

[श्री उग्रसेन]

मजदूर सभा द्वारा नियंत्रित कोलियरी मजदूर कांग्रेस के सचिव हैं, उन्होंने बताया है कि 12 मजदूरों को चोट लगी क्योंकि 10' X 10', फुट छत 600 फुट नीचे गिर गयी जिससे पांच आदमी तत्काल मर गए और एक अस्पताल में जा कर मरा ।

तो मैं आप के द्वारा सरकार से मांग करता हूँ कि खाद में जो सैकड़ों और हजारों फुट नीचे मजदूर काम करते हैं उन की सुरक्षा की समुचित व्यवस्था होनी चाहिए । उनकी सुरक्षा की ठीक व्यवस्था न होने के कारण अभी कुछ समय पहले चासनाना कांड हो गया था और रोज इस तरह की दुर्घटनाएं होती हैं । उनके ऊपर जांच कमीशन या कोई कमेटी बैठाना दी जाती है, उसकी रिपोर्ट आ जाती है और फिर बात खत्म हो जाती है । लेकिन मैं यह कहना चाहता हूँ कि ये जो मेपटी माइन्स डायरेक्टर बने हैं, जो डायरेक्टर जनरल बने हैं और जो बड़े बड़े नौकरशाह लोग गद्दियों में बैठे हैं उनके कानों में जू नहीं रेंगती है । अगर किसी की जान चली जाती है तो क्या जान के बदले जान ली जा सकती है ? इन की रक्षा की तरफ आज ध्यान नहीं दिया जाता है । कोई वस्तु अगर नष्ट हो जाय तो उसकी पूर्ति हो सकती है लेकिन किसी की जान चली जाय तो उसकी पूर्ति नहीं हो सकती । इसलिए मैं आप के जरिये जितना मेरी जवान में ताकत है, उस ताकत के साथ कहना चाहता हूँ कि कम से कम जो मजदूर अपनी जान की बाजी लगा कर कोयला निकालते हैं, आप को पावर देते हैं उन की सुरक्षा की तरफ मानवता के आधार पर, उनके हक हकूक के आधार पर ध्यान दिया जाय और उन की जान की रक्षा

की जाय । इस घटना की मैं न्यायिक जांच की मांग करता हूँ और जो पहले जांच हुई है उसमें इसका पता लगाएं मंत्री जी कि किस की लापरवाही से यह छत गिरी है ? क्या उसकी पहले से कोई रिपोर्ट थी ? क्या उसकी कोई जांच कराई गई ? क्या उसकी कोई मरम्मत कराई गई ? कुछ हुआ या नहीं हुआ ? गिरने के पहले कुछ क्रैक हुआ होगा तो उसकी कोई सूचना मिली या नहीं ? इन तमाम बातों की मंत्री जी जांच करायें और जो जांच रपट आये उसका मदन की मेज पर रखें । मैं न्यायिक जांचसे कम की मांग नहीं करता हूँ । इन शब्दों के साथ मैं सरकार का ध्यान इस घटना की ओर आकर्षित करता हूँ ।

13.45 hrs.

DEMANDS FOR GRANTS 1978-1979—
Contd.MINISTRY OF SHIPPING AND TRANSPORT—
Contd.

MR. DEPUTY-SPEAKER: Now, we go to the Discussions on Demands for Grants under the control of the Ministry of Shipping and Transport.

SHRI KUSUMA KRISHNA MURTHY (Amalapuram): Mr. Deputy-Speaker, Sir, I rise to express some of my views on the functioning of the Ministry of Shipping and Transport. As I come from a coastal area, I have been very closely associated with the practical functioning of ports, shipping industry and also the acute problems of transport. In fact, my constituency has the longest coastline along the sea. Regarding the functioning of shipping, in our country, I have a few observations to make. It is really a matter of pride that our Indian vessels manned by only Indian officers and crew are sailing in the Seven Seas. In fact, India is one of the very few countries

commanding the largest share in the international sea-borne trade. We have enough of orders and we are still expecting more orders. But the problem is: are we able to deliver the goods with our existing shipping capacity? It is just not possible, because our shipping capacity is much below the present required level. Both quantitative and qualitative, growth is of an imperative necessity in the field of our shipping. Some of the basic problems of shipping like dearth of ships, power-cut, lack of co-ordination, improper representation of services and labour unrest are still posing a serious threat to the growth of our shipping industry. When we look at the performance of our shipping industry, you will be able to understand the nature and strength of the shipping industry in India. In regard to exports and imports, the year, namely, 1977-78, has experienced a setback. On the import front, the total cargoes handled during the year 1977-78 was 53.3 lakh tonnes, but our shipping capacity is not able to perform this job. Though every effort has been made to make use of our shipping capacity, the shipment arrangements had to be made with the ships other than our own. To meet domestic shortage of ships, the State Trading Corporation of India had made some private arrangements for the shipment of cement from Rumania and Poland during the year 1977. These shortages in vessels have resulted as a serious bottleneck towards our economic growth.

On the export front also, we had experienced some setback in the year 1977-78. The raw materials in iron and steel, we have handled a quantity of about 4.6 lakh tonnes as against 7 lakhs tonnes in the year 1976-77. Similarly, the total liner cargo handled during the year 1977-78 was 9.58 lakh tonnes as against 11.69 lakh tonnes in 1976. This clearly shows that we are not able to cope up with the demand and when compared to the previous year, this Government was not able properly to handle the situation and it was not able to come up to the expectations either in regard to our internal need or to the external demand. Therefore, we feel the urgent necessity in the growth of ship-building in our country. We have the Hindustan Shipyard at Visakhapatnam, Cochin Shipyard at Cochin and a new shipyard is coming up in Orissa. Among these, the Hindustan Shipbuilding Yard at Visakhapatnam is the foremost. It is the only established shipyard. And by the end of March 1977 it had built and delivered 73 ships. During the year this shipyard delivered two pioneer class ships and one general cargo ship but this upward trend in the tempo of production received a setback due to labour

