थना करूँगा कि बिहार में जितने पुल हैं जी० टी० रोड पर उन की आप मरम्मत कराइये और उन की ताकत बढ़ाइये तथा साथ ही साथ पूरी सड़क की भी इतना मजबूत कीजिये कि वह कलकत्ते से दिल्ली तक एक समान भार ढो सके।

जी टी रोड पर बरही से राजेन्द्र पुल भोकारामा तक का अन्तर करीब 90 मील का है, और यह स्थानीय सरकार को सड़क है, आप की सड़क नहीं है। नतीजा यह हो रहा है कि जो अपना लैंटरल रोड प्रोजेक्ट का पुल है उस का सम्बन्ध जी टी रोड से जैसा चाहिये वैसा नहीं हो पाता, बीच में कमजोर और पतली सड़क पड़ती है। रजौली की घाटी में पुल टूटते

[श्री मृत्युंजय प्रसाद]

हैं गाड़ियां उलटती हैं, यातायात बीच बीच में बंद हो जाता है। अगर सिर्फ इस 90 मील की सड़क की कड़ी आप बिहार सरकार से ले लें, सड़क चौड़ी करें पुल मजबूत करें, और उस को जी टी रोड से मिला दे तो आप का बहुत बड़ा काम हो जाये।

लैटरल रोड प्रोजेक्ट जो उत्तर बिहार में हो रही है वह न सिर्फ उत्तर बिहार के लिये आवश्यक है बल्कि देश की सुरक्षा के लिये भी परमावश्यक है। किन्तु सुनने में आता है कि उस का काम रुक चुका है या उस को पूरा करने में कठिनाई पड़ रही है। यह बात अच्छी नहीं है। उस के रुकने से आप की सुरक्षा को भी खतरा पहुंचता है और जितने पैसे उस में लगाये गये हैं उन का पूरा सदुपयोग नहीं हो पाता है। इस लिये उस को चाहे जैसे हो, आप को पूरा करना ही चाहिये।

डेहरी में सोन नदी पर आप ने पुल बनाया है और साथ ही साथ सोन बराज पर 24 फीट चौड़ी सड़क हो गई है। अगर नदी की दोनों तरफ बैराज तक से अप्रोच रोड्स बना कर जी० टी० रोड से मिला दिये जायें और नये पुल तथा बैराज पर अप और डाउन ट्रैफिक अलग-अलग चालू कर दें तो आप वहां बहुत बड़ा काम कर सकते हैं, नहीं तो ऐसा मालूम पड़ता है कि एक और पुल बना कर के करोड़ों रुपयों का ऐसा खर्च किया जा रहा है जो आवश्यक नहीं था और उस को बचाया जा सकता था। साथ ही साथ डेहरी में जो सोन पर रेलवे का पुल है अगर आप उस में रेलवे के साथ एक सड़क की व्यवस्था कर लेते जैसा कि कोपतवर पुल पर है, तो आप का खर्च बच सकता था और बहुत काम निकल सकता था।

अब गंगा पर पटना में पुल का प्रश्न आता है। हमें यह जान कर बड़ी खुशी हुई है कि आप बक्सर में पुल बना रहे हैं। मैं उस पुल का स्वागत करता हूँ। मोकामा में पुल बन

चुका है, यह बात भी सही है। किन्तु पटना का सम्बन्ध उत्तर बिहार से स्थायी रूप से अभी तक नहीं हो सका है। अभी तक वहां जहाज के जरिये आना जाना पड़ता है, नहीं तो चक्कर काट कर जाना पड़ता है। इस लिये उत्तर बिहार और पटना का कोई सम्बन्ध हुआ ही नहीं यों कहा जा सकता है। जो काम आपके घंटे में हो जाता उस के लिये छः छः घंटे देने पड़ते हैं और बरसात में कभी-कभी तो दो-दो दिन तक रेलवे के जहाजों का चलना बन्द हो जाता है। इस के अनेक उदाहरण हैं कि रेलवे के जहाज बालू में घंस गये हैं और लोगों को चौबीस घंटे तक नदी के बीच में रुका रहना पड़ा है। इस लिये आप इस चीज को नजर-अन्दाज नहीं कर सकते कि पटना का पुल बनने से जो काम होगा वह न बक्सर पुल बनने से होगा और न मोकामा पुल से। इस लिये यह परमावश्यक है, ताकि आगे चल कर के लैटरल रोड मिलाये जाने पर हमारी सुरक्षा की दृष्टि से भी बाकी काम ठीक से हो सके।

इस के अलावा एक प्रशासनिक विषय की ओर भी मैं आप का ध्यान दिलाना चाहूँगा, और वह यह है कि जहां कहीं बजट के अनुसार काम होता है वहां पर पारकिसेन्स ला काम करता है। यानी 31 मार्च के पहले जो डिपार्टमेंट या जो अफसर जितना अधिक खर्च कर लेता है उसकी उतनी अधिक तारीफ होती है और जो किरायात शारी से काम करके भी पैसे बचा लेता है उस की तारीफ नहीं बल्कि उस की शिकायत होती है। इस लिये सभी कोशिश करते हैं कि काम हो चाहे न हो, कागज पर खाना पूरी जरूर हो जाय और 31 मार्च तक अधिक से अधिक बजट के पैसे खर्च कर दिये जायें। अगर उसी को आप कुछ आगे डाल दें, खास कर के उस प्रोजेक्ट के लिये, उस चीज के लिये जिस की स्वीकृति आप ने दे दी है, अगर वह 31 मार्च तक पूरी नहीं होती है तो इस के लिये 3 महीनों का और समय दे दिया जाय

और वह भी पुराने बजट के पैसे से ही, तो बहुत सुविधा हो जाये और 31 मार्च की गड़बड़ी बहुत कुछ कम हो जाय।

श्री चन्द्र शेखर सिंह (जहानाबाद) : सभा-पति महोदय, हमारा देश बहुत विशाल देश है जिस में कांग्रेस हुकूमत बने हुए बीस वर्ष से अधिक हो गये हैं, लेकिन अपने देश की स्थिति आज भी ऐसी है कि देश के अन्दर बहुत से भागों में लोगों को लम्बे रास्ते पैदल ही चल कर तय करने पड़ते हैं। पहाड़ी इलाकों और बाढ़ से बरबाद इलाकों में आज भी लोगों को कोई सुविधा नहीं है। हमारे इलाके बिहार को ही लिया जाय तो उस की क्या हालत है? गंगा नदी में पटना के निकट पुल न होने के कारण उत्तर बिहार और दक्षिण बिहार के व्यापार, आवागमन तथा आर्थिक एकता तथा सुविधाओं में भारी बाधा पड़ती है। आज सारा बिहार इस बाधा पर एक मत है कि पटना में गंगा नदी पर अविलम्ब पुल बनाया जाये।

दुर्भाग्य की बात यह है कि केन्द्र सरकार की ओर से और खुद मंत्री महोदय ने कई बार इस का एलान किया है, तो भी आज तक मालूम पड़ता है कि सरकार किसी कुम्भकरणी नींद में सोई हुई है और बिहार की जनता की इतनी महत्वपूर्ण मांग की ओर केन्द्र सरकार की भारी उपेक्षा है। इस लिये मेरा सुझाव है कि पटना में गंगा नदी पर पुल बनाने की जगह और मिट्टी की जांच समिति की कार्यवाही शीघ्रातिशीघ्र पूरी की जाय। इस के लिये फण्ड की व्यवस्था की जाय तथा इसी वर्ष में इस के लिये ठोस कदम उठाना चाहिये ताकि बिहार के लोगों में यह विश्वास पैदा हो कि केन्द्र सरकार बिहार की मांगों के प्रति सहानुभूति रखती है।

बिहार के दूसरे सवाल को लेते हैं तो देखते हैं कि बिहार की सीमावर्ती सड़कें जो बिहार की सुरक्षा के लिहाज से बहुत जरूरी हैं, उन में सारे काम ठप्प पड़ गये हैं। नेपाल से होती हुई चम्पारण और मुजफ्फरपुर को जोड़ती हुई नेशनल हाईवे के कामों की प्रगति एक दम

धीमी पड़ गई है। साथ ही साथ दरभंगा, सहरसा के सीमावर्ती इलाकों में नेशनल हाईवे के कामों में न विस्तार हो रहा है तथा जो भी काम होने वाले हैं, वे सब अस्तव्यस्त अवस्था में पड़े हुए हैं। इस लिये हमारा सुझाव है कि नेशनल हाईवे नं० 28, 30 और 32 आदि सड़कों के कार्य इस साल में ही पूरे किये जाय। मोतिहारी से मुजफ्फरपुर व मधुबनी होते हुए जो सड़क है, उस को केन्द्र सरकार अपने हाथ में लेकर पूरा करे। सीतामंडी से मेंहसी तक सड़क को पूरा करने के लिये केन्द्र सरकार की ओर से राज्य सरकार को विशेष अनुदान दिया जाय। रक्सौल से कोसी ब्रिज तक नेशनल हाईवे का एक लिक रोड बनाया जाय। क्योंकि ये सभी सीमावर्ती सड़कें हैं।

देश की पुरानी एतिहासिक सड़क ग्रान्ड ट्रंक रोड है, लेकिन आज कांग्रेसी राज्य में उसकी भी बुरी हालत है। उसकी देखरेख और मरम्मत पर पूरा ध्यान नहीं दिया जाता है क्योंकि उस रोड से जाने का कई बार मुझे मौका मिला है। इस लिये मेरा सुझाव है कि ग्रान्ड ट्रंक रोड की मरम्मत की जाय तथा उस को चौड़ा बनाया जाय। इस पर शीघ्र कार्यवाही की जाय, क्योंकि यह बहुत लम्बी रोड है जिस का दिल्ली से लेकर बंगाल तक नाता चलता है।

ब्रह्मपुत्र और गंगा में बहुत से जाहज चलते हैं। सुनने में आया है कि पटना से चलनेवाले ऐसे जाहजों को बन्द किया जाने वाला है। हम इस का जोरदार शब्दों में विरोध करते हैं। हमारा सुझाव है कि ब्रह्मपुत्र और गंगा में चलने वाले ऐसे जहाजों का हेड आफिस पटना में ही बनाया जाय और उन को बन्द न किया जाय, क्योंकि इससे हजारों मजदूर बेकार हो जायेंगे। इनके द्वारा सिर्फ आनेजाने का ही सवाल नहीं है बल्कि गंगा नदी के द्वारा व्यापार का बहुत बड़ा सम्बन्ध है। इस लिये मेरा सुझाव है कि गंगा नदी में जो जहाज चलते हैं, उनको न हटाया जाय, जब तक वहां पर कोई दूसरा प्रबन्ध न हो जाय।

[श्री चन्द्र बोखर सिंह]

बक्सर में जो पुल बनने की स्वीकृति दी गई है, उस कार्य को जल्द से जल्द पूरा किया जाय। बिहार में या देश के अन्दर अन्य भागों में जो सड़कें हैं, उनकी हालत दिन-ब-दिन बिगड़ती जा रही है, ऐसी तमाम सड़कों की मरम्मत की जाय। इस में सिर्फ बिहार का ही सवाल नहीं है मैं मध्य प्रदेश से आज ही आया हूँ-भिलाई-राजहौरा के इलाके में, नासपुर के इलाके में सड़कों की हालत, जिनको नेहरूल हाई-वे कहते हैं, उनकी भी हालत बहुत खराब है। इस लिये मैं चाहूँगा इन सड़कों के साथ साथ सीमावर्ती क्षेत्रों की जो सड़कें हैं, उनकी बड़ी पैमाने पर मरम्मत की जाय तथा उन का विस्तार किया जाय। देश की हिफाजत और विकास के लिये सड़कें बहुत महत्वपूर्ण स्थान रखती हैं। जब सीमा पर किसी तरह का हमला होता है, तब हम लोग चिल्लाते हैं कि वहां पर साघत पहुँचाने हैं, इस लिये उन इलाकों में ऐसी व्यवस्था की जाय जिससे दिल्ली और पटना का तमाम शहरों से सीमा के किनारे किनारे का नाता बनता चला जाय, इस लिये उस क्षेत्र में सड़कों का शीघ्रातिशीघ्र विस्तार किया जाय।

परिवहन तथा नौबहन मंत्रालय में उप-मंत्री (श्री जगत वर्मान) : आदरणीय सभापति महोदय, आपने कृपा करके जो थोड़ा सा समय मुझे प्रदान किया है, उसमें मैं केवल सड़कों के सम्बन्ध में कुछ विचार रखना चाहता हूँ। इसमें कोई सन्देह नहीं, जैसा कि अनेक सदस्यों ने बताया है, हमारे देश के आर्थिक विकास में सड़कों का सर्वाधिक महत्व है। इस मंत्रालय से जितने प्रश्न पूछे गये हैं, उनमें सबसे बड़ी संख्या सड़कों के सम्बन्ध में है। आज इस मंत्रालय के बाव-विवाद के अक्षर पर ही जितने कटौती प्रस्तावों की सूचना दी गई है, उन में से अधिकांश सड़कों के सम्बन्ध में हैं। इस लिये यह सिद्ध हो जाता है कि यह पूरा सदन सड़कों के सम्बन्ध में जागरूक है और उन्हें आगे बढ़ाना चाहता है।

मैं यह स्वीकार करने के लिये तैयार हूँ कि हम ने जितनी धाखा की थी उसके अनुकूल सड़कों का विस्तार वहीं हो पाया है। नागपुर में जो चीफ इन्जीनियर्स की बैठक हुई थी, जिसमें 1941 से 1961 तक 20 सत्र के लिये जो योजना बचवाई गई थी, उसका जख्म बहुत कुछ पूरा हो गया था, लेकिन 1961 से लेकर 1981 तक 20 वर्षों के लिये जो दूसरी योजना चीफ इन्जीनियर्स ने बनाई, मुझे बड़ा खेद है कि उसमें हम सफल नहीं हो पाये हैं। इसका कारण आप जानते ही हैं,—चीन का आक्रमण और फिर पाकिस्तान के आक्रमण के कारण देश की आर्थिक स्थिति बिगड़ती चली गई और इस के कारण सड़कों के अनुदान में काफी कमी हुई। इस सम्बन्ध में सदन से मैं यही निवेदन करना चाहता हूँ कि हमें सिविल को अच्युत तरह से समझना चाहिये। हमारा तो सेवा करने का मंत्रालय है; हमारी सर्विसिंग मिनिस्ट्री है। हमारे मंत्रालय को इस कार्य के लिये जो भी छपया दिया जाता है, हम राज्य सरकारों के द्वारा उसका सर्वोत्तम उपयोग करने का प्रयत्न करते हैं तथा सारे देश के अन्दर सड़कों का अधिक से अधिक जाल बिछाना चाहते हैं, परन्तु जैसा कि सदन की ज्ञात है इस बीच सड़कों के अनुदान में बहुत बड़ी कटौती की गई है। उदाहरण के लिये सन 1966-67 में जबकि 51 करोड़ 64 लाख रुपये इस मंत्रालय को केन्द्र की सड़कों के लिये मिला था, 1967-68 में केवल 42.62 करोड़ रुपया मिला और इस वर्ष के बजट में केवल 34.50 करोड़ रुपया रखा गया है। आप जानते ही हैं—हिन्दी की एक कहावत है—जितना गुड़ डाला जायगा उतना ही मीठा होगा। इस लिये इस घनराशि को दृष्टि में रखते हुए जितना भी सड़क विकास के लिये काब किया जा सकता है, वह करने का प्रयत्न किया जा रहा है।

लेकिन मैं एक बात जरूर कहना चाहता हूँ—आदर्शीय मल्लानी जी ने अपने भाषण में यह कहा था कि बहुत सी सड़कें केवल कल्पना

लोक में है यह बात गलत है। मैं इस बात को स्वीकार करता हूँ कि सड़कों के निर्माण में जितनी प्रगति होनी चाहिए थी, वह नहीं हो रही है, लेकिन हम सब मिल कर यदि प्रयत्न करें और यदि हमें अधिक रूपया उपलब्ध किया जा सके तो मैं विश्वास दिलाना चाहता हूँ कि यह मंत्रालय राज्य सरकारों के सहयोग से सड़कों के निर्माण कार्य को तेजी से आगे बढ़ायेगा।

हमारे देश में जितनी सड़कें बन रही हैं, उन में राष्ट्रीय मुख्य मार्गों, अर्थात् नेशनल हाइवेज, का सर्वाधिक महत्व है और उन्हीं का सीधा उत्तरदायित्व इस मंत्रालय पर है। यह सदन जानता ही है कि जब हमारा देश स्वतंत्र हुआ था, तो ये सड़कें लगभग 13,400 मील लम्बी थीं। अब उन की लम्बाई बढ़ा कर 14,957 मील कर दी गई है। लेकिन अभी बहुत कुछ करना बाकी है। उदाहरण के लिए 250 मील के टुकड़े ऐसे हैं, जिन में अभी तक सड़क नहीं है, 17 नये बड़े पुलों का हमें निर्माण शुरू करना है, लगभग 350 मील सड़कों का स्तर ऊँचा करना है और करीब दस हजार मील लम्बी सड़कों को हम दोहरी (डबल लेन) बनाना चाहते हैं।

