

Shrimati Renuka Ray: Has the hon. Minister seen it?

Shri Mohiuddin: I have not seen it myself. If the hon. Member can send it to me, I shall look into it.

Shri Hem Barua: Some years back there was a question on the floor of the House that Air India International had put up an advertisement in London which said:

"Georgie Porgie kissed on the sly.

An Air-India hostess, she did not cry.

Our passengers, luckily on the whole,

Show a certain amount of self-control".

We wanted that advertisement to be removed from the London Office. Has it been removed?

Shri Mohiuddin: I am very happy that that advertisement which had appeared three years ago is still remembered in whole verse by the hon. Member. That shows it has had a very good impact on his mind.

Mr. Speaker: Is he happy about the advertisement?

Shri Mohiuddin: That advertisement had been withdrawn long ago.

Shri Hem Barua: He says it is pornographic and that is why I remember it. That is not so. I like good advertisement. I do not have a liking for pornography.

शाहदरा-सहारनपुर ल इट रेलवे
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*६२१. { श्री श्रीकारलाल बेरवा :
श्री महेश्वर नायक :
श्री विश्वनाथ पाण्डेय :

क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या शाहदरा-सहारनपुर लाइट रेलवे के बन्द होने की सम्भावना है ; और

(ख) यदि हां, तो इसके क्या कारण हैं ?

2510(A1) LSD—2.

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) and (b). A statement is laid on the Table of the Sabha.

Statement

Messrs. Martin Burn Ltd., Managing Agents-Shahdara-Saharanpur Light Railway, addressed the Chief Minister of Uttar Pradesh recently (28th January, 1964) bringing out that, owing to increasing road competition and mounting costs, the financial position of the Railway had deteriorated seriously, and that they were faced with the prospects of closing down the Railway. The management have requested the State Government to extend their help and active cooperation in the matter of reducing road competition and giving immediate financial aid. The reactions of the State Government are awaited.

It is, therefore, premature for the Union Government to indicate the possibility of Shahdara-Saharanpur Light Railway being closed down. The Ministry of Railways have addressed an enquiry to the State Government of U.P. asking what steps the State Government propose to take in the matter.

श्री श्रीकारलाल बेरवा : आपकी पता है कि इस लाइन पर काफी भीड़ रहती है । मैं जानना चाहूंगा कि क्या इस लाइन को मध्य लाइन और अपर लाइन में बदलने का कोई विचार है ?

The Minister of Railways (Shri Dasappa): The question does not arise at all, because it is privately owned.

श्री श्रीकारलाल बेरवा : मैं जानना चाहता हूँ कि इस वक्त इसकी वार्षिक आय क्या है और इसको मीटरगेज या ब्रॉडगेज में बदलने के बाद अनुमानतः कितनी आय हो सकती है ?

अध्यक्ष महोदय : यह तो प्राइवेट कम्पनी है ।

श्री श्रीकारलाल बेरवा : इसकी वार्षिक आमदनी कितनी है ।

Shri Dasappa: Its present position does not seem to be very happy. The last time it earned a profit in 1959-60. But it is a matter between the railway owners and the State Government, as the trouble seems to have arisen because of competition from road transport. The local Government seems to have licensed a number of vehicles and the Railway is not happy about it.

श्री प्रकाशवीर शास्त्री : क्या मैं जान सकता हूँ कि सादरा-महारनपुर लाइट रेलवे को भारत सरकार अपने हाथ में लेने का विचार कर रही है? यदि हाँ, तो इस सम्बन्ध में क्या कार्यवाही की जा रही है?

Shri Dasappa: I have already answered that that question has not arisen now. It may arise later on, but just now it is not before the Government.

Collection of Motor Vehicle Taxes

*623. **Shri Mansinh P. Patel:** Will the Minister of Transport be pleased to state:

(a) whether the Transport Development Council has recommended a single agency for collecting various taxes on motor vehicles; and

(b) if so, the action taken by the Government in this matter?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) and (b). A statement giving the information required is laid on the Table of the Sabha

STATEMENT

(a) Yes.

(b) The State Governments concerned, viz., Assam, Bihar, Gujarat, Himachal Pradesh, Kerala, Madhya Pradesh, Madras, Maharashtra, Mysore, Punjab, Rajasthan and Uttar Pradesh, were requested to implement the recommendation of the Transport Development Council. According to the information available at present, there is already a single

agency for the collection of the motor vehicles tax and taxes on passengers and goods carried by road in Gujarat, Kerala, Maharashtra, Madras, Mysore and Uttar Pradesh. The matter is under the consideration of the Governments of Bihar, Himachal Pradesh, Rajasthan and Punjab. The Government of Assam have stated that there are practical difficulties in implementing the recommendation, as tax also levied in Assam on goods carried by water. The Government of Madhya Pradesh have not yet communicated their decision and the question is being pursued with them.

Shri Mansinh P. Patel: In view of the fact that some States have found it difficult to accept this because there are taxes on waterways also, how is Government going to make all the States accept this uniform system of a single agency?

Shri Raj Bahadur: The idea is that, in order to remove the inhibitory factors that operate against the smooth flow of road transport traffic, we should try to minimise the number of places and posts and agencies where taxes have to be paid, and with that end in view, it was considered desirable by the Transport Development Council, on which are represented the Ministers of the various State Governments, that so far as possible there should be a single collecting agency for as many taxes on motor vehicles as possible, and that is exactly what is being done.

Shri Mansinh P. Patel: There are different rates of passenger and goods taxes in the different States. May I know whether Government has anything in mind to find out a uniform pattern for all the different States?

Shri Raj Bahadur: The idea is not for uniformity of taxes so much. They may differ from State to State. The idea is to have a single collecting agency, although we would very