unrest and powercut. The problems can be overcome only when the management of shipyard is able to take into consideration the demands of labour unions and implement them properly. Under the Major Ports Act of 1963, the major ports are the direct constitutional responsibility of the Central Government. Minor ports fall under the concurrent list and thereby they are managed by the state governments. In view of the increasing trade and commerce, the demand for major ports had increased. By 1974 we were able to increase the number of major ports to 10 from 5 and still there is demand for major ports in view of the growing complexity of our economy. In this connection I would like to make a request to the hon. Minister and draw his special attention to an important part in the East Coast of India, namely Kakinada Port which in recent years has grown enormously in its economic importance. Within this port area only a major fertiliser and chemical plant with an outlay of Rs. 250 crores had been cleared and is going to be set up. Secondly, a paper pulp factory with an outlay of Rs. 150 crores is being cleared and is going to be set up in this port area only. Thirdly a very big pig iron plant is to come up there in this port area. Apart from these things, there is enormous growth of operation in fishing trawlers with its exportable quality of fish attracting international attention. Above all in the recent past, there has been a substantial growth in the export and import from this port. Besides it is an established fact that under centrally sponsored minor ports development scheme Kakinada port could specifically draw the attention of the Central Government because of its vast growth in the recent past in its economic importance. Thereby some important works like the realignment of the railway track provision for navigational aids, development of lodging area and other expansion activities have been successfully completed. It is from this port only that the bulk of imports and exports necessary for the enormous industrial growth initiated in this area are to be operated. In this context I would like to draw the attention of the hon. Minister to an important fact that in 1974 the new Mangalore Port and the new Tuticorin port were declared as major ports due to their growth in trade and commerce. Similarly, Kakinada port requires the special attention of the Minister because of its special significance and its enormous economic growth envisaged now. Therefore, I request the hon. Minister to take special steps to declare this port as a major port so that Kakinada port could develop as a full-fledged major port to deliver the goods it is called upon to attend immediately.

[Shri Kusuma Krishna Murthy]

Apart from this, the problems of port and dock labour are important issues. Whenever these problems arise they should be considered jointly by the dock labour, government and the employers of dock labour as the dock labour boards are tripartite bodies with equal number of representatives from the above three wings. The say of dock labour generally is only nominal. That is why the labour boards are trying to exploit the situation. There is no proper representation to them at all. That is the reason why whenever there is surplus labour the port trusts and dock labour boards are liberally indulging in retrenching the majority of Scheduled Castes and Tribes because there is no proper representation for them in the policy making services of higher cadres either in port trusts or in dock labour boards. Therefore, I request the hon. Minister to look into this matter personally and see that proper representation is given to them in the port trusts with a sense of urgency so that the interests of these people could be safeguarded. If we go through the reports of the ministry regarding the representation of Scheduled Castes or Tribes it is quite baffling. There are four groups of services categorised as A, B, C and D. Group A consists services of the highest cadre whereas group D consists of the services of the lowest cadre comprising the scavengers and the sweepers only. In the highest cadre of group 'A' the representation of the scheduled castes and tribes is completely nil whereas in the group D in the services, of the lowest cadre, which consists of the scavengers and the sweepers, the representation of the scheduled caste is 100 per cent. This shows the attitude of "the implementing class" and this matter must be taken into serious consideration by the Minister and the necessary steps should be taken in this regard.

Apart from this, in regard to transport, the Government is not giving proper importance to the rural areas, where two-thirds of our population is living and the present allocations in the draft Plan is quite meagre for this purpose. Apart from this, for road-building in the Tribal areas, only about Rs. 4 crores have been allotted per annum in the draft plan and this is absolutely not sufficient. The standard of living of our Tribals is one of the lowest in the world and if that is the case, the Government has to take special interest about this issue. Moreover, we collect more revenue from the transport, but the amount that is spent on road-building is not even one-fourth of it whereas in foreign countries the investment on national Highways is substantially high, when compared to our investment in this regard.

The National Council of Applied Economic Research has clearly made an observation that whenever an investment of Rs. 1 crore is made on road-building at least fifty thousand man years, employment potential is created. When we are insisting upon the need for high employment potentiality, it is high time to emphasise more and more on this road-building investment. The Government must also take into consideration the recruitment policy wherein the representation of the scheduled castes and scheduled tribes is not consistent with at least the constitutionally guaranteed provisions. I would like to draw the personal attention of the hon. Minister to this issue and I hope that this dynamic Minister will take into consideration all these points I had mentioned and I earnestly urge upon the hon. Minister that these serious irregularities in the representation of the scheduled castes and scheduled tribes be rectified before it is too late.

Spoke a few words in Oriya.

श्री गोविन्द मण्डा (क्योंझर) :
अब मैं हिन्दी में बोलता हूँ। ट्रान्स्पोर्ट और शिपिंग मिनिस्ट्री की डिमान्ड्स पर हमें यह कहना है कि जो दो पालीटीकल प्राजेक्ट्स ट्रान्स्पोर्ट एण्ड शिपिंग डिपार्टमेंट क्यौझर जिले में हैं इन को आप को देखना होगा। हमारे देश में कांग्रेस ने 30 सालों तक शासन किया है। यह आपको मालूम है। हमारे उड़ीसा में 13 जिले हैं और क्यौझर मेरी कांस्टीट्यूएन्सी है। वहाँ पर बहुत गरीबी है और बैकवर्डनेस है और उस को दूर करने के लिए वहाँ पर अभी तक कोई काम नहीं किया गया है। मैं आप को यह भी बताना चाहूँ कि वहाँ पर एमेम्बली में जितने भी वोट पड़े हैं। उन लोगों ने कांग्रेस को एक भी वोट नहीं दिया है। इसीलिए कांग्रेस सरकार ने उस को निगलेक्ट किया है वहाँ पर आदिवासी पापूलेशन ज्यादा और उन लोगों में शिक्षा का अभाव है। और दूसरी चीजें भी नहीं हैं। वहाँ पर आना जाना मुश्किल है जिस

को गमनागमन बोलते हैं। वहां पर ट्रान्सपोर्ट की सुविधा नहीं है।

मेरी जो कान्स्टीट्यून्सी है, उस में एक बड़ा रास्ता है, जिस को नेशनल हाइवे नं० 6 बोलते हैं, :
It is running from Calcutta to Bombay via Keonjhar through the Adhivasi hill area and this was neglected by the then Congress Government.

दूसरी बात मुझे यह कहनी है कि

There is another project to be constructed over the river Baitarani near Anadapur in the district of Keonjhar. Rs. 128 lakhs has been sanctioned by the Central Government. Still, why is it that the project has not yet been taken up? This should be expedited.

बड़ा दुख है कि वहां इतने आदिवासी रहते हैं उन को आने-जाने में बड़ी तकलीफ होती है वहां अभी तक आने जाने का कोई रास्ता नहीं बनाया गया। तीस साल तक कांग्रेस सरकार वहां रही है उस ने उस तरफ कोई ध्यान नहीं दिया। अब वहां के लोगों का विश्वास है कि जनता सरकार वहां आ गयी है वह जरूर उन लोगों के लिए रास्ता बनायेगी।

14 hrs.