इस में कोई सन्देह नहीं है कि इस बीच में खर्च भी बढ़े हैं, रुपये की भी कमी हुई है और सड़कों का रख-रखाव नहीं हो सका है। इस लिए माननीय सदस्यों ने जो यह आलोचना की है कि सड़कों की हालत पहले से बिगड़ी है, उस को मैं इस आशा के साथ स्वीकार करता हूँ कि वे इस कार्य में हम को सहयोग देने की कृपा करेंगे।

फिर भी इस बीच में कुछ कार्य ऐसे हुए हैं जिन का उल्लेख करना मैं आवश्यक समझता हूँ। प्रायः जानते हैं कि इलाहाबाद में गंगा पर पुल का निर्माण का कार्य बहुत दिनों से रुका पड़ा था। उस को इसी वर्ष हाल ही में शुरू किया गया है और मुझे आशा है कि अगले कुछ वर्षों में वहाँ एक भव्य, विशाल और अभूतपूर्व पुल बन कर तैयार हो जायेगा।

इसी प्रकार गुजरात में भरोच के समीप नर्मदा पर पुल की बड़ी कठिनाई थी। उसे हाल ही में स्वीकार किया गया है और यह आशा की जाती है कि अगले कुछ वर्षों में उस पुलके बन जाने से यातायात में बड़ी सुविधा हो जायेगी।

इतना ही नहीं, बंगाल में कोलाघाट के नजदीक से हल्दिया के नये बन्दरगाह तक एक नई सड़क बनाने की घोषणा केन्द्रीय सरकार ने की है। मैं हाल ही में स्वयं उस स्थान पर गया था। हम उस सड़क को तेजी के साथ बनाने का संकल्प कर रहे हैं और जब तक राष्ट्रीय मुख्य मार्ग बनता है, तब तक हम ने राज्य सरकार से अनुरोध किया है कि उन की वर्तमान सड़कों की हालत ठीक रखी जाये।

हमारे पास समय-समय पर सुझाव आते रहते हैं। हमें राज्य सरकारों से भी सुझाव मिले हैं और माननीय सदस्यों ने भी सुझाव दिये हैं। जैसे, श्री नरदेव स्नातक ने कहा कि काल्पी में यमुना पर पुल बनना चाहिए और जी० टी० रोड की हालत सुधरनी चाहिये। श्री अयरवाल ने भी कुछ सुझाव दिये हैं। यह सब कुछ इस बात पर निर्भर करता है कि चौथी पंच-वर्षीय योजना में हमें कितना रूपया मिलता है। यदि सब माननीय सदस्य प्रयत्न करेंगे, तो चौथी पंच-वर्षीय योजना में.....

श्री सु० कु० तापड़िया (पाली) : गवर्नमेंट को रोड टैक्स से 425 करोड़ रूपया सालाना मिलता है। क्या यह बात ठीक नहीं है ?

श्री भक्त बर्शन : इस बात का जवाब मन्त्री जी देंगे कि हमें टैक्स से कितना रूपया मिल रहा है।

SHRI S. K. TAPURIAH : Then why ask a question like that ? Let him reply.

श्री भक्त बर्शन : श्रीमन, दूसरी तरह की सड़कों को कहा जाता है रोडज ग्रॉफ इन्टर-स्टेट और इकानोमिक इम्पार्टेंस, अर्थात् अन्तर्राज्यीय अथवा आर्थिक महत्व की सड़कें। इस में भी धन की कमी बाधक रही है, लेकिन फिर भी कुछ दो-तीन काम...

श्री सु० कु० तापुरिया : यह गलत स्टेटमेंट है वन की कमी नहीं है।

There is no paucity of funds. Why is he giving a wrong answer ?

MR. CHAIRMAN : The difficulty is that the hon. Member's estimate of the funds may differ from the Government's estimate.

SHRI S. K. TAPURIAH : Let him deny that the figure I give is wrong. The Government gets every year Rs. 425 crores by way of road tax.

श्री नरेश दर्शन : सभापति महोदय, माननीय सदस्य ने जो बात कही है, उसे मैं स्वयं स्वीकार कर रहा हूँ कि सड़कों के टैक्स से जितना रुपया मिलता है, वह पूरा का पूरा सड़कों पर नहीं लगाया जाता है। खुद हमारी यही शिकायत रही है, लेकिन हम क्या करें ? अगर हमें वित्त मन्त्रालय से ज्यादा खपता मिल जाये, तो हम उसे खर्च करने के लिये तैयार हैं। हमारा काम तो खर्च करने का ही है।

मैं निवेदन कर रहा था कि रोडवेज ऑफ इन्टर-स्टेट और इकोनॉमिक इम्पीडमेंट से सब से बड़ा काम (परिचयी तटवर्ती सड़क) बंस्ट कोस्ट रोड का हो रहा है। महाराष्ट्र, गोआ, मंसूर और केरल, इन चार राज्यों में अरब सागर के तटवर्ती क्षेत्र में यह सड़क बनाई जा रही है, जिस का काम बड़े पैमाने पर चल रहा है। कई विशाल पुलों का निर्माण किया गया है, जिन में से सब से बड़ा पुल मंगोली का पुल है, जिस का उद्घाटन हाल ही में किया गया है। इस के अलावा मंसूर में शारवती और काशी नदी पर और गोआ में मंडोवी नदी पर बड़े पुलों का निर्माण किया जा रहा है और मह. उम्मीद की जाती है कि एक-दो वर्षों में यह काम पूरा हो जायेगा।

दूसरा सब से बड़ा कार्य जो इस योजना के अन्तर्गत किया गया था, वह था पाश्चिमी भाग अर्थात् लैंड्रोल रोड का। एक योजना बनाई गई थी कि उत्तर प्रदेश में बरेली से लेकर अजमेर में अमीनगांव तक करीब एक हजार मील लम्बी

एक सड़क बनाई जाये। पहले इस का काम बड़ी तेजी से शुरू हुआ। लेकिन मुझे खेद है कि अब उस के लिये खपता कम होने की वजह से काम रुका पड़ा है। हाल ही में मुझे उस सड़क के एक बड़े भाग पर जाने का अवसर मिला था। मैंने देखा कि सामान जमा है, पुल अघूरे बने हुए हैं, एपरोच रोडज नहीं बन रही है। करीब 45 करोड़ रुपया इस सड़क के निर्माण पर अब तक खर्च हो चुका है। लेकिन हम ने वित्त मन्त्रालय की जो योजना दी है, उस के अनुसार अगर हमें लगभग 28 करोड़ रुपया और मिल जाये, तो हम दो वर्षों में इस सड़क को अण्डही हालत में कर देंगे, ट्रैफिक के लिए खोल देंगे और इस सम्बन्ध में जो फंडिंग है, वह दूर हो जायेगी। मैं आशा करता हूँ कि सबन इस कार्य में हमें मदद देगा।

तीसरी कार्य इस योजना के अन्तर्गत यह हो रहा है कि वक्कर में गंगा पर एक बड़ा पुल बनाने की योजना हाल ही में स्वीकार की गई है। इस में उत्तर प्रदेश और बिहार की सरकारें और केन्द्रीय सरकार बराबर-बराबर खर्चा देंगी। माननीय मन्त्री जी ने स्वयं उक्त स्थान का निरीक्षण किया है और उसको जल्दी से जल्दी बनाने का प्रयत्न किया जा रहा है।

श्री कमलनाथन ने ईस्ट-कोस्ट रोड और पाम्बन ब्रिज का उल्लेख किया है। मैं बताना चाहता हूँ कि इस बारे में पहले से ही विचार किया जाता रहा है। हम इस में सहायता देने का प्रयत्न कर रहे हैं। आज जब उन्होंने इस और हजारा ध्यान आकर्षित किया है, तो हम अवश्य इस के बारे में दोबारा विचार कर के यथाशक्ति सहयोग देने का प्रयत्न करेंगे।

जहाँ तक सीमावर्ती सड़कों अर्थात् बोर्डर रोडज का सम्बन्ध है, उन के लिए एक अलग बॉर्ड बना हुआ है और हमारे डिफेंस मिनिस्टर (रक्षा मन्त्री जी) उन की देख-भाल करते हैं। इस लिए मैं उस सम्बन्ध में कुछ नहीं कहूंगा। लेकिन सामरिक महत्व की सड़कों, स्ट्रेटेजिक रोडज का काम इस बीच में बड़ी तेजी के साथ बढ़ा है, विशेषकर गुजरात, राजस्थान, पंजाब और

जम्मू-काश्मीर राज्यों में। पाकिस्तान से जो हथारी सीमा मिलती है, वहां पर सड़कें बनाने का काम काफ़ी तेज़ी के साथ चल रहा है। इस सब्सर पर मैं उन राज्य सरकारों को धन्यगी और से सम्बन्धित और बचाई देना चाहता हूँ कि उन के इंजीनियर आदि सब लोग मिल कर इन सड़कों के निर्माण में काफ़ी तेज़ी के साथ काम करें हैं। मुझे उन के बहुत बड़े खर्च पर स्वयं अपने का सब्सर मिला है और खर्चकर मुजसब में यह देख कर बड़ा संतोष हुआ कि वहां पर बड़े व्यवस्थित ढंग से कार्य किया जा रहा है। वहां कच्छ के छोटे रण पर हाल ही में जो नया विशाल पुल बनाया गया है। वह पूर्ण होने वाला है। मुझे आशा है कि उस का उद्घाटन कुछ ही दिनों में हो जायेगा। तब गुजरात और कच्छ के बीच के यातायात में बड़ी सुविधा हो जायेगी।

श्रीमान, दो माननीय सदस्यों, श्री अय्यवाल और श्री कमलनाथन ने काशीख क्षेत्रों में सड़कों (रूल रोड) के विकास की ओर हमारा ध्यान आकर्षित किया है। इस के लिए मैं उन को धन्यवाद देना चाहता हूँ। हमारा मन्त्रालय इस सम्बन्ध में पहले से प्रयत्नशील रहा है। अब चौथो-पंचवर्षीय योजना का प्रारूप तैयार किया गया था, तब उस में यह सुझाव दिया गया था कि राज्य सरकारें सड़कों के निर्माण के लिए निम्नी धनराशि निश्चित करें, उस का कम से कम बीस प्रतिशत आभील क्षेत्रों में सड़कें बनाने के लिए निश्चित कर दिया जाये। उसके साथ ही केन्द्रीय सरकार की ओर से यह आश्वासन भी दिया गया था कि आभील क्षेत्रों में जो सड़कें बनाई जायेंगी, उनके लिये चालीस प्रतिशत अंश केन्द्रीय सहायता के रूप में दिया जायेगा।

आप जानते हैं कि चौथी पंच-वर्षीय योजना नये सिरे से बनाई जा रही है। मुझे आशा है कि उस में भी आभील सड़कों के विकास के लिए काफ़ी धनराशि रखी जायेगी। जहां तक इस मन्त्रालय का सवाल है, हमारे पिछले डायरेक्टर जनरल, श्री एच० पी० सिन्हा की एक-सदस्यीय कमेटी नियुक्त की गई है। उन्होंने प्रायः कई प्रान्तों का दौरा किया है और उन की रिपोर्ट

मिलने वाली है। मैं अपने मन्त्रालय की ओर से सदन को यह विश्वास दिलाना चाहता हूँ कि उन की रिपोर्ट मिलते ही उस पर विचार किया जावेगा और इस काम को तेज़ी के साथ आगे बढ़ाने का प्रयत्न किया जावेगा।

सभापति महोदय, मेरे लिए अब और अधिक कहने को नहीं रह जाता है; क्योंकि अब महत्वपूर्ण सर्वे माननीय मंत्री जी कहेंगे। लेकिन सिर्फ एक बात और कह दूँ।

श्री कुंजय्य मन्नाद जी और श्री चन्द्र शेखर सिंह जी ने पटना में गंगा के पुल का खर्च उठाना है। इस बारे में मैं यह स्पष्ट करना चाहता हूँ कि नूँ कि यह राष्ट्रीय मुख्य मार्ग पर नहीं है, इसलिए इसका सीधा उत्तरदायित्व केन्द्रीय सरकार पर नहीं आता। उसकी जिम्मेदारी बिहार सरकार पर ही है। फिर श्री चौथी पंच-वर्षीय योजना में यह व्यवस्था की गई है कि बिहार सरकार को साढ़े चार करोड़ रुपये के रूप में गंगा पर पुलों को बनाने के लिए दिया जायेगा। आदरणीय मंत्री जी पिछले दिनों पटना गये थे। वहां उन्होंने घोषणा की थी कि यह रुपये बिहार सरकार को उपलब्ध किया जायेगा, लेकिन निर्णय बिहार सरकार को करना है। वे इस बारे में जांच-पड़ताल कर रहे हैं और मुझे आशा है कि उसके सम्बन्ध में शीघ्र निर्णय किया जा सकेगा, ताकि काम आगे बढ़ सके।

सभापति महोदय : श्री मुरारानन्द ठाकुर।

श्री ए० सि० सहगल (बिलासपुर) : मैं मंत्री महोदय से एक सवाल पूछना चाहता हूँ। उन्होंने अभी फ़रमाया कि सरकार इन्टर-स्टेट रोड के लिए पैसा खर्च करती है। बिलासपुर से कटघेरा तक, कटघेरा से सरजूजा तक और सरजूजा से डाल्टनगंज तक जो बिहार में है, सड़क बनाने की योजना सरकार के ठंडे बस्ते में पड़ी हुई है। मैं यह जानना चाहता हूँ कि उस के बारे में क्या कार्यवाही की जा रही है।

कानपुर से हमीरपुर तक सड़क पर यमुना पर पुल बनाने की योजना भी कई बस्तों से वहां के लोग इस की मांग कर रहे हैं। मैंने

[श्री अ० हि० सहगल]

वहाँ दौरा किया है। अगर मंत्री महोदय स्वयं जा कर मूआयना करें, तो उन को पता चल जायेगा कि वहाँ के लोगों को कितनी तकलीफ होती है और क्या वहाँ पर पुल बनाने की जरूरत है या नहीं।

श्री गुणानन्द ठाकुर (सहरसा) : सभापति महोदय, इस सरकार की पुरानी आदत है जैसी कि अंग्रेजी में एक कहावत है कि **आफ्टर दि डेथ दि डाक्टर कम्स**, मृत्यु के बाद डाक्टर बुलाती है यह सरकार। 20 वर्ष के इतिहास में मैं उदाहरण देना चाहता हूँ कि कब यह सरकार सोचती है इस बात को कि जब इसका कुछ भू भाग दूसरों के हाथ में चला जाता है। नेफा में सड़कें तब बनने लगी जब कि चीनियों ने हमारी जमीन पर कब्जा कर लिया। इसी तरह लद्दाख में तब काम शुरू हुआ, मुझे हाल में ही वहाँ जाने का मौका मिला, जब अक्सार्ड चीन को चीनियों ने ले लिया। लैट्रल रोड का मामला बहुत दिनों से चलता आ रहा है लेकिन जब हमला हुआ चीन का तो उसके ठीक एक साल के बाद लैट्रल रोड का निर्माण शुरू हुआ और बरेली अमीन गांव सड़क बनाने की बात शुरू हुई। जब चीन का हमला खत्म हो गया तो सड़क बनाना भी बन्द हो गया। अब जब फिर हमला होगा और कुछ जमीन जायेगी तो फिर काम शुरू होगा। सभापति महोदय, वह सड़क उत्तर प्रदेश के बरेली से शुरू होती है और नेपाल की सरहद हो कर सीमा से दस बीस मील हट कर के दरभंगा और पूरिया के बीच में जा कर रुक गई है। स्ट्रैटेजी के दृष्टिकोण से, और सुरक्षा के ह्याल से वह सड़क बहुत महत्वपूर्ण है। वह काम आज रुका हुआ है। मैं डा० साहब को, राम सुभग बाबू को तो बधाई दूंगा, लोग कहते हैं कि मन्त्री हो जाते तो अपने यहां काम करवा लेते हैं लेकिन जहाँ कोई मंत्री न हो तो वह क्या करें? पटना में गंगा का लपु खटाई में पड़ा हुआ है। हमेशा इन्वेस्टीगेशन चलता है। कभी मिट्टी की जांच

तो कभी पानी की जांच, कभी किसी चीज की जांच चलती रहती है। मुझे खुशी है कि बक्सर का पुल देखने के लिए राव साहब चले गए लेकिन पटना बिहार की राजधानी है, वहाँ के पुल की यह स्थिति है कि वह अभी तक बैसे ही पड़ा हुआ है।

इस सरकार का काम जो होता है उस के बारे में टैक्सेशन इन्क्वायरी कमीशन ने जो रिपोर्ट दी है, राज्यों और केन्द्र को बंटा हुआ है यह सड़कों का काम, उस में कहा है कि जो राज्यों का काम है, राज्य उसके ऊपर ध्यान देते हैं लेकिन केन्द्र बहुत कम ध्यान देता है। मैं आप को केसकर साहब की रिपोर्ट से पढ़ कर सुनाता हूँ :

"It will be seen that States, by and large, spend more on road maintenance and development than the revenue they realise from the road transport industry, though there is a considerable divergence between the States. In the case of Central Government, the expenditure on road development and maintenance is considerably less than the revenue they realise from the road transport industry. As against a revenue of the order of Rs. 232 crores during the year 1964-65, the expenditure incurred by the Centre on road development and maintenance was only Rs. 67 crores."