वहां वैतरणी नदी की धारा बहती है। उस नदी को वहां के लोग टेम्परेरी बोट से पार करते हैं। उस पर ब्रिज होना चाहिए। ब्रिज न होने से वहां के लोगों को बहुत तकलीफ होती है। क्योंकि वहां पर स्कूल कालिज हैं मेडिकल फेसिलिटीज हैं। इन को लेने के लिये उन्हें जाना पड़ता है। और रास्ता न होने से उन्हें बड़ी तकलीफ होती है। मैं अपने मिनिस्टर साहब से रिक्वेस्ट करता हूं कि इसको एक्सपेडाइट करना चाहिए। एक्सपेडाइट करने से वहां के लोग सुखी होंगे और कहेंगे कि जनता गवर्नमेंट ने हमारे

लिये यह काम किया जब कि पिछली सरकार ने तीस साल तक नहीं किया था। इसलिए मैं मिनिस्टर साहब से अनुरोध करता हूं कि वे बलांगीर और क्योन्नर डिस्ट्रिक्ट्स में सड़कें बनायें। इस काम को जल्दी से जल्दी करें। नहीं तो भविष्य हमारे लिए अच्छा नहीं होगा। वहां के लोग जनता पार्टी का साथ नहीं देंगे।

दूसरी बात मैं यह कहता हूं कि हमारे उड़ीसा में बड़ी बड़ी नदियां हैं इन नदियों में बालू बहुत है। अगर इस बालू को ड्रेजिंग कर के निकाल दिया जाय तो इन रिवर्स में शिपिंग हो सकता है। महानदी और वैतरणी हमारे यहां दो बड़ी नदियां हैं। इन नदियों में ड्रेजिंग का काम होना चाहिए और इस के लिए बजट में प्रोविजन होना चाहिए। इसका बजट में प्रोविजन होने से बहुत अच्छा होगा।

एक बात मैं और कहना चाहता हूं कि हमारे यहां आदिवासी लेबर की हालत पहले से सुधरी है। इस काम को करने का जनता गवर्नमेंट ने कोशिश किया है। जनता गवर्नमेंट आदिवासियों के लिए विभिन्न क्षेत्रों में नौकरी आदि की सुविधा दे रही है। मिनिस्ट्री की 1977-78 की रिपोर्ट में दिया हुआ है—

“During the year, under the Apprentices Act, 3341 Apprentices were actually engaged. In addition, 300 Graduates and Diploma holders were also employed as Apprentices. 755 Apprentices engaged during the reporting year belonged to the economically weaker sections such as Scheduled Castes, Scheduled Tribes, Physically Handicapped, women minority communities and the persons from rural areas.”

[श्री गोविन्द मण्डा]

इसके लिए मैं गर्वनमेंट को धन्यवाद देता हूँ। गर्वनमेंट का एक हरल डिवेन्नेमेंट करना है, इन्फ्रस्ट्रक्चर एरियाज का डिवेन्नेमेंट करना है। इस दृष्टि से उड़ीसा सारे का सारा बैकवर्ड है और खास तौर पर क्यौझर ती बहुत ही ज्यादा पिछड़ा हुआ है। वहाँ पर ग्रामीणों को उठाना है, ट्राइब्सज को उठाना है तो वहाँ पर आदिवासियों की इकोनॉमिक हालत आपको ठीक करनी होगी। वहाँ पर इन्फ्रस्ट्रक्चर को संख्या आपको देनी होगी। इस काम को आपको प्रयोजित देकर करना चाहिये। नेशनल हाइवे नम्बर 6 और उसके साथ साथ जो ब्रिजज हैं तथा दूसरी सड़कें हैं जिनको कांग्रेस गर्वनमेंट न उपेक्षा की है, उनको तरफ ध्यान देना होगा और उनको अविजित इम्पूव करना होगा। मैं आशा करता हूँ कि इस ओर आप ध्यान देंगे।

SHRI K. MAYATHEVAR (Dindigul):
Mr. Deputy-Speaker, Sir, I thank you very much for permitting me to speak on this Demand. As you are all aware, roads, shipping and transport play a very vital role in national integration, as also in the field of socio-economic development. Even for furthering education, we will have to construct roads throughout the length and breadth of our country.

Mr. Raj Narain is not here. In the absence of proper road transport facilities, we cannot implement even family planning measures satisfactorily and thereby reduce the rate of increase in population—which is leaping forward every day. Therefore, in every aspect of development of the country, road transport is playing a very crucial role.

I am told—I am subject to correction—that the allotment for road transport is very meagre; and that only 0.68% of the total expenditure was allocated to this head of expenditure. I request the Central Government to consider the raising of this percentage. I suggest that at least 5% of the total outlay should be allotted to this.

There should be an integrated system of railways, roads and shipping—i.e. water-ways. Rural roads in India are very badly affected. Even after 30 years of independence, we have not developed rural roads. One village is having no link-road with another village. As per

the facts and figures supplied by the Government of India, less than 30% of the villages are having roads; and the remaining 70% of the villages don't have satisfactory, adequate or reasonably good road-links with other places.

I request the Government to give serious consideration to the Ganga-Kaveri canal scheme, which will serve as the best form of national integration. It will also solve the problem of transport between short distances. It will solve the problem of energy and power also—in addition to solving the problems of drinking water, flood and drought in India.

What happened to the Kashmir-Kanya Kumari link? Kanya Kumari is the southern-most end of India. If there is a national link road providing a connection between Kashmir in the northern-most corner of India, with Kanya Kumari at the southern-most tip, it will also serve as one of the best forms of national integration.

The roads in Tamil Nadu are very badly affected. Almost all the Central Ministers, including the Prime Minister, and the Minister of Energy, who represents Tamil Nadu, and the President of India visited Tamil Nadu at the time of the floods. Vigorous relief work was executed by the Tamil Nadu Government. Most of the roads were very badly affected during the cyclone and according to rough calculations, the loss incurred by the State Government on account of the damage of roads alone comes to about Rs. 25 crores to 30 crores. I would request the Central Government to compensate the State Government for the loss suffered by them due to natural calamities.

The Tamil Nadu Government had requested the Central Government to grant them a sum of Rs. 150 crores to 200 crores for flood relief work. The amount so far sanctioned is only Rs. 29.5 crores, which is a very small amount, far from adequate, considering the magnitude of the problem facing the Tamil Nadu Government.

Coming to the necessity for more roads, I come from a remote village. Even the manure required for cultivation cannot be taken by lorries to the fields for want of proper roads. If you want to develop the rural economy, especially the agricultural economy, which is the backbone of the Indian economy, you have to develop the roads.

You are allowing the Tamil Nadu Government only a small number of national permits, about 40 or 50 this

year. Considering the size of the State and its potential for tourist traffic, I would say that this number is too small and is totally inadequate. So, it should be increased to at least a few hundreds.

Our shipping industry is passing through a crisis. The Father of the Nation, Mahatma Gandhi, once said "Indian shipping was dying, so that British shipping could flourish". This remark was justified on the basis of facts and figures during the pre-independence period. But what is the position after the achievement of independence in 1947? We have not made any more development in that field. Even according to your own Report, the shipping industry is facing some crisis and is in a very deplorable and pitiable condition. The industry will have to be helped to recover from this poor state of affairs.

Nagapattinam port was a very important port, which was playing the role of a very important waterway link with the countries in the East like Singapore and Malaya and some of the islands. Now this port is very badly requested. Therefore, I would request the Central Government to pay special attention to the development of this port.

The port of Tuticorin played a historic part in the days of the freedom movement. It was from this port that Shri V. O. Chidambaram Pillai, one of the leaders of the freedom movement, fought against the British yoke. He was arrested and put in jail. His only sin was that he purchased ships and plied them in competition with the British ship-owners. So, he was convicted and imprisoned for many years. Therefore, Tuticorin port has that historical background. That port also has been neglected very badly by our honourable and respected Government. So, this Government should pay special attention to the development of the Tuticorin port also.

Another port Cuddalore, has also been neglected. That is also on the eastern coast of Tamil Nadu. No repair, no improvement, nothing has been done it from 1947 after independence.

We should not only plan to have shipyards in India for the construction of ships, but we must plan also to have shipyards for repairing ships. It is very awkward to comment in this House which is responsible and answerable to the country that we do not have any shipyards for repairing our ships. We are given to understand from the facts provided to the hon. Members and the country that we are spending nearly Rs. 25 crores for

sending our ships for repairs to Singapore, Hong Kong, Japan and various other countries. If we construct our own shipyards for repairing our ships, we will be able to save this Rs. 25 crores of foreign exchange which is unnecessarily spent and thrown into the Bay of Bengal. It would be a national saving. Now it is a national waste, criminal waste I say. Therefore, it is high time that Government came forward to construct shipyards for repairing ships. Especially in Madras there is no shipyard for repairing ships. Ships from Madras have to go far away, and so much of development is affected very badly because of the absence of a shipyard for repairing ships there.

The port at Pondicherry, the Union Territory, which is your adopted daughter, is very badly affected. This also may be looked into by the Government at least in the coming year, if not this year.

I stress once again that you must start constructing shipyards for repairing ships, that is of the utmost importance, to save foreign exchange of Rs. 25 crores.

DR. VASANT KUMAR PANDIT (Rajgadh): I rise to offer my comments on two three points pertaining to the Shipping Corporation of India.

It is a sad state of affairs that the SCI accounts have been going in the red, particularly for the last two years. In spite of the improvements and checks and counter-checks planned by the Government, the freight war in the whole world will ultimately force the SCI to go into the Red for many more years to come. Otherwise, I would not have stood up here to speak about the expenditure incurred by the SCI.

Through the medium of questions I have asked several times in this House about the expenditure on specified items. I have asked about the expenditure on foreign tours of the ex-Managing Director, Admiral Nanda, who was out of India for 270 days in a year. If he had been there for some work, for getting first contracts, CSI would not have been in loss for such a long time.

All this expenditure has got to be curbed, has got to be verified and testified from the point of view of profitability and productivity. Expenditure on telephnes is in lakhs. I will not take up the time of the House because these figures have been given in answers, and the figures given are all managed and modified. I have been in the legislature for 18 years. I know how figures are

[Dr. Vasant Kumar Pandit]

manipulated. Many of the expenditure go to miscellaneous expenditure. Only those things which cannot be avoided and which cannot be covered up, are given to us. Rs. 30 lakhs and more has been spent on telephone bill in spite of a telex being there. I know entertainment expenditure on sea is different from that in a five-star hotel. All the same, there should be some limit. There are cars with every officer of the SCI so far so Bombay is concerned. In spite of that, they use cars from the car pool. I heard them saying that since the profitability was there, one should be large-hearted and one should forget about it. Anyway, is this bringing more profits? But the backlog of the past expenditure and decisions is going to boomerang on the Government and unless strict policy of curtailment of expenditure on unnecessary or extravagant or luxurious items is there, soon a day will come when expenditure will be more and earnings will be short.

There is one other small point which I have personally experienced and which I would like to voice on the floor of this House. There is corruption everywhere. Our Government is trying to curtail corruption as fast as possible. However, the Shipping Corporation of India takes the cake. As far as pending or outstanding Bills are concerned, they are allowed to amount to a big backlog, ultimately forcing the man to be a victim of official corruption. There are five Calcutta firms in Chipping and painting contracts who have been in the field for the last 20 years with unblemished record. Their bills from 1971 to 1975 have been now blocked amounting to crores of rupees. It is only in October/November when I took up the matter with the Minister and the hon. Minister was prompt enough to appoint a committee, when an ad hoc payment of Rs. 5 lakhs was made, as if an obligation was done on them. Therefore, I wrote to the parties that I took up the matter with the hon. Minister and a Committee has been appointed and the bills will be scrutinised soon. Was there no internal or external audit for the last five years? Bills of 1971-75 are being settled in 1978. A pittance of Rs. 5 lakhs was thrown on the faces of contractors as ad hoc payment. There is a person in Calcutta who has the audacity to say to my party: "Tell your MP, the more he approaches the Minister, the more delay there will be in payment." I do not wish to take any names nor can action against any one person be going to improve the whole system. I particularly emphasise this point so that the hon. Minister should understand that a

complete re-organisation of the whole set up and plugging of many other loopholes in the SCI has got to be looked into very soon. Here, the man in question says to the party that what the committee has recommended, he would have given much more if the party could have come to settlement with him. There are set rules for settlement of accounts. Discounts are to be given. There are laws for that, but the officer purposely sits tight on the entire file forcing the contractor to approach him. Today he says, you have got the M.P. from Delhi: "I will see how the accounts are settled? If you could have come to me, I would have given you 8% interest which you would not get now." Many crores of rupees are blocked.