उपाध्यक्ष महोदय, अगर इस दृष्टिकोण से और इस तरह से काम चलाया गया तो आप सोच सकते हैं कि कैसे काम चल सकता है।

आज बन्दरगाहों की क्या हालत है। आप देखिए। जिस देश की 3 हजार मील सीमा समुद्र के इलाके से जुड़ती हो, समुद्र के इलाके से आना जाना होता हो, वहाँ बन्दरगाहों की हालत दिन प्रति दिन बदतर होती जा रही है। मजदूरों के रहने के संबंध में एस्टीमेट्स कमेटी ने जो रिपोर्ट दी है, सभापति महोदय, आप को ताज्जुब होगा कि अभी तक सिर्फ साढ़े ग्यारह प्रतिशत मजदूरों के रहने के लिए घर की व्यवस्था हो सकी तो क्यों नहीं डिस्कन्टेन्टमेंट

होगा ? क्यों नहीं लड़ाई भगड़े की प्रवृत्ति होगी ? विकास का काम कैसे हो सकता है ?

सभापति महोदय, मैं एक ऐसे सूबे से आता हूँ जो सूबा हिन्दुस्तान का सब से पिछड़ा सूबा है और मैं ऐसे इलाके से आता हूँ जो इलाका हिन्दुस्तान के सूबों में भी सबसे पिछड़ा इलाका है। साढ़े आठ मील सड़क महेश्वर से सोनबरसा राय तक नेशनल हाइवे में जोड़ दी जाय तो सुरक्षा के दृष्टिकोण से और रेवेन्यू की बात हो तो रेवेन्यू के दृष्टिकोण से भी वह बड़े महत्व की सड़क होगी। लेकिन इतनी महत्वपूर्ण सड़क को भी आज तक यह मंत्रालय नहीं जोड़ सका जिससे लाखों लाख आदमी इस सुविधा से वंचित रह जाते हैं। एक बाईलेटरल रोड की बात जो चल रही है, घाघरा नदी पर ब्रिज की बात उस में चल रही है, वह आज तक कम्पलीट नहीं हो सका।

सभापति महोदय, जिस देश के अन्दर 80 प्रतिशत लोग देहात में रहते हैं और 20 प्रतिशत शहर में वहाँ ट्रांसपोर्ट की यह व्यवस्था है, मैं टैंक्सेशन एन्वयायी कमीशन की रिपोर्ट से ही बता रहा हूँ, साल में 70 हजार दुघटनाएँ जहाँ होती हैं, आप अन्शाजा कर सकते हैं जहाँ 6 हजार इन्सान हर साल इनसे मर जाते हैं और 44 हजार घायल होते हैं, वहाँ के ट्रांसपोर्ट की क्या हालत होगी ?(व्यवधान)..... स्टेट गवर्नमेंट से क्या कहें ? स्टेट केन्द्र के ऊपर फौकता है और केन्द्र स्टेट पर फौकता है। मैं खास करके राज साहब से निवेदन करना चाहता हूँ कि आप जरा बिहार की तरफ ध्यान दें। बिहार बहुत पिछड़ा है और खास करके उत्तर बिहार बहुत पिछड़ा हुआ है। उस की समस्याओं को आप देखें। दो तीन जगह आप पुल बना दें, भागलपुर के पास गंगा में मंगेर के पास गंगा में और पटना का पुल तो उत्तर बिहार और दक्षिण बिहार का सम्बन्ध जुड़ जायेगा और औद्योगिक विकास के दृष्टिकोण से भी बिहार का ही नहीं सारे देश का बहुत बड़ा कल्याण होगा।

इन शब्दों के साथ मैं इन के बजट का विरोध करता हूँ चूँकि राज साहब जैसे अर्थ-शास्त्री कोई तरकीब या नई स्कीम इस देश के ट्रांसपोर्ट के विकास में नहीं ला सके।

SHRI R. S. ARUMUGAM (Tenkasi) : While I support the Demands for Grants under the control of the Ministry of Transport and Shipping, I want to say a few words.

First, I take up the Tuticorin port which is older than Madras. Among the existing minor ports, it stands first in trade in India. It is ideally situated. It has never been affected by cyclones. Government have decided to make Tuticorin port a major port and have sanctioned Rs. 5 crores in the Third Five Year Plan out of a total estimated cost of Rs. 24.40 crores. Shore works comprising of construction of staff quarters, roads and bridges, water supply, sewage and electricity and the railway access to the harbour were completed in 1965. Although the off-shore work of north and south breakwaters have been completed for 1000 metres, nearly 3000 metres long are yet to be completed. I recently visited the project and I found that the progress was very poor. This year, Government have sanctioned a sum of Rs. 1 crore, as in the revised estimate. Out of Rs. 1 crore, only Rs. 57 lakhs would go to the works and the remaining would go to establishment and other expenditure.

The officers are very anxious to complete the project according to schedule. How will it be possible to do so with this meagre allotment of this year ? I would request Government to allot at least Rs. 4 crores in all this year.

On the Tuticorin-Tirunelveli road an overbridge is being constructed on the harbour railway track. With forethought, anticipating future train traffic to be more, the overbridge may be constructed for a double railway line there.

Meanwhile, I request the hon. Minister to visit Tuticorin as early as possible. Last time, the hon. Minister had postponed his tour. The citizens of Tuticorin are very anxious to welcome the Central Ministers. I request him that he need not please cancel the future programme.

[Shri R. S. Arumugam]

Now, I want to say a few words about the Sethusamudram project. The Sethusamudram Committee was set up by the Government of India in 1955. The committee had decided that the Sethusamudram project was feasible and desirable and had recommended to Government to complete this project within the Second Plan period.

The navigational expert, Capt. J. R. Davies, approving the feasibility and desirability had suggested some changes in the alignment. In August 1963, the then Madras Government had submitted a fresh report estimating the cost at Rs. 21.72 crores. The Estimates Committee of 1964-65 in their 69th. Report had recommended to Government to complete the project as early as possible. I understand this year a provision of Rs. 15,000 has been made in the budget estimate for the scheme.

Anyhow, now I request Government to complete the project work as early as possible so that not only the Tuticorin harbour will gain importance all the more, being the first harbour nearest to the Indian Ocean on the east coast with all facilities for watering, bunkering and repairing, but it will also reduce the distance by saving 434 miles from Tuticorin to Madras.

I am a member of the *TS Dufferin* Committee. *TS Dufferin*, Bombay, is very old. I request that T. S. ship may be replaced as early as possible.

There are many level crossings in the Madras-Cape Comerin National Highway. The closure of the railway gates causes inconvenience to road traffic. I request the hon. Minister to arrange construction of overbridges on this Highway.

Ten years back, the department decided on a by pass road in Koilpatti of Tirunelveli dist. to avoid the two level crossings. It is not completed so far. This may be done as early as possible.

In Tirunelveli Junction, the over-bridge construction is pending for a long time. Early completion will relieve the inconvenience of the public.

Generally, the allotment for the road works is not enough. I request Government to make more allotments.

Amendments to the Motor Vehicles Act are now under consideration. I want to urge five points in this connection.

The Road Transport Inquiry Committee appointed under the chairmanship of Dr. B. V. Keskar, recommended uniformity of tax structure on motor vehicles throughout India. There are variations in so many things including motor vehicles taxes and ordinary filing fees.

In Madras State, a bus operator has to pay Rs. 16,000 for a 50-seater bus per year and the fee for change of bus timings has been raised by the present Government from Re. 1 to Rs. 200. Are these not too much when compared with other States?

The fleet operators of buses which are nationalised by Government are allowed to ply in small bus operators' bus routes by giving temporary permits. Thereby the small bus operators are badly affected. This is the so-called nationalisation policy in Madras State.

16.45 hrs

[Mr. Deputy-Speaker in the Chair]

According to art. 46 of the Constitution the State shall promote the economic interest of the Scheduled Castes.

I request the hon. Minister to provide first priority to applicants from Scheduled Castes while granting permits under the Motor Vehicles Act.

A suitable amendment incorporating such a provision may kindly be made in the Motor Vehicles Act.

Finally, if any driver or conductor grossly misbehaves, there must be a definite provision to take action. Everybody knows that recently conductors and drivers in the Madras Transport system took the law into their own hands.

SHRI MUHAMMED SHERIFF (Ramanathapuram): These conductors and drivers were appointed in the Congress regime.

SHRI R. S. ARUMUGAM: They took out the buses for over 20 hours, mercilessly attacked the students, trespassed into the medical colleges, smashed the windows, ransacked the furniture and destroyed valuable articles belonging to the students

and set fire to the laundry and saloon in the hostel. I request the hon. Minister to bring an amendment to the Motor Vehicles Act which is comprehensive and uniformly applicable throughout India.

SHRI S. C. SAMANTA (Tamluk) : There being very limited time at my disposal, I shall only discuss Calcutta port, Haldia port and the navigability of one river Hooghly.

In reply to my Starred Question No. 1098 on 5th April, 1968 the hon. Minister informed me that the expenditure that is incurred annually for dredging operations in the river Hooghly with a view to keeping it navigable for vessels was Rs. 4.54 crores in 1964-65, more than Rs. 5 crores in 1965-66 and about Rs. 7 crores in 1966-67. This is the situation in the river Hooghly. So, Government has taken a decision to have a subsidiary port at Haldia, and Government has taken up the Farakka Barrage project, so that the silting that is there in the river Hooghly may be washed away by the flow from Farakka Barrage.

Every year we are spending more than Rs. 5 crores, while this port of Haldia will be completed at a cost of Rs. 40 crores only. This port which is now being constructed was proposed to be completed in 1967. Actually the construction was to be taken up in 1967.

What was the difficulty? Who is to be blamed for the delay? They say there is necessity; it is not for Bengal; it is for India. One-fourth of the population is being benefited by the Calcutta port. Government has benefited by export and import business through the Calcutta port. The Calcutta port is deteriorating and about the river Hooghly, so many foreign experts a hundred years ago were asked, but when we took it up, what have we been doing? For simple defects and for small reasons we are deferring it. Here, I have been following it up since 1950. This plea, that plea and every other plea has come in regard to this port and who will be responsible for this recurring expenditure on dredging, which runs to crores of rupees? Had it been completed in 1967, we would not have had to incur anything now for this dredging and other purposes. However, the Ministers have changed;

Ministers have come and Ministers have gone. We would expect that the Minister who comes would take it up earnestly and try to finish it, complete it, as early as possible. There should be no other plea to stand in the way of this work.

Just now the hon. Deputy Minister informed us that national highway No. 6 from Kolaghat to Haldia has been designated as highway No. 41 and the construction will go on. I would request you to read the proceedings of the consultative committee on transport. The Transport Ministry is a queer thing. From 1947, if you see, you will find that sometimes it has been Transport and Communication; sometimes transport is tacked with the railways; sometimes it is tagged on to civil aviation. Now, it is Transport and Shipping. This is the Ministry. But what did this ministry do? I was following it up the national highway connecting Haldia. They said, No, no, When they were ready to accept that a national highway should be constructed there, I opposed it. I said, "No; you do not construct one national highway. You expand the State highway." At one time the Minister told me that there will be no Haldia port, I then said "You move on." For five or six years no decision was taken, and when a decision was taken, who will pay the money? The national highway will be constructed, but who will pay the money? The national highway will be constructed, but who will pay the money? The Central Government will pay the money? I had seen the correspondence of the Transport Ministry with the West Bengal Government wherein it is written that you should pay something. For these four years nothing was done. Now it has been published fortunately in December last that it is a national highway and the Ministry has given orders for acquisition of land and other things.

Anticipating that this road will be constructed, the West Bengal Government gave notice some two years back for land acquisition. But when the money did not come, they had to stop it. Now fresh notice is to be issued.

If anybody goes from Kolaghat or Panskura to Haldia, he will be astonished to find the condition of the road. Tons

[Shri S. C. Samanta]

and tons of goods are now being transported by trucks for construction work at Haldia. This road should have been built by this time or the railway line should have been constructed by this time. When I pressed them hard, the Railways told me that when the port will require it, we shall give the railway connection. But when the port said, "Yes, you give it", the railways did not agree. Just now the Deputy Minister is asking the State Government to have the road repaired. Why should the State Government do it? It is your project and you must have your own road. Where is the mistake in calculation? Who has made the mistake? They should be punished. We spend money on the project, but we do not spend it in time. So, we have to incur so much losses. This is the condition of the country.

About ship-building, I have a few points for the minister's consideration. Ships are being built and the Cochin ship-building yard has also been established. Perhaps the minister knows that the proposal first was that a subsidiary port should be put up at Geonkhali. But because of the bars (shoals) beyond Geonkhali, it could not be constructed there and it was done beyond Diamond Harbour. This Geonkhali is at the confluence of the rivers Rupnarain and Hooghly. I would request the minister whether a coastal ship-building yard, a ship-repairing yard and a ship-breaking yard can be built there. If these three are constructed at Geonkhali all of us, including the Government, will be benefited. Geonkhali is connected with Haldia and it is beyond the river, 24 Parganas and Calcutta. The Calcutta Metropolitan Organisation are having the idea that Calcutta upto Haldia will be one city in future.

17.00 hrs.

Lastly, I would request the hon. Minister to see that on Highway No. 25 a road bridge is constructed at Kalpi on the river Jumna. This was included in the First Five Year Plan but yet not taken up for construction. From the defence point of view this is necessary. This is the most backward area of Uttar Pradesh—I am referring to Bundelkhand. I shall be glad

if it is enquired into as to why this bridge has not yet been taken up for construction and immediate action is taken to see that it is constructed so that the people will be greatly benefited.

श्री हेम राव (कांगड़ा) : उपाध्यक्ष महोदय, मैं आप का आभारी हूँ कि आप ने मुझे संचार विभाग की बजट डिमांड्स पर बोलने का मौका दिया है। मैं इस मंत्रालय की बजट डिमांड्स को सपोर्ट करने के लिए खड़ा हुआ हूँ। इस मंत्रालय के इंजांज जो मंत्री महोदय हैं, उन को दोनों चीजों का तजुर्बा हो गया है। प्लानिंग के काम का उन को पता चल गया कि किस प्रकार से रुपया फ़ाइनेंस मिनिस्टर से लिया जाता है। अब वह खुद इस संचार मंत्रालय के मन्त्री बन गये हैं तो वह जो उन का तजुर्बा है मुझे पूरी उम्मीद है कि अब उन का वह तजुर्बा काम आयेगा और वह ज्यादा से ज्यादा पैसा फ़ाइनेंस मिनिस्टर से ले सकेंगे।

आज थोड़ी देर पहले हमारे डिप्टी मिनिस्टर साहब ने एक यहाँ पर अपनी बेबसी जाहिर की कि हमारे पास पैसा नहीं है और इसलिए वह जो 20 साला एक प्लान बनाया गया था जिसमें यह रक्खा गया था कि कोई देहात हिन्दुस्तान का वह बड़ी सड़क से पांच मील से अधिक दूरी पर न हो तो वह सारा का सारा नक्शा मटियामेट हो गया और वह इस कारण हो गया क्योंकि पैसा नहीं था। लेकिन मैं आप से अर्ज करना चाहता हूँ कि आज समय आ गया है कि ट्रान्सपोर्ट मंत्रालय वह रुपया हासिल करे जो वह इम्पोर्ट ड्यूटी की सूरत में ऐक्साइज ड्यूटी की सूरत में, मोटर वैहिकल्स टैक्स की सूरत में जो आमदनी हुई है वह 431 करोड़ रुपये के करीब है। यह मिनिस्टर इस बात पर जोर दे और मैं समझता हूँ कि हाउस को भी जोर देना चाहिए कि यह जो रुपया मोटर ट्रान्सपोर्ट से आता है वह सारा का सारा रोड बिल्डिंग और ट्रान्सपोर्ट में खर्च होना चाहिए। इन के डेवलपमेंट पर खर्च होना चाहिए। अगर

ऐसा होता है तो लाजिमी तौर पर सड़कों का जो मामला है वह बहुत हद तक हल हो सकता है।

इस के साथ-साथ मैं उन से एक बात और अर्ज करना चाहता हूँ कि जहाँ तक यह सड़कों का ताल्लुक है, अब हर एक जगह यह रेलें नहीं हैं।