I remember, when the hon. Minister first visited Bombay and the Shipping Corporation of India, there was a new vigour, a new vibration, throughout that now the Shipping Corporation of India would be a different type of a body, that, it would be cleansed of all its stables and that soon the entire fleet and the entire organisation would be geared up to the national cause and the national interest. Therefore, I request the hon. Minister, when he goes to Bombay and Calcutta, to go through some of the petty accounts—they appear to be petty but they are not petty—and, if there are any such corrupt officers, it would be most proper and prompt on the part of the Government to take action and not to allow a particular officer to sit in the same seat for a long period. Contracts worth crores of rupees are given by the Shipping Corporation of India. Unless deterrent punishment is given, unless stern steps are taken, the entire organisation will not improve.

Sir, I had moved a cut motion. I will not be here. With your permission, I would like to withdraw the cut motion

MR. DEPUTY-SPEAKER: You will have to be there to withdraw it at an appropriate time. Otherwise, it will have to be put to vote even in your absence.

SHRI B. RACHAIAH (Chamarajanagar): Mr. Deputy-Speaker, Sir, I thank you very much for giving me an opportunity to speak on the demands relating to the Ministry of Shipping and Transport. The Ministry of Shipping and Transport is a very important Ministry from the point of view of communication system viz. road development point of view and also from the transport point of view.

In the last 30 years, in our country, we have developed 61,000 Kms. of railway line and 12·2 lakh Kms. of roads. Out of these, 28,970 Kms. of National Highways come under this Ministry, including 1,339 Kms. of border roads and 39 Kms. of roads in the Sikkim area. In Karnataka there are 1,968 Kms. of National Highways, by name, NH 4, NH 7, NH 13 and NH 17. These roads are very badly looked after and they are very much neglected. The roads run across major rivers. Kali, Krishna, Tungabhadra and Palar. At all these crossings, the bridges have been proposed and a very meagre amount has been provided. I would request the hon. Minister to see that these bridges are completed early so that a smooth passage of roads is provided for the vehicles.

Secondly, in 1943, at the Chief Engineers' Conference held at Nagpur, they had laid down certain guidelines for the classification of roads as National Highways, border roads, State Highways, PW roads, Zila Parishad and Panchayat roads. They had laid down that for every 100 sq. miles of an area, 26 Kms. of roads had to be provided. In 1957, at the Roads Congress held at Shillong, they revised it to 56 Kms. of roads for every 100 sq. miles of an area. In the Fifth Plan and the Sixth Plan a sum of about Rs. 2,183 crores is sought to be provided for the development of roads, both for the Central and the States sectors. Though the Ministry is primarily responsible for the proper maintenance of National Highways, it is also responsible for coordinating the transport in the country. It is the duty of the Ministry to coordinate and to assist the State Governments in the proper maintenance of roads and the development of transport in the country.

Secondly, I come to the transport side. The transport system in this country, mainly the Delhi transport system is under the control of the Ministry of Transport and Shipping. The Central Transport Corporation has been closed down and recently he has introduced Niyamit Sewa Service in 12 routes in Delhi. They have been doing well. I request the Minister to extend this facility to other routes also. About 2700 buses are on the routes and for Delhi traffic, some more buses are required for this purpose. The vehicles that are on the road in the country are said to be about 24 lakhs, apart from the heavy vehicles, animal driven vehicles, carriages and the bullock-carts. Therefore, this is a very important subject from the point of view of rural development.

The present Government—which is very true has accelerated it by providing

the required segment of this communication. Regarding marine shipping, we have nearly 371 ships. Out of them, 206 are overseas and the rest is for the coastal line. Even the Members who preceded me had stressed the need for more and said that it is in doldrums and improvement has to be made to see that they are run on profitable basis.

Regarding development of ports, before 1947, there were only 5 major ports and after 1947, five more ports have been upgraded to major ports by spending Rs. 410 crores. In the Fourth Five Year Plan, Karwa Port was expected to be completed, but now I think that in the coming years, it will be taken up and developed. There is a provision for a marine research design centre and the Norwegian Government has now submitted a feasibility report. I request the Minister to see that this project should be situated at Karwa. The Shipping Corporation of India has been building some ships in Visakhapatnam and Cochin. If it is possible, in Mangalore also, it can be thought of.

Then there is a problem of dredging. They have found that these stones are there in Mangalore port. For that, explosives are to be imported and unless this is done, you will not be able to see that in 1980, Kudremukh ore would be transported. Therefore, I want the Minister to see that dredging is done at a higher speed.

With regard to representation of the SC&ST in these Ministries, I find that it is very meagre and there is a very dismal picture of representation. On 24-9-1975, the Minister had held a meeting and had taken six decisions which are very conducive to the efficient management of his Ministry. I heartily welcome those decisions. So far as implementation of the Motor Vehicles Act for avoiding accidents is concerned and also for providing reservation in the allotment of carriages and national permits to run the buses and also for the construction of roads, he has organised an Indian Road Construction Corporation, it has taken a contract in Libya for Rs. 13 crores. I would like him to extend this also to the States, to inland also for the construction of roads and bridges so that we may avoid much needed money for unnecessary expenditure and see that the work is speeded up. The Dredging Corporation is also doing a good job and has really made a profit of nearly Rs. 3 1/2 crores.

There are other autonomous bodies under this Ministry which are doing

{Shri B. Rachaiah}

very good work. I hope the Hindustan Shipping Company at Visakhapatnam and Cochin will work to the full capacity so that the much needed ships are built. There is also a provision for providing for repairs of these ships. It is also a welcome step in the right direction. I have also looked into the working of the ferries in inland water. So far as Karnataka is concerned, if dredging in inland waterways and also ferries are mechanized, then it will be easy for navigation.

I would request him to attend to these few things which I have mentioned.

I congratulate him for the good performance of his Ministry and also for having taken measures to implement the suggestions made by the Members.

I wish the hon. Minister had been elevated to the Cabinet level. This Ministry has been held by Cabinet-rank Ministers. When it comes to the question of Scheduled Caste, we find only a sole representative in the Cabinet—of the Cabinet rank—and not a second person. I wish the Prime Minister takes note of this and sees that such an efficient Minister is elevated and given the appropriate place, so that he may also contribute to the economic development of this country.

With these few remarks, I conclude; I thank you for having given me this opportunity.

चीधरी बलवीर सिंह (होशियारपुर) :

उपाध्यक्ष महोदय, मैं माननीय मंत्री महोदय को मुबारकवाद देता हूँ और इन का घ-यबाद भी देता हूँ कि कांग्रेस सरकार ने यह जो स्ट्रैटेजिक इम्पोर्टेंस की सड़क थी, जिम को पहले डिफेन्स रोड कहते थे, उस को रद्द कर दिया था और इन्होंने उस को फिर बनाने की इजाजत दी है। यह सड़क रोपड़ से टांडा तक जाती है। और पहले इसका नाम डिफेन्स सड़क था। फिर इसको स्ट्रैटेजिक इम्पोर्टेंस की सड़क कहा जाने लगा लेकिन वह सड़क कांग्रेस ने बन्द कर दी थी और मारा काम रुक गया था। जब यह नई सरकार बनी, तो मैं मिनिस्टर माहब से मिला और उन को बताया कि जो सड़क सेन्टर ने बनानी शुरू

की थी, वह बननी रुक गई है और वह बड़ी स्ट्रैटेजिक इम्पोर्टेंस की सड़क है और इस के बनने से काशमीर का जो दूसरा रास्ता है, बजाए उस रास्ते के जाने के इस रास्ते से जाने में फासले की बहुत बचत होजायगी उन्होंने मेरी दरख्वास्त को मंजूर किया और उस सड़क की मंजूरी दे दी लेकिन फंड्स लेट पहुंचने से काम थोड़ा लेट शुरू हुआ। वहां पर छः पुल बनने हैं लेकिन अभी किसी एक पर भी काम शुरू नहीं हो सका है। उन छः पुलों की मंजूरी हो गई है और उन पर काम जल्द से जल्द शुरू होना चाहिए। वारिश के दिनों में होशियारपुर मारी दुनिया से कट जाता है सारे पंजाब से कट जाता है और अगर वे पुल बन जाएंगे, तो आमो-दरफ्त चनेगा और वह जल्दी भी चलेगा।

मैं यह भी कहना चाहता हूँ कि किसी देश की अगर तरक्की होनी है तो उसके लिए सब से पहले जरूरत यह है कि अच्छी सड़कें हों। हिटलर की चाहे हम जितनी भी मुखालफत करें, लेकिन उस ने जर्मनी में यह कहा था कि हम को अगर तरक्की करनी है, तो सड़कें अच्छी होनी चाहियें और उस ने सड़कों का काम अपने हाथ में लिया था और मंत्री महोदय मेरी इस बात से सहमत होंगे कि दुनिया में सब से अच्छी सड़कें जर्मनी में हैं और अगर हिन्दुस्तान को तरक्की करनी है, तो इसके लिए सड़कें अच्छी होनी चाहियें और सड़कें इस तरक्की में सब से अहम रोल अदा कर सकती हैं। जितनी भी ये सड़कें हैं, मुसोबत तो यह है कि बरसात में ये सड़कें खराब हो जाती हैं। जून, जुलाई और अगस्त में अगर सड़कें खराब हो गई, तो इनकी मरम्मत का काम कहीं जा कर मार्च और अप्रैल में शुरू होता है। अब यह मरम्मत का काम मई के

आखिर में जा कर खत्म हो जाता है और फिर जून के आखिर में सड़कें खराब हो जाती हैं। साल में 9 महीने सड़क खराब रहती है। इन की मरम्मत का काम मार्च और अप्रैल में शुरू किया जाता है। लेकिन इस साल अभी तक वहां काम शुरू नहीं हुआ है। यह जा कर आप देख लें। सड़कों का महकमा आपके पास है। आप के आदमी इस काम की निगरानी रख सकते हैं। यह जो आपका पी० डब्ल्यू० डी० का महकमा है यह प्लण्डर करता है विदआट डेंजर। यानि बिना किसी रिस्क के यह लूट करता है। इसमें कोई रिस्क नहीं है। इसको ठीक करने के लिये जितना कर सकते हैं वह करें।

जब सड़कें खराब हो जाएं उनकी उसी वक्त मरम्मत हो जाए तो अपना खर्चा कम आएगा। थोड़ी सी सड़क खराब होने पर आप थोड़ा सा पैसा लगा कर आप सड़क को ठीक कर सकते हैं लेकिन अगर उसी सड़क को ज्यादा अर्से के बाद ठीक किया जाए तो आपका उस पर ज्यादा पैसा लगाना पड़ता है। उस पर उतना ही पैसा लग जाता है जितना कि नई सड़क बनाने पर लगता है। क्योंकि उस में इतने गड्डे हो जाते हैं, टैवी ट्रैफिक चलने में कि वह सड़क मरम्मत के लिए काफी पैसा चाहती है। अगर सड़क खराब होने के तुरन्त बाद मरम्मत कर दी जाए तो जहां उस पर दस रुपये खर्च आयें, वहां अगर तीन महीने बाद उसकी मरम्मत की जाए तो उस पर 50 रुपये का खर्चा हो जाता है और तीन महीने और लगा दिये जाय तो उस पर सौ रुपये खर्चा हो जाता है। जो सड़कें नेशनल हाईवेज की हैं, इनका आप खास ख्याल रखें।

जिस जमाने में शेरशाह सूरी राज्य करता था उस जमाने में पेशावर से ले कर

कलकत्ता तक ग्रांड ट्रंक रोड बनी थी। यह उस समय बनी थी जब कि कोई साधन नहीं थे। पांच-छः साल शेरशाह सूरी ने राज किया था। वही सड़क आज भी ग्रांड ट्रंक रोड कहलाती है। अब माइंस ने इतनी तरक्की कर ली है, इतने साधन दे दिये हैं तब सड़कों को बनाने का काम और ठीक करने का काम जल्दी में जल्दी होना चाहिए।

मेरे इलाके हांशियारपुर जिले में एक पुल बनने वाला है। टांडा में मिथानी तक रुड़क जाती है। वहां पर रड़ाटाली के पांएट पर पुल बनना चाहिए। रड़ाटल्ली तक सड़क ले गय है। इस पुल के बनने से श्री गोविन्दपुर तक सड़क जा सकती है। यह पुल पहले भी मंजूर हो चुका था। वह पुल जल्दी बनना चाहिए। एक और पुल दरियाए सतलुज पर बनने वाला है। वह भी मेरे हलके में है। ये दो पुल बड़े जरूरी हैं। यह पुल कीरतपुर में नुरपुर वेदी को मिलायेगा। इस पुल के न होने में वहां के लोगों को बड़ी दिक्कत का सामना करना पड़ता है। बारिश में यह नुरपुर वेदी का इलाका बिल्कुल अलग हो जाता है। इसका कोई सम्बन्ध नहीं रहता है। यहां किश्तियों का जो टेम्पेरी पुल बना होता है वह भी बारिश के सीजन में हटा दिया जाता है। इस इलाके में कोई नजदीक में कालेज भी नहीं है। वहां से जो सब से नजदीक जगह है वह आनन्दपुर साहिब है। इसलिए बारिश में वहां पहुंचना बड़ा मुश्किल होता है। यह कच्चा पुल जो कि किश्तियों का बना होता है यह भी हट जाता है। इसलिए वहां के लोगों को बहुत दिक्कत होती है। यह पुल मंजूर हो चुका है और इसका सर्वे भी हो चुका है। इस पर मिनिस्टर साहब जल्दी काम शुरू करवायें।