लेकिन अन्दर के दूर, दूर के जो गांव हैं उन तक यह सड़कें बननी आवश्यक हैं और उन सूदूर गांवों तक मोटरों और बसों वगैरह जा सकती हैं।

बशर्ते कि सड़कें बन जायें और खास तौर पर जो हमारा पहाड़ी क्षेत्र है वहाँ पर तो ऐसी व्यवस्था होनी और भी आवश्यक है। अब यह रेलें वहाँ पर तो हैं नहीं और वहाँ पर सड़कें अच्छी न हों तो पहाड़ी इलाके छोपेन नहीं हो सकते और डिवेलप नहीं हो सकते।

अभी डिप्टी मिनिस्टर साहब ने अपने भाषण में एक लैंड्रुल रोड का यहाँ पर जिक्र किया था जोकि बरेली से अमीनागांव जायेगी लेकिन उन्होंने ईस्टर्न विंग का ही जिक्र किया, बैस्टर्न विंग जिसका कि ताल्लुक बरेली, बेहराबून, हिमाचल प्रदेश से है और जोकि जम्मू कश्मीर तक जायगा उस का जिक्र उन्होंने नहीं किया। अब उस का भी उतना ही महत्व है। स्ट्रैटिजिक और डिफेंस प्वाएंट औफ व्यु से बैस्टर्न विंग का भी उतना ही महत्व है। इसलिए मैं समझता हूँ कि देश की सुरक्षा के लिहाज से इस लैंड्रुल रोड का बहुत महत्व है और वह महज ईस्टर्न विंग की ही तरफ नहीं जानी चाहिए बल्कि बैस्टर्न विंग की भी तरफ जानी चाहिए। मुझे आशा है कि मन्त्री महोदय इस और अवश्य ध्यान देंगे।

एक बात मैं आप से और अर्ज करना चाहता हूँ और वह यह है कि हमारी यूनियन टैरीटरीज के मुताल्लिक इस रिपोर्ट में लिखा हुआ है कि ऐडमिनिस्ट्रेटर को 15 लाख रुपये तक खर्च करने का अधिकार प्राप्त है। हमारी

यूनियन टैरीटरीज का सीधा सम्बन्ध यहाँ के मन्त्रालय से है और जैसा मैंने कहा वहाँ के जो ऐडमिनिस्ट्रेटर हैं उन को 15 लाख रुपया तक अपने तौर पर खर्च करने का अधिकार हासिल है। अब हमारा हिमाचल प्रदेश का इलाका है तो वहाँ के लेफ्टिनेंट गवर्नर को केवल 15 लाख रुपया खर्च करने की इजाजत दी है। हम ने उस प्रदेश के लिए एक असेम्बली भी दी हुई है लेकिन वह इस से ज्यादा की रकम पास नहीं कर सकती है। नतीजा यह होगा कि वहाँ के जो वजीर हैं या सेक्रेटरीज हैं वह इस के लिए दिल्ली आयेंगे और 15 लाख से ऊपर की जितनी रकम की आवश्यकता होगी उस की मंजूरी वह यहाँ से करवायेंगे। मैं समझता हूँ कि यह 15 लाख रुपये का प्राविजन जो यूनियन टैरीटरीज के लिए किया गया है वह बहुत कम है क्योंकि पहाड़ में तो यह 15 लाख रुपया 2 मील के सड़क निर्माण कार्य पर ही खर्च हो जायेगा। अब अगर 20-25 मील की सड़क भी बनानी है तो उतना आवश्यक पैसा तो वह मंजूर ही नहीं कर पायेंगे और खर्च नहीं पायेंगे। इसलिए मैं समझता हूँ कि यह जो अधिकार आप ने ऐडमिनिस्ट्रेटर को 15 लाख रुपये का दिया है उसे बढ़ा कर कम से कम 1 करोड़ का कर देना चाहिए ताकि वहाँ के लिए आवश्यक सड़कें जल्द से जल्द बन कर पूरी हो सकें। यह चीज इसलिए भी आवश्यक हो जाती है क्योंकि वहाँ पर सीजन बहुत थोड़ा होता है।

यहाँ पर जो यह इंटरस्टेट ट्रान्सपोर्ट कमिशन बनाया गया है मैं समझता हूँ कि या तो उस के पास पावर्स नहीं हैं और अगर हैं भी तो वह बहुत कम हैं। मैं समझता हूँ कि इंटर स्टेट ट्रान्सपोर्ट कमिशन के पास पूरी ताकत होनी चाहिए ताकि एक स्टेट और दूसरी स्टेट के दरमियान जो भगड़ा है उस का वह निबटारा कर सके।

हमारे यहाँ एक मंडी कुल्लू रोड ट्रान्सपोर्ट कारपोरेशन है और वह सारे का सारा कुल्लू और हिमाचल प्रदेश से ताल्लुक रखती है लेकिन

[श्री हेम राज]

स में हरियाणा के भी शेरस हैं और पंजाब के भी शेरस हैं। अभी तक उस का फैसला नहीं हो पाया है कि वह किस के पास जायेगी? मैं समझता हूँ कि अब यह एक फैसला कर देना चाहिए कि यह जो इंटर स्टेट ट्रान्सपोर्ट कमिशन है उस के पास पूरे अखत्यारत होने चाहिए ताकि वह जल्दी से जल्दी इन मामलों का फैसला कर दे।

इस के साथ-साथ मैं आप से अर्ज करना चाहता हूँ कि जहाँ तक ट्रिज्म का सम्बन्ध है इसे सरकार ने भी महसूस किया है और मुल्क भी इसे महसूस कर रहा है कि ट्रिज्म से बहुत सारा फारेन एक्सचेंज अपनी सरकार के पास आ सकता है। अब यह ट्रिज्म भी ट्रान्सपोर्ट की मार्फत ही बढ़ सकता है। हमें इस के लिए रोड ट्रान्सपोर्ट को बेहतर बनाना है और उस काम को करने के लिए अधिक मे अधिक खर्चा करना चाहिए। अगर इस रोड ट्रान्सपोर्ट के काम को अधिक से अधिक बढ़ावा नहीं दिया गया तो मुल्क का ट्रिज्म का जो काम है वह अधूरा रह जायेगा।

हमारी इस हिन्दुस्तान तिब्बत रोड के मुतालिक आज सुबह एक सवाल हुआ था। वह रोड नारकंडा से होकर जाती है। नारकंडा जोन की ऊँचाई 9000 या 10,000 फुट है जहाँ कि बर्फ पड़ती है और इस बर्फ पड़ने की वजह से वह सड़क कुछ महीनों के लिए बंद हो जाती है दो साल हुए तो पार्लियामेंट के मँम्बरों का एक डेलिगेशन इस रोड को देखने के लिए गया था। मैं भी उस डेलिगेशन में गया था। उस डेलिगेशन ने यह सिफारिश की थी कि एक रोड बर्दा कीरतपुर से सोनी जूरी होकर के सतुसज के किनारे किनारे हिन्दुस्तान तिब्बत रोड से मिला दी जाय। मैं समझता हूँ कि उस रोड को हिन्दुस्तान तिब्बत रोड का हिस्सा बन जाना चाहिए ताकि किसी वक्त भी अगर किसी बुझन का हमला हो तो उस हमले को रोकने के लिए यह रोड काम में आये। यह रोड सारा

साल खुली रह सकता है। वह रोड अल बेहेर रोड बनेगी और देश की सुरक्षा के लिहाज से उस का महत्व होगा। इन शब्दों के साथ मैं इस मंत्रालय की बजट डिमांड्स को सपोर्ट करता हूँ।

SHRI C. K. CHAKRAPANI (Ponnani): Mr. Deputy-Speaker, Sir, the Government have asked for grants totalling Rs. 75 crores in the name of development of transport and shipping, which is the most neglected aspect of our planning. The bulk of our international trade is being carried on foreign bottoms and every year we are losing crores of rupees worth of foreign exchange.

So, my charge is that if we have not made our country self-reliant with regard to transport and shipping, it is because of the policy of this Government.

Then, the Government has given about Rs. 110 crores as loans to the shipping development fund during the first three plans and provided Rs. 86 crores for the Fourth Plan, but during the first three plans they did not utilise this amount for building ships indigenously but spent it abroad for the purpose of purchasing ships. At the same time, the invested capital of Hindustan Shipyard is Rs. 6 crores. If the Government had utilised the amount spent for purchasing ships abroad on the manufacture of ships within India, we would have saved a lot of foreign exchange.

The performance of Hindustan Shipyard is not up to the standard. This company produced ships of the value of Rs. 4.91 crores during 1966-67, but to sell these ships a subsidy of Rs. 2 crores had to be given to the customers. This subsidy works out to be more than 40 per cent of the cost of production and this year the Government wants Rs. 2½ crores in the name of subsidy. This is the position of Hindustan Shipyard.

The callousness of the Government towards the second shipyard in Cochin also highlights the total refusal of the Government to march forward towards self-reliance in ship-building. The House has discussed this issue many a time. We do not know what will happen with regard to the Co-

chin shipyard. The Central Government is quite indifferent towards Kerala probably because it is located in Cochin. When other ministries are ignoring Kerala, the Minister of Transport and Shipping is also trying to live up to the notorious reputation.

In this connection I want the Government to pay more attention to minor ports in Kerala. The State Government has approached the Central Government with various developmental programmes. I want that the Central Government should give more funds for the development of minor ports like Ponnani, Azhikkel, Badagara, Cannanore, Beypore etc.

The Cochin shipyard project was to be undertaken during the Second Plan but because out of the estimated cost of Rs. 36 crores, the draft outline of the Fourth Plan has earmarked only Rs. 15 crores, I wonder whether this amount will be made available to the project.

When the public exchequer is spending money for the development of the shipping industry, the private shipping companies are minting money like anything. During 1966-67 Scindia Steam Navigation Company earned a profit of Rs. 2.27 crores; the Great Eastern Shipping earned Rs. 2.29 crores; India Steamship earned Rs. 83 lakhs and Chowgule Steamship earned Rs. 46 lakhs. All these profits were the direct result of fantastic assistance given by the Government from the public exchequer.

With regard to inland transport, the Government has failed to utilise the navigation potential in our country. After taking over the Rivers' Steam Navigation Company, Calcutta, Government did not take any steps to develop inland water transport, with the result that about 3,000 workers should not be absorbed after nationalisation. Instead of giving them alternative jobs, the Transport Ministry behaved like a silent spectator of the starvation conditions of these retrenched employees.

Regarding the road transport industry, the Government has not taken any steps to regulate the conditions. The Motor Transport Workers Act is implemented in its breach. Even the minimum wage recommendations of the various committees are not being implemented. The Central Wage Board for road transport workers have just made a mockery of interim reliefs.

The conditions of port and dock workers are also deteriorating fast and here also wage board recommendations have not been implemented in full.

The Transport Ministry is moving at snail's pace. Strikes of road transport workers and port and dock workers are breaking out in various parts of the country. If the Government persists in its adamant attitude, it will have to face a total paralisation of the transport apparatus sooner or later. I can hope the Government will mend its ways before it is too late.

SHRI CHINTAMANI PANIGRAHI (Bhubaneswar): Mr. Deputy-Speaker, Sir, as a professor, Dr. V. K. R. V. Rao understand the problems of shipping very well and, as a planner, he can plan them on the paper also very well but, as a Minister, when he came to implement them, perhaps, he feels himself most helpless.

You will find that whatever problems we have discussed here, Dr. V. K. R. V. Rao himself, as a professor, has expressed himself very often during the last so many years and has understood the shortcomings in the way of development of shipping and he has himself said that at least there should be a ten-year programme for its development and planning. He himself is thinking of it. But so far as I have gone through all the papers, I find that, when he has tried to implement it, perhaps he has failed the most.

I would just take up one or two aspects of it as I have not much time at my disposal. During the last 20 years, the Indian shipping is only having 13 per cent of all our overseas' trade. Even in the case of coastal shipping, we thought that we must be self-sufficient by this time. From 1957 to 1968—I have gathered information upto March—nearly we have paid Rs. 50 crores to the foreign shipping interests for coastal shipping. I want to draw the attention of the hon. Minister to this aspect that by 1971 we are going to import at least 14 million tonnes of crude oil and we shall also be exporting some of the petroleum products by that time. Now, the freight that we are going to pay to the foreign shipping interests only on this one item will be between Rs. 24 to 30 crores. It is hard currency in foreign exchange. We know what a huge drain of foreign exchange amounts to only on one item.

[Shri Chintamani]

of our trade in the import of crude oil and in the export of our petroleum products. If we could have a million tonnes of tankers capacity by this time, if we had planned like that, we could have saved a lot and, if it is Rs. 30 to 40 crores annually, you can imagine how much it comes to in 20 years time.

It has been estimated that during 1965-66 alone—I hope Dr. Rao will correct me if I am wrong—the freight payments for the Indian overseas cargo amounted to Rs. 210 crores and Rs. 170 crores were paid in foreign exchange. Therefore, in view of all the shortcomings, we would like to know, as to the ambitious programme that the hon. Minister is now thinking of for a ten-year period, whether we will be increasing our trade from 13 per cent to 50 per cent. I would like to know at least how much he has progressed. Has he progressed by at least 1 per cent out of this 50 per cent by this time ?

In this connection, I would like to refer to the port of Paradeep. Now, that port has 2 million tonnes capacity. But you will be surprised to know that only 6 lakh tonnes have been exported by now and today a large quantity of iron ore and manganese ore are being diverted to Calcutta and Vizag. It is very well known that the congestion in Calcutta and Visakhapatnam I have got the figures here but I have no time to read them—is terrific. But still, because there is a lack of planning, its capacity of 2 million tonnes is not being utilised. It came as a gift to this Government, because it was not in the Plan, and still the entire iron ore reserves in those areas are not going to be exported even in another 3 or 4 years through Paradip. In the meantime, Japan is exploring other markets, other countries, to have iron ore. But our iron ore will be lying idle in those areas. Therefore, I ask the hon. Minister to look into this problem.

There is the question of diversion of ships. At the Paradeep Port, 60,000 tonnerships can come and carry goods. In 1967, only six ships were there ; by 1968, one or two ships may be there. Therefore, this must be looked into. Paradeep Port is languishing and efforts must be made to improve that facilities, so that all the 2 million tonne capacity can be utilised. We

are glad that the Railway Ministry has sanctioned the construction of the railway line from Cuttack to Paradeep. But at the same time the hon. Minister should impress upon the Railway Minister to have another railway line, from Bimalgarh to Talcher which will cover the entire iron ore belt. What should be the policy of the Transport Ministry ? It should be that wherever there is coal, wherever there are minerals, wherever there is forest, wherever there is industry, at least in those areas, road communications and other communications should be developed...

MR. DEPUTY-SPEAKER : The hon. Member may conclude.

SHRI CHINTAMANI PANIGRAHI : I will conclude in two minutes. I again request the hon. Minister to look into this aspect of the problem.

Then comes the question of minor ports. Looking to the Annual Report for 1967-68, you will be surprised to find that the name of Orissa is not there. There are three or four minor ports including Chilka. I do not know how could the Minister miss this. Perhaps he wants to fill up this missing link while replying and, therefore, he has kept it.

I would again urge upon the hon. Minister to look into the road transport problem. He himself has said, and this is evident from the fact that while there has been a considerable progress in the extension of road mileage, nearly 70 per cent of Indian roads are not motorable all the year round, not to speak of heavy truck movements ; most of the mileage is accounted for by unsurfaced roads. As a Professor, he understands the problem. What do we find here today ? We find that the share of roads in the country's traffic is only a little over 22 per cent whereas it is as high as 92 per cent in USA, 72 per cent in Italy and 59 per cent in U. K. At what point of time—two or three or four years—we can make up this gap ?

MR. DEPUTY-SPEAKER : The hon. Member may please conclude.

SHRI CHINTAMANI PANIGRAHI : One more point and I will finish.

According to the National Development Council, it has been suggested to the State Governments that 20 per cent of the State Plan allocation for roads should be available for rural roads. I would like to know which State Government has really allocated this 20 per cent.

I express my gratitude to the hon. Deputy Minister, Shri Bhakt Darshan, for this. There is one important road of economic importance in my State; for twenty years they have not looked into this. One road from Kandapada to Kantilo, a place of pilgrimage, requires only a minor bridge on the river Kuanria. I am glad, the hon. Minister has taken up this question with the State Government, and I hope the State Government will construct this road and bridge with the assistance of the Ministry here.

MR. DEPUTY-SPEAKER : The hon. Member should conclude.

SHRI CHINTAMANI PANIGRAHI : Only one minute, Sir.

Even in regard to Central Road Fund Allocation, you will find this. I will again draw the attention of the hon. Minister to the last page of this Report. He will find this in the last page. He will find that Orissa got only Rs. 1,13,72,000 and it has spent only Rs. 81,61,000 in 1966-67. It is at the lowest rung in the ladder of all the States. The hon. Minister can find it out.