[चौधरी बलवीर सिंह]

अगर आपका महकमा इन सब बातों में दिलचस्पी ले तो ये सारे काम बहुत जल्दी पूरे हो सकते हैं। ये जो हमारी सड़कें हैं इन्हें भी आप चौड़ी करवाइये। अमृतसर से राजपुरे और राजपुरे से दिल्ली तक की जो सड़क है इसको भी चौड़ा करने की जरूरत है। अमृतसर के राजपुरे की सड़क पर डेली चार-पांच एक्सीडेंट होते हैं। ये एक्सीडेंट सिर्फ इसलिए होते हैं कि अमृतसर से राजपुरे की सड़क कम चौड़ी है। पहले से इतना ट्रेफिक इस सड़क पर बढ़ गया है कि रोजाना इस पर एक्सीडेंट होने रहते हैं। इस सड़क को वक्त की जरूरत के मुताबिक और बड़े हुए ट्रेफिक के मुताबिक चौड़ा करने के लिए आप इंतजाम करें।

नेशनल परमिट जो आप देते हैं इन को आप लिबरली दें। इससे लोगों को बहुत जल्दी सामान मिल सकता है और इस से ट्रांसपोर्ट तेज होता है। दूसरे जो परमिट्स हैं उन से ट्रांसपोर्ट में रुकावट आती है। ये जो नेशनल परमिट हैं ये लाजिमी हैं और इनको जारी करना आप लिबरल करें। ज्यादा से ज्यादा संख्या में ये दिये जाएं। ये परमिट भी कुरप्शन का एक नया अड्डा बन गए हैं। जो जोर और ताकत वाले हैं वे कुछ परमिट ले जाते हैं और गड़बड़ कर के आगे और लोगों को दे देते हैं। मैं कहना चाहता हूँ कि जो भी आदमी आए, जिस किसी के पास भी नया ट्रक हो और वह उस को लेकर आए तो उसे यह परमिट बिना किसी रुकावट के मिल जाना चाहिये। गवर्नमेंट को कोई टैक्स में फर्क नहीं पड़ता है। जितनी ज्यादा तेज आमदोरपत होगी, जितनी जल्दी आने जाने की, माल भेजने की सुविधा होगी उतना ही मुसीबत के वक्त देश का

भला होगा। क़हत के ज़माने में या किसी और मुसीबत के वक्त अगर हमारा ट्रांसपोर्ट सिस्टम तेज होगा तो जल्दी से जल्दी वहां पर अनाज तथा दूसरा सामान पहुंचाया जा सकेगा। इस बास्ते इस तरफ आपको खास ध्यान देना चाहिये।

इन शब्दों के साथ मैं आपको धन्यवाद देता हूँ। मैंने कहा था कि घंटी बजते ही मैं अपना भाषण समाप्त कर दूंगा। कहना तो काफी कुछ था लेकिन मैं अब खत्म कर देता हूँ।

उपाध्यक्ष महोदय : श्री दुर्गा चन्द जी, आप सभी चीजों में नाम भेज देते हैं। पहले मैं उन का आगे से बुलाऊंगा जो पहले नहीं बोले हैं। अब आप बोल लें।

श्री दुर्गा चंद (कांगड़ा) : मैं आपका आभारी हूँ कि आपने मुझे समय दिया।

जहां तक नेशनल हाइवेज का प्रश्न है मैं ममझता हूँ कि देश की आजादी के बाद बहुत सा काम इस विषय में हुआ है। इस वक्त इनकी लम्बाई 28970 किलोमीटर के करीब है। सात आठ बार्डर रोड्ज हैं जिन को डिफेंस से पैसा मिलता है और उन की लम्बाई 1339 किलोमीटर के करीब है। आपने इन पर 645 करोड़ के करीब खर्च भी किया है। मैं सिर्फ इतना कहना चाहता हूँ कि नेशनल हाइवेज के विकास का मतलब यह है कि मोबिलाइजेशन को ज्यादा हम बढ़ा रहे हैं। किसी भी इलाके का विकास उसी सूरत में हो सकता है जब कि हमारा कम्युनिकेशन सिस्टम अच्छे से अच्छा हो। अभी तक मैदानी इलाके में नेशनल हाइवे बनाने का काम हुआ है। पता नहीं इस के लिए आपका फ़ाइटीरिया क्या है। हमें जहां तक पता है नाम्ब्रं यह

हैं कि इनको वहां बनाया जाता है कि जो सड़कें दो स्टेट्स को मिलाती हैं उनको नेशनल हाइवे करार दिया जाता है। हिमाचल एक बैकवर्ड इलाका है, हिली एरिया है। उसके डिवेलेपमेंट के लिए सड़क की बड़ी भारी जरूरत है। राज्य सरकार के पास इतना पैसा नहीं है कि वह पहाड़ी इलाके में ज्यादा सड़कें बना सके। बिना भारत सरकार की मदद के ऐसा नहीं हो सकता है। दो नेशनल हाइवेज वहां हैं, एक कालका से शिमला तक और दूसरी कीरतपुर से मनाली तक। इस कीरतपुर मनाली वाली सड़क पर अभी काम चल रहा है। पैसा इतना इसके लिए नहीं रखा गया है कि सारा काम उसमें पूरा हो सके। मैं सब से पुरानी सड़क के बारे में कहना चाहता हूँ जो दो नहीं तीन राज्यों को मिलाती है, जम्मू काश्मीर, पंजाब और हरियाणा को मिलाती है। यह पठानकोट मंडी स्टेट हाइवे है। उसके लिए भारत सरकार ने पैसा जरूर दिया है, उसको ब्राउन करने के लिए पैसा जरूर दिया है और यह पैसा बोर्डर रोड डिवेलेपमेंट आर्गेनाइजेशन की तरफ से मिला है। लेकिन वह काम जैसा कि नेशनल हाइवे का काम होता है वैसा नहीं हो रहा है। वहां पर 100 साल पुराने जो पुल थे उनको तो नया बनाया जा रहा है, लेकिन उस सड़क का जैसा रीएलाइन्मेंट होना चाहिये और जिस तरीके से ब्रॉड होना चाहिये नेशनल हाइवे के नौम्स के मुताबिक, वैसा नहीं किया जा रहा है। मंत्री जी की पहाड़ी क्षेत्रों से काफ़ी दिलचस्पी है, और जब कभी हम अपनी तकलीफें उनके सामने रखते हैं तो बड़े ध्यान से सुनते हैं, तो मैं महसूस करता हूँ कि पठानकोट—