श्री राम चरण (खुर्जा) : उपाध्यक्ष महोदय, आप देखिये कि बीस साल की आजादी के बाद आज भी हमारी क्या हालत है जहाँ तक सड़कों का सम्बन्ध है, जहाँ तक जहाजरानी का सम्बन्ध है, जहाँ तक शिपिंग फैसिलिटीज का सम्बन्ध है। हमारी कोस्टल लाइन 5600 किलोमीटर है और रूस की 57,000। अब आप देखिये कि रूस के पास कितने वैसज हैं और हमारे पास कितने हैं। रूस के पास 1300 वैसलज हैं जबकि हमारे पास केवल 52 वैसलज हैं और 29 वैसलज के लिए हमने आर्डर दिये हैं। इतने वैसलज से केवल चौदह परसेंट माल ही हम अपने वैसलज में ढोते हैं और 86 परसेंट जहाजरानी विदेशों जहाजों द्वारा होती है।

अब आप आयल कारगो की बात को लें केवल बीस परसेंट के लिए भारत के पास टैंकर हैं। हम इम्पोर्ट जो करते हैं उसका अस्सी परसेंट तेल विदेशी जहाजों द्वारा इम्पोर्ट होता है। इस से साफ जाहिर है कि बीस साल की आजादी के बाद इस सरकार ने हम को विदेशी जहाजों पर निर्भर बनाये रक्खा है और विदेशी जहाजों से जो हम माल इम्पोर्ट करते हैं या अपना माल एक्सपोर्ट करते हैं उसकी वजह से हम को करोड़ों रुपया फारेन एक्सचेंज में विदेशों को देना पड़ता है।

अब आप टूटीकोरिन को लें। इसका इन्होंने सर्वे किया था। लेकिन सर्वे रिपोर्ट आने के बाद भी उसको इन्वलेमेंट करने की कोशिश इन्होंने नहीं की है। इसी तरह से मैंगलोर पोर्ट की स्कीम को इन्होंने एप्रूव किया है। छोटी प्राजैक्ट है लेकिन फिर भी उसको अभी तक इन्होंने कार्यान्वित करने की कोशिश नहीं की है।

कांडला पोर्ट का जो पाँचवाँ बर्थ है उसको कमिशन होने में छः साल लग गए हैं। अभी तक भी वह पूरा नहीं हुआ है और इसकी वजह से लोडिंग और अनलोडिंग की बड़ी परेशानी होती है।

जहाँ तक बम्बई और कलकत्ता पोर्ट्स का सम्बन्ध है वहाँ पर ड्राई डॉकिंग फैसिलिटी बहुत ही कम है। इस बात को एस्टीमेट्स कमेटी ने भी अपनी 97 वीं रिपोर्ट में कहा है।

आपने एक प्लान बनाया था कि समुद्र के नमकीन पानी को पीने के काबिल बनाया जाएगा। लेकिन सरकार ने उस स्कीम को ड्राप कर दिया है। इसका कारण यह बताया गया है कि कास्ट बहुत आएगी। यू० एस० ए० ने एक स्कीम बनाई है जिस के अनुसार कम कीमत पर समुद्र के पानी को कनवर्ट कर के उसको पीने के काबिल बनाया जा सकता है। हमें भी ऐसा ही कुछ करना चाहिये और उस पानी को पीने के काबिल बनाना चाहिये।

जहाँ तक जहाजों की रिपेयर की बात है

[श्री राम चरण]

भारत में जहाजों की रिपेयर करने के लिये कोई खास सुविधा नहीं है। इस ओर भी हमारा ध्यान जाना चाहिये।

शिपिंग की जो हमारी कंपैसेटी है। वह बहुत कम है। जो लाइट हाउसिज हैं वे ओल्ड टाइप के हैं और उनका प्रापर रिपेयर और मेंटेनेंस नहीं होता है। इसकी वजह से जो इनफिक्शंसि है वह बढ़ती जा रही है। लोडिंग और अनलोडिंग का भी सवाल आता है। वह भी कास्टली होता चला जा रहा है। जहां जहाज आ कर ठहरते हैं पोर्ट पर कंपैसेटी न होने की वजह से उनको ज्यादा अर्सा रोकें रखना पड़ता है और उसकी वजह से व्हारफैयर चाजिज पांच सौ परसेंट बढ़ जाते हैं।

अब मैं रोड ट्रांसपोर्ट पर आता हूँ। केसकर कमेटी ने जो रिपोर्ट दी है उसको आज तक अमल में नहीं लाया गया है। बहुत सी स्टेट्स में तो पेंसेंजर टैक्स पच्चीस परसेंट है जैसे पंजाब में है और कहीं कहीं पर जैसे हिमाचल प्रदेश में वह सवा आठ परसेंट ही हैं। जहां तक फ्रोट टैक्स का सम्बन्ध है राजस्थान में वह पच्चीस परसेंट है और गुजरात में तीन परसेंट ही है। उड़ीसा और वेस्ट बंगाल में तो कोई टैक्स है ही नहीं। मैं चाहता हूँ कि या तो सब स्टेट्स में आप इसको समान कर दें या फिर इन टैक्सों को माफ कर दें।

श्री रसखीर सिंह (रोहतक) : राज् कैसे चलेगा।

श्री मोल्कू प्रसाद (बांसगाँव) : आपको हरियाणा की बात कर रहे हैं।

श्री राम चरण : एक सा इसको क्यों नहीं करते हैं।

अब आप कीहिकल्स की कीमत को लें। यह भी एक स्टेट और दूसरी स्टेट में डिफर करती है। महाराष्ट्र में जहाँ उसकी कीमत 69,000 है वहाँ राजस्थान में उसकी कीमत

35,000 है। यह जो फर्क है इसको भी खरम किया जाय।

जहां तक बोर्डर रोडज का सम्बन्ध है। मैं कहना चाहता हूँ कि बरेली से असम तक जो सड़क बन रही है इसको जल्दी पूरा किया जाय। इस में आपके अफसरों की वजह से रुकावट पैदा की जा रही है। वे चाहते हैं कि इसको डिले किया जाए। लेकिन आप देखेंगे कि अगर इसको डिले किया गया तो इसकी कीमत बढ़ जाएगी। पहले ही इसकी कीमत तीन गुना हो गई है। आप ओरिजिनल एस्टीमेट को देखें और जब यह तैयार हो जाएगी तब आप देखेंगे कि इसकी जो कास्ट है वह फोर टाइम्स हो जायगी। इसको बनाने में अगर हमने और देरी की तो हमें भारी कीमत चुकानी पड़ेगी। डिफेंस आफ दी कन्ट्री के प्वाइंट आफ व्यू से भी यह बहुत जरूरी है कि इस रोड को जल्दी से जल्दी कम्पलीट किया जाय। आप यह भी देखेंगे कि जो मेंटेनेंस कास्ट है वह भी बहुत बढ़ती जा रही है और पी० ए० सी० ने भी इसको प्वाइंट आउट किया है। इस तरफ भी ध्यान जाना चाहिये।

अब मैं अपने क्षेत्र के बारे में थोड़ा सा कहना चाहता हूँ। मेरा क्षेत्र दिल्ली के नजदीक है। दिल्ली को सरकार सुन्दर बनाती जा रही है। गुजराल साहब बैठे हुए हैं। दिल्ली को सुन्दर रानी बनाते जा रहे हैं। जमुना के पार मेरा क्षेत्र है जो कि यहां से कोई 15 मील पर है। वहां सड़कें बहुत बुरी हालत में हैं। दिल्ली का तो एरिया 15 ही मील का है और यहां जमुना पर तो चार-चार और पांच-पांच ब्रिज बन सकते हैं। लेकिन दिल्ली और मथुरा के बीच अस्सी मील का टुकड़ा है और वहां पर एक भी ब्रिज नहीं बनाया है। मैं सरकार से प्रार्थना करता हूँ कि जेवर टाउन के पास जो कि बिल्कुल मिडल में है एक जमुना ब्रिज बनाया जाय। यह जमुना पुल डिफेंस के प्वाइंट आफ

व्यू से भी यह बहुत आवश्यक है। अगर इस बीच में कोई एमरजेंसी आ गई और जमुना पुल नहीं बना तो इसका खमियाजा सरकार को भुगतना पड़ेगा। जेवर टाउन के पास दोनो सड़कों को लिंक करने के लिये, दिल्ली आगरा रोड को लिंक करने के लिये, जी० टी० रोड को लिंक करने के लिये जो स्टार्टेड स्यूट है तथा मेरठ में जो डिफेंस का हैडक्वार्टर है, उसके लिये सप्लाय को बरकरार रखने के लिये इस जमुना पुल से बहुत सुविधा होगी। जेवर पर जब जमुना ब्रिज की मांग की जाती है तो फाइनेंसिस्त का बहाना किया जाता है। मैं समझता हूँ कि नीयत ठीक हो तो फाइनेंसिस्त की कमी नहीं है। अगर आप इस पुल की बना दें तो मैं विश्वासपूर्वक कह सकता हूँ कि जो पुल की कीमत है उसको पांच साल के अंदर पैसेजर्ज पर टैक्स लगा कर या फ्रंट पर लैंची लगा कर वसूल किया जा सकता है। एक पैसा भी आपको अपने पास से खर्च नहीं करना पड़ेगा। यह आप पर भार नहीं होगा। इस लिये मैं कहना चाहता हूँ कि जेवर के पास जिला बुलन्दशहर में इस पुल को तो अब तक जरूर ही बना दिया जाना चाहिये। यह डिफेंस के प्वाइंट आफ व्यू से तो जरूरी है ही तथा कर्माशियल प्वाइंट आफ व्यू से भी जरूरी है, फ्लड कंट्रोल के प्वाइंट आफ व्यू से भी जरूरी है और साथ ही साथ हमारे एरिया का इससे डिसेलेपमेंट भी हो जायेगा। क्रासला कुछ नहीं है। सिर्फ आठ मील सड़क बनानी है, जिस से ये दो बड़ी सड़कें मिल जायेंगी। इस समय हमारे जिले में लोगों को आने-जाने के लिये इस रुपये और दो दिन बर्बाद करने पड़ते हैं। इस से उन को राहत मिल जायेगी और साथ ही राजस्थान, पंजाब, मध्य प्रदेश और दू० पी० मिल जायेंगे। इतना ही नहीं, हमारा सारा बाडर सेफ हो जायेगा। मैं ने यह भी सुना है कि इस बारे में एक सड़क भी किया गया था, लेकिन दू० पी० की कांग्रेस सरकार ने इस को ड्राप कर दिया। इस बारे में जल्दी कार्यवाही करनी चाहिये, वरना इन्टरनेशनी के वक्त हमें

खमियाजा उठाना पड़ेगा। मैं यह भी कहना चाहता हूँ कि जिला बुलन्दशहर की सड़कें बेकार पड़ी है, उन को जरूर बनाया जावे।

SHRI DATTATRAYA KUNTE (Kolaba) : We are told that the State has taken over transport by air, railway and road, but as far as my State is concerned, I find that the coastal passenger traffic is not taken over by the State. I really do not know why the State has not taken it over.

Very recently, I made enquiries of the State Minister. He said that they were not taking over this coastal shipping or shipping within the Bombay harbour or the creeks nearby; it is the Centre which is concerned with that and the Centre must agree to it and must think about it.

You will be surprised to find that while we have such a fine harbour in Bombay where annually millions are spent for the betterment of the harbour, once you leave the harbour and go to any of the other harbours on the Bombay coast, conditions there remind us of Vedic times. If at all any changes have come about, the money spent on these harbours upto 1948 came out of the wharfrage fee. The wharfrage fee was levied, and is being levied, for passenger amenities. Instead of being devoted to that purpose, Government used all this money for building a few piers that are there whether at Rewas, Dabhol or other places. It was in 1948, that Government realised that they owed some responsibility to the public and this money was being used by them wrongly.

I may state that on the west coast, steamers came about 7-8 years before the railway came to Bombay. The House will recollect that the first time the railway came to this country was between Bombay and Thana in 1853. That was also through private enterprise. Since 1888 this wharfrage fee is being levied and for about 80 years nothing was being done. Even today what is being done is very tardy. I would really like Government to take over this transport and hand it over to the State transport department. It will not be a difficult economic proposition.

At one stage there was a subsidiary of Seindia's plying between these harbours. But for one reason or other, the Govern-

[Shri Dattatraya Kunte]

ment of Maharashtra quarrelled with them and pushed them out saying that they would not agree to the raising of whatever tariff was there. Then Chougule came in. What do we find? He is asking for a raise of the tariff. Therefore, the position is that one company which was there for 50-60 years was pushed out and another which has come is not interested. He is mainly interested in cargo traffic, not in passenger traffic.

Therefore, it is time the Government of India took this over. I may say that during wartime ships of the BSN were impounded by Government for war work. From that point of view also, taking over of the shipping in the coast is necessary.

Coming nearer Bombay, there is a place called Mandva Rewas from which place annually as many as 6 lakh passengers come to Bombay.

What is the landing facility there? First of all, there are 21 small launches plying, but till last year there used to be a big steamer or a steam launch which could carry 500 passengers in one trip. Even for the small launches there are occasions when the passengers must go out into still smaller boats to reach the so-called pier which is there, and the State Government is not looking after it. They are really daily passengers in one way because most of them have left their families there and work in Bombay. The Maharashtra Government want these people to do the travelling in those 21 launches when they get their turn, when a man would like to go in the morning and return the next day or in the evening. That traffic ought to be taken over. If there are six lakhs passengers per year, the Government will find that it is a paying proposition.

Similarly, across the Uran harbour, the Navy has constructed a wharf at a cost of Rs. 3 crores, but when it comes to passengers traffic, what do we find?—that they must go in small launches and those launches are not able to touch the passenger wharf because the water has receded. I really do not know why the Transport Minister cannot persuade the Navy to allow this passenger transport to use a small part of their wharf. I do not know whether the wharf is fully used at all,

Uran could be a place from where people could go to Bombay. It is across the harbour, only six miles from Bombay, they can carry their cars also. Electricity, water, everything is there. When Bombay is congested, this should be looked into. But somehow or other we find that when we ask the State Government, they say the responsibility and the authority is with the Centre, and when I requested the Central Minister last year, he just said he was asking the Moghul Line whether they could take over the Rewas traffic. He got a reply from the Government of Maharashtra saying that there are 21 launches, and he quietly told me that he is satisfied that the needful is being done. Till 1st April, 1967 there was one ship which carried 500 to 600 passengers in one trip, and now we have 21 launches, the biggest of them having a capacity of only 200, and they are not at all seaworthy. One does not know when they may capsize. This is the condition of areas round about the city of Bombay. People will not believe that this could be possible in the State of Maharashtra which is so advanced.

Coming to roads, the Bombay Poona Road has the highest traffic in the whole of India.

AN HON. MEMBER : No.

SHRI DATTATRAYA KUNTE : You take the statistics, and you will find. It is no use saying no.

Even then, what is the width of the road? It remains as it was. The amount of money collected by way of petrol duty would be so immense, especially from vehicles plying on this road, that the road could be properly widened, but nothing is being done as far as the travelling public is concerned.

Then, it has got a ghat which is four miles, you have to rise as high as 1600 feet. In some places the gradient is as much as 105 feet in one furlong. We were told that new plans are drawn and the steepness would be reduced on this main entry. It is not only between Bombay and Poona, it is really a highway leading to Hyderabad, Bangalore, Madras and other places, but nothing is being done.

Coming to the coastline, we have got the Bombay Goa Coastal Road. I really do not know why it is called a coastal road, because sometimes it is as much as 40 miles away from the sea. If you even get a glimpse of the sea, it is only for 4 or 5 miles out of 200 or 300 miles. I am glad that a highway is being built from Bareilly to Dibrugarh, but when you have such nice scenery on the coast and we have such important ports like Bombay, Margao and Cochin, and smaller ports like Mangalore and Ratangiri are coming up, it is a pity these ports are not properly connected by road.

Secondly, even from the point of view of tourist traffic, if there was a road all along the west coast, from Bombay to Kanya Kumari, it would be really a pleasant drive and it will give relief to the public that stay in those areas. I really do not know why the Government do not make any efforts. As I said, when there are paying propositions such as shipping around the Bombay harbour, either in the Dharamtar creek or Bombay to Uran, why does not Government make an effort where it is a paying proposition? As a matter of fact, I would really say that all this passenger traffic on the sea ought to be taken over and handed over to the State Transport Authorities, and I want to say here that the Minister concerned in the Maharashtra State said that he cannot take it over and give it to the State Transport even if he wanted to unless Delhi agrees to it and thinks about it.

Therefore, these are the difficulties in my part of the country, in my constituency, and I am told by my people there that these are in respect of the Bombay-Poona Road, a national highway, then the Bombay Goa road which is a national highway and then the coastal shipping which we have. This is the tragedy in which the advanced State of Maharashtra lives.