मंडी रोड को नेशनल हाइवे करार दिया जाना चाहिये और उसको केन्द्रीय सरकार को खुद टेक ओवर कर लेना चाहिये क्योंकि कांगड़ा में, कुलू और मनाली में टूरिज्म का काफी पोटेंशियल है। मनाली को एक तरफ तो जोड़ दिया गया है कीरतपुर, बिलासपुर, मंडी से जबकि इसको जोड़ा जाना चाहिये था पठानकोट, मंडी और फिर मनाली को जोड़ा जाना चाहिये था क्योंकि जितने टूरिस्ट जम्मू काश्मीर में जाते हैं वह कांगड़ा से वंचित रह जाते हैं। कांगड़ा वैली इतनी खूबसूरत है और इतने ऐतिहासिक स्थान वहां हैं जिनको देखने लोग काफ़ी आते हैं लेकिन सड़क खराब होने की वजह से लोग नहीं जाते हैं और ट्रैफिक मनाली के लिए मंडी से डाइवर्ट हो गई है इसलिए लोग कांगड़ा वैली को देखने के लिए नहीं जाते हैं। आप जानते हैं कि कांगड़ा, हमीरपुर, मंडी जिलों का जो क्षेत्र है वहां से काफ़ी लोग फौज में हैं जिनका आना जाना हर वक़्त रहता है, लेकिन सड़क तंग होने की वजह से ट्रैफिक काफ़ी कनजैस्टेड हो गया है। साथ ही वहां की पैदावार जैसे लकड़ी, सेब, आलू, आदि को लाने में काफ़ी दिक्कत पड़ती है।

मेरे एक सवाल के जबाब में कहा था, इसमें कोई शक नहीं है कि पठानकोट से लेकर वैजनाथ तक या मंडी तक जो सड़क है उसका पैसेंजर लोड नेशनल हाइवे के क्राइटीरिया के मुताबिक है, लेकिन उन्होंने यह जवाब दिया था कि बार्डर रोड आर्गेनाइजेशन की तरफ से वह सड़क बनायी जा रही है। लेकिन जो नेशनल हाइवे का मकसद है उसको पूरा नहीं करता है क्योंकि नेशनल हाइवे बनाने के बाद गवर्नमेंट आफ इंडिया 12 परसेंट मेंटेनेंस का खर्चा बर्दाश्त करती है। इसलिए बैकवर्ड और

[श्री दुर्गा चंद]

हिली एरियाज को आपिन करने के लिये सरकार को ज्यादा तवज्जह देनी चाहिये और ज्यादा पैसा खर्च करना चाहिये। इसमें कोई शक नहीं है कि आपका बड़ा ऐम्बिशन प्रोग्राम है; लेकिन इस रोड को नेशनल हाईवे करार देने के लिये जो भी कदम उठाये जा सकते हैं वह उठाये जाने चाहिये।

MR. DEPUTY-SPEAKER: Mr. Satyanarayana.

SHRI S. R. DAMANI (Sholapur): There is no quorum in the House.

MR. DEPUTY-SPEAKER: Let the quorum bell be rung... Now there is quorum. Mr. Satyanarayana.

*SHRI DRONAMRAJU SATYANARAYANA (Visakhapatnam): Mr. Deputy Speaker, Sir, in Parliament every Member should have the opportunity to speak in his own language. It is unfortunate that the system of rendering simultaneous translation from Telugu has not yet been provided in this House. I, however, thank you, Sir, for giving me an opportunity to speak in Telugu, my mother tongue.

It is well-known that Transport and Shipping are important matters for the country. Belonging to Visakhapatnam constituency, it saddens me to see the state of affairs of the Visakhapatnam shipyard. It has been found that during 1977-78, the shipyard which had built 77 ships during the last 10 years, was able to manufacture only 2 pioneer ships and 1 cargo ship. I can say that this is not due to industrial unrest of labour or due to cuts in electricity supply, but this is all due to the mismanagement of affairs by the management. Shri Raghavan, the Managing Director of the Shipyard, who is not able to comprehend the problems of the labour properly—one who spends 250 days in a year in Delhi, 100 days in air travel and remain only for 50 days at Visakhapatnam—has an indifferent attitude towards the progress of the shipyard and does not consider it a project of national importance. The shipyard is not to be treated as belonging to Visakhapatnam or to a region only but one of great importance to the whole country.

I am glad that the Dredging Corporation has been established at Visakhapatnam and ship repair work will make good progress there, if necessary funds and other facilities are provided to the Corporation.

Visakhapatnam has a natural harbour and there are immense possibilities for its development. I am sorry to say that the development work there is going down year by year. A shipyard which has handled 547 ships in 1975-76 has been able to handle only 253 ships in 1977-78.

Now I come to the development of minor ports. A sum of Rs. 10 crores had been sanctioned for the development of minor ports and some work is in progress at Kakinada port. There is a great need for the development of Bhimunipatnam as a minor port.

Coming to the National Highways in Andhra Pradesh, there were about 2340 km. of roads. This was the position before independence. I regret to say that there is no addition to this mileage of National Highways in Andhra Pradesh uptill now. Not a single additional road has been laid out and there is ample need for development of roadways in the State.

Proposals have been sent to utilize the Rupees 2244 crores of aid from World Bank and construct among other things segments of National Highways to interlink Nellore, Anakapalle and other places with interior regions. For the speedy development of roadways several bridges have to be constructed on the Krishna near Vijayawada and other places.

Development of roads and highways is essential for the economic upliftment of tribal areas of Andhra Pradesh. There is a pressing need for linking up Bhadrachalam, Ichhapuram and other places in the backward areas with bigger cities like Nagpur and Bombay through Highways. I hope the Government will pay adequate attention to this subject.

Government of India has sanctioned a meagre amount of only 436.15 lakhs to the State Government for road development purposes and with this we are unable to make adequate progress.

I also hope that, in the matter of development of roads, due regard will be paid to the areas which were subjected to the fury of floods recently in Andhra Pradesh. I thank you, Sir, for giving me an opportunity to speak on the subject of Transport and Shipping.

*The original speech was delivered in Telegu.