THE MINISTER OF TRANSPORT AND SHIPPING (DR. V. K. R. V. RAO): Sir, I must begin by thanking my hon. colleagues especially on the opposite Benches for treating this Ministry with a considerable degree of kindness. Only one hon. Member tried his best—and that too I could not detect enough confidence in his attitude—to show that nothing was really

quite right in this Ministry. I think I would find myself in agreement with some of the points which have been raised by the hon. Members who have spoken on this subject. My hon. friend Shri Masani who opened the discussion stated that his report had been completely ignored and so is the report of the Tarlok Singh Committee and I think he was not sure what has happened to the Keskar Committee report. I am sure Shri Masani knows it; many of the important recommendations made by his Committee have been implemented; for example, the setting up of a separate Planning and Development Wing in the Transport Commissioners' offices in the States, setting up of Motor accidents claims tribunals under the Motor Vehicles Act, setting up of transport advisory committees grant of public carrier permits with State-wide validity, liberalisation of the issue of inter-State and intra-State permits for public carriers and reorganisation of the Transport wing in the Ministry of Transport and Shipping. I am not saying that everything that he has said has been implemented, because as he knows there is the very comprehensive Motor Vehicles (Amendment) Bill that we have introduced. It is waiting for full construction of the Select Committee by the appointment of some Members of the Lok Sabha on it. But we have not ignored the report of which Shri Masani was the distinguished Chairman. In fact, it is not possible, even if you want, to ignore Shri Masani!

About the figures that he gave about the enormous increase that has taken place in road taxation, taxation of road vehicles and road-users and of the failure of expenditure on roads to expand side by side with the increase in taxation, I would not dispute it. There is no doubt that the increase that has taken place in regard to road expenditure has been much less than the increase which has taken place in the revenue obtained by the Central Government and the revenue obtained by the State Governments from various kinds of users of roads.

But simultaneously Mr. Masani also wanted a big reduction in taxation on roads. He knew actually he was leading himself up into a contradictory position. On the one hand he wanted more money to be spent on roads, where I entirely

[Dr. V. K. R. V. Rao]

agree with him. I have not the least doubt that we need to spend much more money on both national highways and State highways than we are doing at the moment. I am not talking of strategic roads or lateral roads, on which we have been incurring substantial expenditure during the last two or three years, but I am very distressed at the sharp deterioration that has taken place during the last two or three years on roads intended for civilian traffic.

He says we must spend more money on roads and simultaneously he says, we must reduce the taxation, excise duty on petrol, etc. Of course, the question is how to balance the two things. His answer was Dr. Rao should show political courage. What political courage? I should go and fight my colleague, the Railway Minister? It is not even an inter-Cabinet quarrel, but it will be a quarrel between two children of the same State, because the Railway Minister happens to come from the same State I come from. It would be most inappropriate for me to hold up some kind of charge against the Railway Minister that his investment is excessive. As a matter of fact, the report to which he referred of the committee presided over in its later stages by Mr. Tarlok Singh, is not at all in conformity with the point of view Mr. Masani has advanced.

SHRI M. R. MASANI: I was referring to the PAC report.

DR. V. K. R. V. RAO: He also mentioned the Tarlok Singh Committee's report, that it has been shelved, etc. That committee on transport co-ordination set up by the Planning Commission of which Mr. Negy was the Chairman for some years and then Mr. Tarlok Singh, who finally drafted and submitted the report—that report does not take the view suggested by the hon. member that we have been overspending on railways and railways are the villain of the piece, that we can save money from railway investment and use it for further road construction. I would suggest, let us not mix up railway investment with investment needed for roads. We should really try to find out in what way additional funds can be made available for the purpose of construction and

maintenance of roads at the national and State level. I do not know what precisely is meant by political courage in dealing with the Finance Minister. One can make representations, argue, discuss, etc., but I am sure Mr. Masani knows, though he has not been a member of the Government, the Finance Minister cannot be bullied, certainly not the Finance Minister who is presiding over the destinies of the finances of the country today. But I am glad he and so many other colleagues of mine took the same view about the need for much more money being spent on roads at the national and State level. I hope I will be able to use this strong opinion expressed in this House to strengthen the consistent and persistent efforts I have been making since I came into this field to see that more funds become available for roads.

I would simultaneously discuss the position about rural roads, of which a number of friends have spoken. The house knows rural roads are entirely within the State sector. There are also so many agencies are in charge of constructing the rural roads.

There are the village panchayats, the zilla parishads, the community development organisation and so on. When I was a member of the Planning Commission dealing with agriculture I took this view very strongly that rural roads form an essential input for agricultural production and therefore it is very important that more money should be spent for rural roads. The Planning Commission recommended to the State Governments that 20 per cent of their outlay on roads should be reserved for rural roads. I think this decision was communicated to them but all sorts of things have happened since the Draft Plan was submitted and the House knows all that very well. I do not think anything significant has emerged so far, as far as strengthening of rural road programme in the country is concerned. We hope that when the new Fourth Plan comes to be drawn up and Shri Sinha's report will be available my Ministry will try its best to see that in the new Fourth Plan a special recommendation is made to see that rural transport gets a much more effective place in the road transport planning.

SHRI CHINTAMANI PANIGRAHI : What about the crash programme that you proposed.

DR. V. K. R. V. RAO : It is no good thinking about crash programme because it is entirely in the State sector. We have to induce them and create public opinion. That is the one thing that I have been trying to do in this connection, and that is why I am grateful to hon. Members who have spoken about it, it is necessary to create some kind of a pressure, some kind of public opinion even in the States because rural roads do not command much importance as far as political opinion is concerned. The reason is that rural opinion on this subject is not sufficiently articulate and even if it is articulate it is not sufficiently organised. Therefore, it does not carry importance in the same way as, for example, roads in more important political centres.

Shri Masani demanded consideration of the Keskar Report. We have given notice of a motion for discussion of the Keskar Committee Report in this House. So far the Business Advisory Committee has not given us any time for this. I do hope some time will be available in this House for a discussion of the Keskar Committee Report. Anyway, the House will be glad to know that the report has been sent to all the State Governments and they are being reminded to send their comments. Probably some time in June I propose to have a meeting of the Transport Development Council at which both the Ministers of Roads and Road Transport from all states will be present to discuss the recommendations of the Keskar Committee Report, and to the extent there is agreement we will try and see that they get incorporated in the amending Bill that will be placed before the Select Committee on the Motor Vehicles Taxation Bill.

I must also refer to a number of suggestions which have been made by hon. Members. They have spoken about a bridge here or a bridge there, a road there or a highway here and so on. Obviously, it would not be possible for me during the course of a brief reply to refer to each individual case that has been mentioned. But I would like to give them an assurance that we will make a very careful study of

the records of this discussion and whenever any specific reference has been made to any particular national highway or a bridge I shall see that all those cases are speedily investigated by the Ministry and to the extent any action is possible, of course subject to the financial limitation that is there, necessary action is taken.

I would like in passing to express my sympathy to this business of lack of communication between North Bihar and South Bihar. There is no doubt in my mind that bridge facilities in our country are not adequate compared to bridge facilities that exist in many other countries. Similar is the case about proportion of roads to total area. All that to some extent is part of the fact that our country is under-developed. Regarding Patna bridge my colleague Shri Bhakt Darshan has already spoken. There the position is that the State Government has not yet made up its final plans. They had a consulting firm. I think their report is ready. It is going to cost a lot of money, probably something like Rs. 20 crores to Rs. 25 crores. I think they are trying to find some method by which this could be financed. As far as the Central Government is concerned, we have already given a promise of Rs. 4½ crores. Rs. 9 crores will be available for Ganga Bridges—Rs. 4½ crores to Uttar Pradesh and Rs. 4½ crores to Bihar. It is open to the Government to spend all that money on the Patna Bridge.

Then I come to the question of shipping. A number of hon. Members have referred to the fact that we have not done enough to increase shipping, that we are still carrying so much of the cargo in foreign bottoms and so on. We are very much aware of the need for increasing the shipping fleet in this country. Just one thing I want to mention here. We have increased our shipping. As a matter of fact, if we take the position which obtained some time ago, even 5 or 6 years ago, the share of Indian ships in the overseas trade was only round about 6.5 per cent. Now it has gone up to 13.5 or 13.6 per cent and this, mind you, when the trade is expanding. Our intention is to try to take it up to 30 per cent, if possible, in the course of the next few years and then, ultimately, to 50 per cent which is

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normally the maximum that one can get of the traffic in overseas shipping. So, the progress which has been made by Indian shipping is not unsatisfactory. As a matter of fact, we have already reached 2 million tons GRT and about 6 lakhs tons of shipping are on order, and the composition of the ships is exactly on the lines which have been suggested. We are ordering more tankers, more bulk carriers and larger ships than was the case before.

Incidentally, a point was made by my hon. friend, I think it was Shri Panigrahi, who was good enough to refer to me as a Professor and planner and assumed that a professor-cum-planner can be a bad implementer. I do not think it necessarily follows. I would like to tell my hon. friend that as a matter of fact we are doing exactly what he is suggesting. With the co-operation of my colleague in the Ministry of Petroleum and Chemicals, and also following business principles, already we have arranged for the tankers. When the Cochin refinery comes up, our tankers in the public sector will be supplying the crude oil. Regarding the Madras refinery also, orders have been placed for 77,000 ton tankers which will be ready by the time the Madras Refinery comes into existence. The harbour is also getting ready for larger ships. Similarly, we have got plans to see that before the Haldia Refinery comes into existence the necessary tankers are made available in the public sector. Therefore, I should like to ask my hon. friend Shri Panigrahi, for whom I have great regard, that he should not think quite so sceptically about professors and planners just because they have been teaching, just because they have sat on the Planning Commission. It is quite possible even for a Professor and planner sometimes at least to be reasonably effective.

Then, a question was also raised about Dufferin. I want to inform the House that a policy decision has already been taken that Dufferin will be replaced by a floating ship. There was some discussion going on whether it should be a floating ship or a stationary ship, but now a decision has been taken to replace it by a floating ship and orders will be placed as soon as financial clearance comes from the Government.

Regarding Konkan, I knew that my

hon. friend, Shri Kunte, whom I have known for, I do not know, probably 40 years, would refer to this question. As soon as he came to the House I knew that he was bound to raise this question. As far as Uran is concerned, about which he referred to I could only state what I have been told by his own government, a government of which he was a distinguished ornament, because he was keeping all the Ministers in order, for a course of nearly five years, I think. Since he has again reverted to the subject and has expressed dissatisfaction. I am prepared to make a further investigation. I will ask both the Mughal lines and the Shipping Corporation line to see whether it is possible that anything could be done.

Regarding the larger question of the coastal shipping in Bombay he says that the Maharashtra Government says that they cannot do anything unless the Central Government gives them permission. The position is not so easy as all that. When Shri Kunte says "take it over and give it to them" what does he mean? Do I take it over? Do I nationalise coastal shipping? Is that the proposal? If I nationalise it do I nationalise it in the Central sector? Do the Central Government run it or do I give it over to the State Government? And what are the economics of it? As a matter of fact, the coastal shipping economics at the moment is, as has been pointed out already by one or two speakers, rather in a difficult position.

18.00 hrs.

The coastal freight and passenger rates have not been increased. The decision has been pending—I hope, soon I will take a decision—on the 7 per cent rise which has been suggested by the committee. During the same period, I think, the Maharashtra Government has raised the fare on the road transport by 50 per cent covering the same route. They are not particularly happy even at the idea that we accept this committee's recommendation of raising the rate by 7 per cent. They are trying to put all sorts of conditions and ifs and buts if their consent is to be obtained for raising the rate by 7 per cent.

Therefore the problem is not easy. I think, one has got to go into it because no service can run unless it is economic. Certainly, if the Maharashtra Government wants to go in for coastal shipping, there is nothing to prevent them from doing so. So far I have not had any indication from them to the effect, but I do recognise the difficulty not so much because of the high rates but, as you also know because you also come from that part of the world, it is really the difficulty of these minor ports where the coastal boats cannot touch, where they have to stand at a distance and people I am told, have to jump from the ships into the boats. It is very unpleasant, specially when a man is ill or old.

MR. DEPUTY-SPEAKER : It is an ordeal.

DR. V. K. R. V. RAO : I can well believe it. That is largely because these ports have not been dredged. There has not been proper looking after these ports. The jetties must be there and the ports must be dredged. The vessel must go alongside and be given that facility.

We are trying to see whether a dredger could be located but it will take a little time. But certainly we are seized of the proposal. However, I must say that it is entirely the responsibility of the State Government. The minor ports are the responsibility of the State Government. We are prepared to give them technical assistance. We are prepared to help them and see that they get foreign exchange for the purpose of getting a dredger or help them in getting a dredger constructed within India. But the State Government, I am afraid, cannot escape its responsibility of seeing that the minor ports in Maharashtra are kept in such a condition that it is possible for coastal vessels to go alongside and they are given the facilities that are required for passengers.

Regarding the general question of coastal shipping, we have received the report of the National Shipping Board Sub-committee and we are going to examine it. Again, it involves very complicated questions of economics and finance and I do not quite see how we are going to solve those problems. But we shall examine it in consultation with ministries concerned. At a later stage I hope it will be possible to see that

something effective is done regarding coastal shipping.

Then, regarding the Cochin shipyard, I think, my hon. friend, Shri Chakrapani—I do not think I see him here—suggested why we spent all this money on buying ships and that if we had spent the money on constructing ships we would have saved so much foreign exchange and so on. I am sure, he is aware that it is not a question of immediate substitutability, buying ships from abroad or using that money for constructing ships within the country. I do not want to go into the controversy because the House has been extremely generous. I will simply say that we are trying to see that we go ahead with the Cochin shipyard project. We have received the revised lay-out of the shipyard from Japan and we have asked them a number of questions regarding further negotiations not only for completing the revised project but also for consultancy in ship construction and so on. If a satisfactory reply is received, as I hope we will get one, I hope to send out a team from this country to Japan to have negotiations with the company with whom we want collaboration. So, I would again assure my hon. friends from Kerala about that.

I thought, they would give a pat on the back as I was concerned, I am going to the Kerala State in the next few days at the invitation of a very respectable member in the Kerala Cabinet, Shri Imbichi Bawa, who is going to go round with me. I am sure, his name is very well known to Shri Jyotirmoy Basu. I am going to see all these minor ports and to the extent that anything can be done by us, we will certainly do so. I do not think that it is right to say that the Ministry of Transport is going like a snail. You may say that we are not going like a greyhound, but going like a snail is a little too much to describe the pace at which the Ministry of Transport and Shipping is working.

SHRI INDRAJIT GUPTA (Alipore) : What does he mean by a respectable member of the Cabinet? Are there some members who are not respectable?

DR. V. K. R. V. RAO : I am surprised, my hon. friend, Shri Indrajit Gupta, for whose linguistic proficiency I have got the highest respect, should have tried to put this interpretation on what I said. It only

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shows that even in the case of such a sophisticated and scholarly colleague like Shri Indrajit Gupta some times this happens. I do not know; it may be party feeling or it may be due to the distance that separates the two benches. But I am sure, he knows that I was not trying to draw any distinction between members of Cabinet. All that I wanted to say that Shri Inbichi Bawa is a distinguished member of the Communist Party (Marxist) and a member of the Kerala Government and, I do not think, he is so dissatisfied with what the Government of India is doing for Kerala.

Then, regarding the Tuticorin project; I entirely agree that the money that has been provided this year is adequate and I am not happy with only Rs. 1 crore. I hope it will be possible to get more money to be provided. But I can assure my hon. friend that it is not going to be Rs. 1 crores a year. If it is Rs. 1 crore a year, it will take a decade and a half before the Tuticorin project gets completed. That is not going to be the case. Even this year, we hope the financial position will improve and, as far as I am concerned, we shall try and see what can be done to improve the allotment for the Tuticorin project.

Regarding the invitation to Tuticorin, I am going to Tuticorin on the 6th and 7th June. I will also look at the eastcoast road to which a reference has been made by my hon. friend. But from what I have studied from the files, I am not really satisfied that on the basis of present moment of priorities, the eastcoast national highway is needed. But we are considering the construction of all the missing links. In any case, I am going to look into it.

Regarding the Sethusamudram project, I would request the House to forgive me. I think, the Sethusamudram project report is ready. I am not sure whether it has been received. I have not seen it; it has not come to my table. But I should like to point out to House That the Tuticorin project is not linked with the Sethusamudram project. I think, it is very important for us to remember that. If I had got it linked the Tuticorin project would never have gone under way. The Tuticorin project is a project by itself.

The Sethusamudram project is a very big project. It involves a great number of considerations. It involves not only a very heavy investment but it also involves national and international questions and so on. I would beg of my friends in the Opposition because I do believe that all of us, ultimately, have the national interest at heart even though we may have party differences let the Tuticorin project go through. It is difficult enough that we are trying to set it on foot. The money we have got is most inadequate. Let the Tuticorin project get completed. In the meanwhile, let us not rouse further dissatisfaction and distrust and frustration by putting before them things which are not capable of immediate implementation. I think, my friends in the Opposition, certainly, the D. M. K. friends will agree because they constitute a Government and they are becoming aware, as we are aware in in the Congress Government, that public dissatisfaction and frustration, whatever may be the cause, is not helpful to the maintenance of law and order and does create problems for those who sit on the Treasury Benches. I would like to request my friends in the D.M.K.—I have said it in Madurai; I am repeating here what I said there and it has been published in Tamil papers—not to start the Sethusamudram project now. Let them wait. After all, it is bound to come sooner or later. Let them pay their concentrated attention on the Tuticorin project and, after a year or two or three let them come back to it. But just now, in view of the situation in the country. I would request them not to put this proposal forward as something which is urgent. They can go on record and I do not think they should press for it.

SHRI G. VISHWANATHAN (Wandiwash) : What is the international question involved ?

DR. V. K. R. V. RAO : I do not know. This is a vague idea that I have gathered by reading here and there about it because, I think, Ceylone is there, India is there, and, I think, it will either go round Ceylon or cut the distance. I do not know.

SHRI V. KRISHNAMOORTHY (Cuddalore) : You want to benefit the Ceylon Government by allowing the ships to cross the island.

DR. V. K. R. V. RAO : I do not want to get involved in international discussions. I should not have mentioned the international aspect. But all that I want to tell you.....

SHRI V. KRISHNAMOORTHY : You are serving the interests of the Ceylon Government.

DR. V. K. R. V. RAO : I strongly repudiate what my hon. friend says. I am surprised at Shri Krishnamoorthi saying that. I am not standing here to serve the interests of Ceylon. He knows very well. I am here to serve the interests of India. All that I have said is that this is a project on which we should go slow. That is what I said.

Regarding Haldia, I was highly impressed by the energy and the feeling that was shown by hon. friend, Shri Samanta. I have looked at him as an extremely benign and completely non-violent person. But seeing the amount of enthusiasm and passion that he showed, I can assure him that even if I had not myself intended to go all out to see that the Haldia project gets completed in time, after listening to him, I shall, certainly, see that I go all out to get it completed.

I can say that the Haldia project is proceeding according to plan, and the latest thing, which I am sure will please him, is that the contract has been given for the construction of ore-loading as well as coal-loading plant in Haldia. As he knows, we have sanctioned the only new national highway leading to Haldia; nothing else has been sanctioned during the last two years. I can assure him that we are very much interested in seeing that the Haldia project is completed as quickly as possible because the Calcutta Port is in a very bad way, and, as I said, Farakka on the one hand and Haldia on the other will certainly make the position of Calcutta Port very much better and much more viable than has been the case so far.

DR. MAITREYEE BASU (Darjeeling) : I want to know whether Haldia is going to

be separate port or a part of the Calcutta Port, (Interruptions) Is it going to be a separate port or a dock system ?

DR. V. K. R. V. RAO : I am a little nervous because Dr. Maitreyee Basu is the head of a big labour organisation. When she says 'dock labour', I do not know what the implications are. What I want to tell the House is this that organisationally and financially, Haldia Port has been treated as a port of Calcutta Port; it will be a satellite of the Calcutta Port; it will not be an independent port trust...

DR. MAITREYEE BASU : It is not even an auxiliary port ?

DR. V. K. R. V. RAO : I do not know.

I think, I have, more or less, covered most of the problems that have been raised by the hon. members, and I would like to take a few minutes to say one or two things myself, regarding bridges, regarding laden weight, etc.... (Interruptions).

श्री शिव नारायण (बस्ती) : राम जानकी रोड बनाने का भी ध्यान होना चाहिए। It is a very important road.

श्री रामावतार शास्त्री : इनलैंड रिवर नेविगेशन के बारे में भी कुछ कहिये।

DR. V. K. R. V. RAO : I have already said that, as far as roads and other things are concerned, they will be looked into.

SHRI SHEO NARAIN : It is a very important road.

DR. V. K. R. V. RAO : What Mr. Sheo Narain has said is also on record. That will also be examined.

SHRI SHEO NARAIN : Today the Central Government is responsible for U.P. There is President's rule there. The road must be completed within nine months.

MR. DEPUTY-SPEAKER : He has already given an assurance on the floor of the House. What Mr. Sheo Narain has said will also be looked into. This is a firm assurance.

DR. V. K. R. V. RAO : Normally, Mr. Sheo Narain is always present in the House, but today he must have been a little busy outside. I have already said this and I will repeat it because I do not want to offend him; he is a good and sincere person. I said that there are so many important points which have been raised on individual bridges, roads and so on; it is not possible for me to deal with all of them in the course of my reply. As I have said, the record is there which contains what exactly the members have stated, and wherever a reference is made to a specific road or bridge, it will be fully examined by the Ministry and such possible action, as is consistent with the financial resources, will be taken.

Regarding inland water transport, I am very glad that my attention has been redrawn to that particular question. I think, there is some misunderstanding...

SHRI SHEO NARAIN : I want to tell Dr. RAO that the Prime Minister and our speaker, when he was the Minister of this portfolio, went to Faridabad and saw this. It is a very important road. I think, Government will pay attention to it.

MR. DEPUTY-SPEAKER : He wants to put this on record.

SHRI SHEO NARAIN : Let him not take it in such a simple way. The record alone will not solve the problem.

DR. V. K. R. V. RAO : Regarding the question of inland water transport, the whole question of the development of inland waterways, as far as the Constitution is concerned, in the State sector. Unless the Centre declares an inland waterway as a national waterway, it is in the State sector. But we have been feeling that something has got to be done to look into the development of inland waterways. For that purpose, if the hon. Member will see the report, he will find that not only have we set up an inland water transport directorate within the Ministry which provides technical assistance, but we are also going to formulate specific schemes in selected regions so designed that inland water transport functions as an integral part of a composite transport network serving the region as a

whole. The States particularly concerned are Assam,—for which we have already appointed a committee under the chairmanship of Shri Bhagvati, a member of Parliament, to look into the question of water transport there,—Bihar, and West Bengal; I think Orissa comes in a little bit, and Andhra Pradesh comes in a little bit, and Kerala also comes in. So, we are trying to look at the question from the regional point of view to find out the regions where inland water transport can be developed. We have set up a steering committee in the Ministry, consisting of the representatives of the Ministry of Transport and Shipping, the Ministry of Railways, Ministry of Irrigation and Power and the Planning Commission to study the potentialities of inland water transport in selected regions.

Two things are taken up. The first one is on the Ganga and the second one is on the Brahmaputra. Actually, I am myself so much interested in the subject, and I know that several of my colleagues in this House are also interested in it. I propose to have a committee set up on the subject to go into the possibilities of developing inland water transport. I also propose to request some Members of Parliament to serve on this committee because I think this is not a question which should be looked at only from the experts' angle, but I want a little bit of sentiment and enthusiasm to be brought into it. So, I do propose to set up a committee on the subject.

Regarding shipping, I would like to tell the House that the kind of changes that have taken place in the course of the last three or four years in shipping technology and harbour technology are such that unless we also fall in line with these changes, we are going to find ourselves in great difficulties, because our exports depend very much on the competitiveness of freight rates.

Therefore, we have got a big programme for modernisation of our ports and also for modernisation of our shipping fleet. A major ports commission has been set up, as the House knows, under the chairmanship of Shri Venkataraman, Member, Planning Commission, in charge of transport, to go into it.

In the meanwhile, we are not merely setting up a commission and planning only for the future, but we are going ahead with the programme of some ports. Already, Haldia dock has been mentioned. Then, there is the Madras outer harbour. Only a few days, back, the dredging contract has been given, and the dredging has started for the outer harbour in Madras, and we hope that the work will now go ahead and we shall be ready in time for the refinery.

In the case of Mormugao our application for loan is now pending before the World Bank; all our schemes are ready for the purpose of modernising the Goa port not only for having mechanical loading facilities and so on but also for having a draft which will enable ships not only of 60,000 tonnes but even of 100,000 tonnes possibly to come into the port. Recently, a Japanese team came to this country. They wanted to increase the exports of iron ore from India to Japan. In fact, I asked them one thing, and I want to say this for the benefit of my hon. friend Shri Chintamani Panigrahi; because I have got a small soft corner for Orissa, I had been to Paradip myself. Having been to Paradip, I saw that there was nothing there except the port. I asked those Japanese people whether it was not possible to have the extra iron ore go through Paradip port. They said "You do not know your geography", and they showed me the map and said that Bailadilla ore was very much nearer to Visakhapatnam; it was nowhere nearer to Paradip. Therefore, a detailed report is now awaited, and we are contemplating to construct an outer harbour in Visakhapatnam.

So, quite apart from the recommendations that may come from the major ports commission, as it is, work is going on in Haldia, work is going on the Madras, and I hope that the work will shortly commence in Goa, and I hope the work will also commence fairly soon in Visakhapatnam. We have also got two new ports at Tuticorin and Mangalore on which we are working.

Therefore, we are going ahead with port development.

SHRI SRINIBAS MISRA (Cuttack): Is Bailadilla nearer to Visakhapatnam? Is that the report of the Japanese team?

DR. V. K. R. V. RAO: Very much so.

SHRI SRINIBAS MISRA: No, never. You cannot change geography.

DR. V. K. R. V. RAO: I know Shri Misra has got great affection, naturally, for Paradeep. I share that affection with him. But on this I must say this that I myself went into this with those people and we see therefrom that Bailadilla in Madhya Pradesh with the facilities that now exist for the purpose of transporting the material is nearer to Vizag.

SHRI S. S. KOTHARI (Mandsaur): The UK and US Conference Lines freights discriminate against India relatively to Singapore, Hong Kong and other ports. Would he deal with it if there is time?

DR. V. K. R. V. RAO: Unfortunately, I am not in a position to answer that. I have got only four or five minutes more. I will make a note of it and give the member an answer.

As regards Orissa, I was told that we had forgotten minor ports. I just looked up the report and found Gopalpur mentioned therein. I have an impression it is in Orissa.

AN HON. MEMBER: Yes.

DR. V. K. R. V. RAO: So I would request Shri Panigrahi to read the report again where he will find Gopalpur mentioned. So we have not neglected Orissa in the matter of minor ports.

Regarding the question of shipping fleet, as I have already told the House, we are going ahead with expansion and diversification of the fleet. As Shri Mahida has said, it is a question of getting finance for the purpose of expansion on the fleet. At the same time, we are trying to see what can be done to liberalise credit conditions. In this connection, as the House is aware, one of the few matters where UNCTAD-II was at least successful to a reasonable extent was in Committee IV which dealt with shipping and invisibles. The Conference unanimously adopted a resolution recognising the need for development of mercantile shipping in backward countries and the resolution for liberalising

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credit to 8-9 years has been sent to the UNCTAD Executive Board and we hope to follow it up so that it becomes possible for us to bring about the expansion we want.

I think you are getting anxious about time and you are perfectly right. So I will not trouble you with the other points in my notes. There is only one thing I would like to say before I conclude. I would like to thank members on both sides for the great co-operation they have given me and the great kindness that almost invariably they have shown in their dealings with me. I would like to assure them that as far as I am concerned, as long as I remain in this Ministry, I shall try to do my best to expedite and get things done as quickly, impartially and nationally as possible.

I would also in conclusion like to place on record my very deep appreciation of the work which is being done by the officers and other personnel in my Ministry as well as in the other attached offices and units.

SHRI S. K. TAPURIAH : How does it come here ?

DR. V. K. R. V. RAO : This is where the professor comes in.

MR. DEPUTY-SPEAKER : It came in when he told Shri Krishnamoorthy 'Please sit down'.

DR. V. K. R. V. RAO : I have heard in this House sometimes attacks on the administration and so on, but I think it would not be a bad thing if sometimes we appreciate their work also.

SHRI V. KRISHNAMOORTHY : I am not allergic to it. He is a professor and I was a student.

SHRI S. K. TAPURIAH : The professor did not ask him to stand up on the bench.

DR. V. K. R. V. RAO : I am finding that there is both an advantage and a disadvantage to have had a past. But I should like to put on record my expression

of appreciation of the really good work which has been done by the staff of the Ministry as well as the other organisations connected with my Ministry.

MR. DEPUTY-SPEAKER : I shall with the permission of the House now put all the motions together to the vote of the House.

All the cut motions were put and negatived

MR. DEPUTY-SPEAKER : The question is :

"That the respective sums not exceeding the amounts shown in the fourth column of the order paper, be granted to the President, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1969, in respect of the demands entered in the second column thereof against Demands Nos. 79 to 83 and 128 to 130 relating to the Ministry of Transport and Shipping".

The motion was adopted

18.25 hrs

HALDIA-BARAUNI PIPELINE

SHRI S. C. SAMANTA (Tamluk) : The object of my raising this half-hour discussion is as follows.

In February last it appeared in the newspapers that in the pipeline from Haldia to some places like Mahishadal and Kolaghat which are in my constituency, some defects were found. So, I wanted to know the facts and I put a short notice question, but the hon. Minister was not kind enough to accept it. So, it was turned into an unstarred question. It came on 4th March, 1968, and after that on 16th March I went to my constituency with the answer that was given to my unstarred question.

The reply that was given to me came as an astonishment to me because in the reply it was stated that there was only one leakage in one mile, and that the pipes were being dug and sealed, but when I went there I found that ten miles of pipes

had been dug out from Mahishadal to Bar-Vasudevpur.

SHRI JYOTIRMOY BASU (Diamond Harbour) : Even the American pipes ?

SHRI S. C. SAMANTA : You will be astonished to hear that on each pipe there are hundreds of scratches; not holes, but they may become holes afterwards, and they are being painted. For this, I would like the hon. Minister to refer to Mr. Balasubramaniam of IOC who is at present in charge of this repair work. I had discussions with him, I saw these things, but I was told that there was only one leakage.

After coming back, I wrote a letter to the hon. Minister and I shall read out the reply that I got from him. It says :

"Recently one leak was noticed near Chaitanyapur, between Mahishadal and Haldia".

18.28 hrs.

[Shri G. S. Dhillon in the Chair]

It is Bar-Vasudevpur, and I belong to that place, and I am being told that it is Chaitanyapur. The letter says that one mile of pipeline at Chaitanyapur crossing has been dug and there was only one leakage.

I saw ten miles dug up and after that the Minister has enquired and the reply has come that only one mile had been dug. You may disbelieve me ; whom will you believe then ? It is up to you. Why has this thing not been intimated to the Minister ? Is there something fishy in it so that even the Minister has not been informed about this thing ? I think there is something fishy in it.

Then the reply goes on to say that "the estimate of the cost of the repairs can be known only after the investigations are completed". What is the investigation? Who has done this work ? A contract was given to a foreign firm Shams, ENI of Italy and Bechtel Co. of America. They were to complete this work long before ; it has however been completed later. So, the expenditure to some extent has to be borne by the Ministry. What was the contract ? The supply of pipes, and who

was responsible for these pipes ? That should be found out. I as a representative of the people would demand who is responsible for this and what is contained in the contract with the company, Shams ? Who is this Bechtel Company ? He was appointed as supervisor. Sham Saipens is the contractor and Bechtel Co., is the supervisor. Why have the Indian engineers, a body formed by the IOC, a set of beautiful workers, have been debarred ? They have also been there but they have no power to do anything. I wanted the hon. Minister to enquire, because Mr. P.R. Nayak gives help to these people. In the last session, so far as I remember, the scandal about this pipeline on the coalfield area, Raniganj, came to the fore. Who is responsible for this ? Did not Mr. P.R. Nayak insist that this line should be dug through the Raniganj area while our Indian engineers said that it would be difficult in future as there might be fire and other things ? Why has this point not been taken into account ? The hon. Minister will say, "I have asked for an enquiry". Enquiry by whom ? The Vigilance Department which has no power to do anything. May I request the hon. Minister to have CBI investigation or a Parliamentary Committee, whatever you like ? The Parliamentary Committee should have some expert with them also. Why such things are happening ? Why is the real thing not being intimated to the Minister and why has the Minister to tell something which is not right to me, a representative of the place who can see what is happening there everyday ?

Now, the hon. Minister has said after the leakage was found out, after they are repaired, who will bear the expense ; most of the expenditure will be borne by the IOC. Is this is the contract ? When the contractor finished his work, somebody should see it and he should be responsible if there be any defect in it. Who is responsible ? Why should the I.O.C. and our country bear thing ? why should this investigation at Raniganj and these fishy things be there ? We think there is some thing in it, in the scandal that came to the House. There is some truth in it.

A department can run well if the man at the head is just and all right. I request the minister that CBI should be entrusted with this enquiry or a committee of

[Shri S. C. Samanta]

Members of Parliament should go into it. I want to know who supplied the pipes, who would be responsible, who paid for it now and who is going to pay for it and whether Bechtel company is not in the clutches of somebody. I hear that Mr. P. R. Nayak had been to Italy in April last when this scandal was discussed. Did he say anything there? What is the result? We would like to know this from the minister.

I do not know why only one pipeline has been put and not a double line because crude oil should come and go and purified petrol will also come and go. How will it go on? In future, do the Government think there will be no refinery at Haldia? I remember, as Chairman of a committee, Mr. P. R. Nayak went to Haldia to decide whether it is a place where a refinery can be set up. You will be astonished to hear that all the other friends differed from him. He said, "This is not the place, but a refinery can be built at Panakura, about 35 to 40 miles from Haldia." What was his objective? He could have clearly said, "I think there can be no refinery in this area. We have no grudge against it, but why should be in this way try to avoid things? In the meantime, the services of Mr. S. K. Ghosh, who was Director of the pipeline have been done away with. Other engineers who were acting justly are being harassed. I have names with me and if required, I will supply them to the Minister.

We want to know what was the cost of the pipeline per mile and how much is going to be paid and whether it will be paid by the Government or by the contractor. People say that two sons of Mr. Nayak are studying in America with the help of Bechtels. It may be true or untrue. I request the minister to enquire about it.

If the pipes are rusted, why are they rusted? Some experts tell me that the area is saline and cathodic treatment should have been done by the contractors. That has not been done. Who is responsible for it? I think the supervision was not all right.

Only the poor officers will be held responsible and the man who was moving the

fan from the top will go scot free. Therefore, this is very serious thing and I would request the hon. Minister to go into the matter by having some kind of a CBI inquiry.

We want to know why the investigation at Raniganj and the grievances and complaints that were given to the Ministry have been hushed up. By this time on such an important thing something should have been done. The good name of IOC and the Ministry of Petroleum and Chemicals is at stake. In order to save the good name of the Ministry I would request the hon. Minister, who is not even being informed of what is happening in his Ministry, to take immediate action. It is my firm belief that he is not being kept informed. They might have informed him that where there are rustings they are being repaired. They are trying to repair. One pipe has been cut. Where the leakage was there it is not there now. At Jhaupathra one pipe has been cut. In other places the spots have been kept and cathodic treatment or other treatments are done. I would request the hon. Minister to look into the matter without any delay.

SHRI JYOTIRMOY BASU : Sir, as far as fertilisers, wells and pipelines are concerned this Ministry of Petroleum and Chemicals are doing a wonderful job, I have no doubt, under the able guidance of the author of devaluation in this country.

SHRI DWAIPIYAN SEN (Katwa) : Sir, what relevancy has it got here?

SHRI JYOTIRMOY BASU : It is for the Chairman to object. It is within my right to refer to that. This Haldia-Bayuni Kanpur pipe line is a monument of mismanagement and surrender to foreign capital and corruption. In the original project report there was provision for giving cathodic treatment which would have saved the pipe line from corrosion. Since the contractors, the white men, the plunderers, the adventurers who were brought here did not have the equipment, I am told, in order to suit the conditions and to make things easy for them the project report was rectified by Shri Nayak in March 1964. Why was it done? Secondly, when the Rani-

ganj coal field had this pipe line they wanted to bring it through that coal field. It saved a lot of money for those people, the Italians, the Yankees. The West Bengal Government Mining Adviser and the Central Government Mining Adviser both strongly advised against it but that was ignored. Why was it done? Thirdly, the promised capacity the sold capacity of the pipe line to carry crude was two million tonnes a year. But in fact it is not capable of conveying more than a million and half tonnes. How is it that the pipe line was passed for the guaranteed quantity at the completion of the job and that was accepted by the Government of India?

Lastly, about Rs. 6 lakhs was advanced to Modern India Construction Company, a Birla concern, which was engaged as contractors for construction of two storage tanks at Haldia, with this condition that this amount will be deducted progressively from the bills by the Project Manager, but in actual fact the Project Manager never did it the way it was promised to be done. If the Minister is willing to give us proper and satisfactory answers to these few questions, we shall be obliged.

MR. CHAIRMAN: Shri Kandaswami is not here. Shri Indrajit Gupta.

SHRI INDRAJIT GUPTA (Alipore): Mr. Chairman, in the last session it was I who had raised this question about this Haldia refinery pipeline, and I am sorry to find now that this matter is getting fishier and fishier. I would like to know from the hon. Minister about that inquiry which was set up at that time, the announcement that an inquiry was going to be held into the question of the faulty alignment of the pipeline in the region between Ondal and Sitarampur, which led to this, what was then described as a costly mistake, as a result of which that pipeline has no to be re-aligned by a detour which will cost about Rs. 1½ crores extra to the tax-payer, what has happened to that inquiry. It was announced that Shri A. K. Roy, the retired Comptroller and Auditor-General was going to carry out the inquiry.

Some of us went to the Prime Minister about it, for the simple reason that Shri

A. K. Roy, after retirement, was connected with that same group of collieries over whose territory this pipeline had been wrongly aligned. We said that he was not a suitable person to carry out this inquiry and she promised to look into the matter. Subsequently, we have not heard anything about it. We do not know whether the responsibility has been found or fixed on anybody. All that we know is that Bechtels, who were responsible for the survey work of laying this pipeline have got away with whatever they could loot out of India. I am grateful to Shri Samanta that he has brought to light this question of the leakage. From the reply given on the 4th of March to that Unstarred Question it appears that while the fact of the leakage was admitted, the extent of expenditure to be incurred was sought to be minimised. The reply of 4th March says that the Italian firm, ENIT are to be held partly responsible for the cost which will be incurred now to repair that pipeline and part of it will be borne by the Oil Corporation. I want to know who was responsible for this. Was it part of that contract which was made with Bechtel, the general contract with Bechtel and ENIT and, if so, who negotiated it? Who was the officer who was sent abroad by the Ministry to negotiate this contract? Who actually supplied the bad pipeline material? It is indigenous or was it imported from abroad on the advice of the foreign collaborators? Was that pipeline inspected before it was actually laid? If it was inspected, who was it that inspected it? These things I would like to know, including the fate of that earlier inquiry, because it has become more than a joke now. We do not know why the country should be made to pay through its nose for these projects out of which we are being swindled by some foreign collaborators with the aid and abetment of certain high placed officers. I do not want to name them. Shri Samanta has specifically named a person about whom we have heard a lot. He has been sent abroad repeatedly to negotiate these contracts and, later on, it is found that all sorts of very costly bungling has been done which is costing so much of money and wastage to the country. I would like to know whether this matter is going to be cleared up once and for all or not.

[Shri Raghu Ramaiah]

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND OF SOCIAL WELFARE (SHRI RAGHU RAMAIAH): Mr. Chairman, I must say, like the Minister for Transport, that I was greatly puzzled by the aggressive tone adopted by my hon. colleague; who is always noted for his soft, persuasive and mellow ways. I am all the more sorry because he has built up the whole case—I would not minimise the importance of the case by any chance, as he will see as I proceed further in this matter—he has high-lighted the whole matter as if at the back of it there is some villain who has been manoeuvring all these things and we, at the Ministry, are either parties to the suppression of facts or we have ourselves been cheated of the facts.

May I assure the House that it is not true?

Very unfortunate references have been made to Shri Nayak, the Secretary of the Department. What is more saddening is that two of his children have been brought into this. If I may say so, this is very sad indeed and it will be a tragedy if officers and their children are brought in like this without proof, damaging statements made and publicity given. There is no surer way of demoralising our services than to do this.

In this case I have made inquiries and I understand that Shri Nayak has nothing to do with the Bechtels in the manner suggested by our hon. friend. The insinuation is wholly unfounded.

SHRI INDRAJIT GUPTA : He negotiated the contract.

SHRI RAGHU RAMAIAH : So far as his two children are concerned, they are very brilliant boys.

SHRI S. C. SAMANTA : When the contract was given, Shri Nayak was at the head.

SHRI RAGHU RAMAIAH : That does not make Shri Nayak privy to any fraud. The fact that an officer is at the head of the negotiating table, even if it is true, does not necessarily mean that there is fraud and that he is privy to the fraud. These are two different considerations altogether.

I want to say in fairness to these boys that they are very brilliant boys. The eldest son went to the Massachusetts Institute of Technology for post-graduate study in mechanical engineering in September, 1961.

SHRI JYOTIRMOY BASU : It is all written.

SHRI RAGHU RAMAIAH : It is very relevant because a statement has been made that Bechtels had something to do with the education of these boys and that this has in a way affected the judgement and the soundness and the ethical approach of Shri Nayak. I have got to explain that.

He got his B.Sc. in the same subject of the Bombay University having stood first class first with distinction. Similarly, the other boy also.....(Interruption).

DR. MAITREYEE BASU (Darjeeling) : Now we have to listen to their life story.

SHRI RAGHU RAMAIAH : Please listen to their educational career at least which has been dragged into this place. They went there on their own merit. They got scholarships and now they have got jobs in the Massachusetts Institute. It has nothing to do with the Bechtel Corporation.

I would like the protection of the Chair in a matter of this kind because this kind of a statement is often made. It would be a salutary principle that in Parliament we do not make statements of this nature without proof. Merely because some yellow journal or somebody publishes something, I would beg of hon. Members not to repeat it.

SHRI S. C. SAMANTA : I had said, "It is said that". It may be true or untrue. I had said that.

SHRI RAGHU RAMAIAH : Yes, but even mere repetition of it here is published in the papers and enormous damage is done to the morale of the services. After all, we are responsible Members of Parliament and we cannot lightly ignore such

matters. I am talking to my experienced friend who is a very senior colleague and, I am sure, he will appreciate the force of my argument.

Coming to the point, I must assure the House that there has been no intention on the part of anybody to suppress facts. It is an unfortunate incident that there has been a leakage. There is no question about it.

I shall give some basic facts. The pipeline was completed by June 1965. After the end of the monsoon season, Snam started the hydraulic testing of this pipeline and completed it by June 1966. During testing 15 leaks were detected but these were repaired by Snam at their cost by February 1967.

SHRI INDRAJIT GUPTA : Who supplied the pipes ?

SHRI RAGHU RAMAIAH : The pipe was imported partly from Japan and was partly obtained from Rourkela.

SHRI JYOTIRMOY BASU : Who paid for the cost of material ?

SHRI RAGHU RAMAIAH : We had to pay the cost of material.

This line was tested for reverse flow from Haldia to Barauni in July 1967 when a slight drop of pressure was noticed. On 13th August it was found that the pressure at that end was dropping very sharply; in fact, it came to zero. In the first week of September 1967 the line from Haldia to Baradabar was pressurised and a pressure drop was observed between Mahishadal and Haldia over a distance of about 20 kilometers. As soon as the ground became dry a leak was located.

SHRI S. C. SAMANTA : It is not at Mahishadal. Mahishadal is far from the line; it is about two miles south. It is at Jaupatra.

SHRI RAGHU RAMAIAH : Whatever leakage has been discovered is between Mahishadal and Haldia, within that 20 K. M. That is where the leakage has been found. In fact, the final assessment is yet to be made. The whole line has been opened up. The whole hon. Member was referring to the line being opened up. The whole line was opened up.

SHRI S. C. SAMANTA : Mahishadal is too far. Has the line come through Mahishadal ?

SRI RAGHU RAMAIAH : A leakage has been found to exist between Mahishadal and Haldia and the damage is to the extent of 1.5 k. m. The actual assessment is yet to be made. That is what has been found out.

SHRI S. C. SAMANTA : 10 miles I have seen; from Jhaupatra all the pipes have been dug up.

SHRI RAGHU RAMAIAH : Of course, it has to be dug up to find out the leakage. How can you know where there is leakage unless the whole line is opened up. The opening of the line does not mean that there is leakage everywhere. It is not so. Our information is that, after opening up 20 k. m. length, it has been found there is a leakage affecting the pipe-line to an extent of 1.5 k. m.

SHRI S. C. SAMANTA : Has the Minister been informed that all the pipes are damaged ?

SHRI RAGHU RAMAIAH : If my hon. friend has any better information, he is most welcome to write to me. I am giving the facts that are before me. Of course, whatever information my hon. friend has got, we will look into.

I must here give the lay-out of the work to be done by Snam Saipems and Bechtels. The Snam Saipems are the people are to do the engineering design who are to do the procurement of the material, etc. and who are to do the construction. The Bechtels are to give us the technical consultancy and management assistance. That is to say, it is a kind of supervision over the work done by the Snam Saipems.

Now, the actual construction of the work, the laying of the pipeline, was over by June, 1965 and the Bechtels contract was then terminated. That came to an end. About the provision of cathodic protection to which my hon. friend referred, it was delayed even after the laying of the pipeline. There I must say, some obvious delay has taken place on the side of the Indian

[Shri Raghu Ramaiah]

Oil Corporation because the electric power is to be supplied by us. So, in August, this Company had written to I. O. C. about the danger of delay involved in the supply of electric power and the I. O. C. had been corresponding with the State Electricity Board for an early supply of electric power. This shows that I. O. C. were warned also but the matter dragged on and the actual power supply was made only in early 1966, that is, long after the laying of the pipeline.

DR. MAITREYEE BASU : Apology seem to be worse than the offence.

SHRI RAGHU RAMAIAH : I am not apologising. But I must give you the facts. The fact is that there was delay in the supply of electric power. But that does not absolve the other parties. For instance, in the case of the Snam Saipems, they are to actually construct the cathodic protection station. It was found that what they constructed was slightly inadequate and therefore, they had to remodel it. So there was negligence on their side, if I may use that expression. And as I had already stated there was delay on our side also. The net result was that the protection was not available. Also, the Snam Saipems had to give until cathodic protection was provided for sacrificial anodes. They did not do that. So, there was default on their side also. When this matter came up, the Board looked into it and, in order to save time, they entered into a package deal with the Snam Saipems whereby Snam Saipems wrote off certain items which they were claiming. Both parties came to an agreement that while the services in relation to replacement of the pipe-line will be rendered free by the Snam Saipems, we on our side will provide the pipe-line.

It is estimated—it is only an estimate because the actual pipeline was opened up only recently and the assessment has yet to be made—that it will cost Snam Rs. 16 lakhs for their services in this matter and it will cost us about Rs. 20 lakhs. Rs. 20 lakhs will be cost of the material we have to bear. As against that, I understand that Snam have given up a claim for about Rs. 18 lakhs in regard to the extension of the railway bridge crossings in respect of services rendered by them. The original contract

provided only 2,100 kilometre length whereas the actual services were in respect of the double of that area. The difference worked out to about Rs. 18 to 20 lakhs. They wrote it off. It was a package deal.

19.00 hrs.

The point, therefore, is this. So far as Bechtel are concerned, their services were terminated before this corrosion took place.

So far as Snam are concerned, I should say that there is certainly a default on their side and certainly a delay on our side which we are not condoning. The Indian Oil Corporation has appointed a Committee consisting of very high level officers to go into this aspect and to find out who are the officers who were responsible (*Interruptions*) The Chairman of the Indian Oil Corporation has appointed a committee consisting of the Chairman plus the General Manager of the Refinery Division, Gen. Sharadanand, Mr. Gupta of Finance and also Mr. Rajwade, Joint Secretary of the Department, to find out who were responsible for the delay and default on our side, and appropriate action will certainly be taken against the officers responsible for this.

Now it has been said that an officer was sent abroad to negotiate this contract. No officer was sent abroad for negotiating this contract. These were negotiated in India and they were concluded here. It is very unfortunate, I repeat again, that one brings the name of Mr. Nalk into this. It is my duty to point out that he is one of our ablest officers; he has been discharging his duties with great integrity, and I would like to record our appreciation of his services.

About Raniganj pipeline, I do not know whether my hon. friend went abroad when a statement was made here that the matter is being looked into by the Vigilance Commission. That is where it stands.

SHRI JYOTIRMOY BASU : What about my questions? I take it that what I have said is true and correct and they have accepted it.

SHRI RAGHU RAMAIAH : I think, I have answered all the questions.

SHRI JYOTIRMOY BASU : What about rectification of the original project report in March ?

SHRI RAGHU RAMAIAH : The modification in 1964 of the project report had nothing to do with cathodic protection.

SHRI JYOTIRMOY BASU : Why was it rectified ?

SHRI RAGHU RAMAIAH : I related to other matters, to bring down the cost of the pipeline on the advice of Bechtel.

SHRI JYOTIRMOY BASU : What about the other things ? What about the pipeline capacity ? An annual capacity of 2 million tonnes was promised, but the actual capacity is $1\frac{1}{2}$ million tonnes.

SHRI RAGHU RAMAIAH : I will look into it.

MR. CHAIRMAN : May I, say something ? In the explanatory note, Mr. Samantha has mentioned that two sons are in USA with Bechtelcoy.

SHRI RAGHU RAMAIAH : I have answered that.

MR. CHAIRMAN : . . and the Minister has said that that is not a fact. When the officer is not present in the House, such a definite statement is there in the explanatory note . . . (*Interruptions*) It is something personal than in the course of an administrative acts.

SHRI INDRAJIT GUPTA : They are in the U.S.A.

MR. CHAIRMAN : Here, it is particularly mentioned, with Bechtel. It is not true. We should avoid such references because the officer is not present in the House. It is in the interest of the good tradition of the hon House.

That is all.

The House stands adjourned till 11 AM. tomorrow.

19.05 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, April 18, 1968/ Chaitra 29, 1890 (Saka).