

**WORKMEN'S COMPENSATION
(AMENDMENT) BILL**

AS PASSED BY RAJYA SABHA

SECRETARY GENERAL: Sir, I lay on the Table of the House the Workmen's Compensation (Amendment) Bill, 1976, as passed by Rajya Sabha.

**DEMANDS FOR GRANTS, 1976-77—
Contd.**

*Ministry of Shipping and Transport
Contd.*

MR. SPEAKER: The House will now take up further discussion and voting on the Demands for Grants under the control of the Ministry of Shipping and Transport. The time already taken is 1 hour 55 minutes. The balance time left is 2 hours. I shall call the minister at 1.30 to reply.

SHRI BISWANARAYAN SHASTRI (Lakhimpur): Sir, the report of the Ministry of Shipping and Transport is very interesting. At the beginning it says that it is the life blood of the nation's commerce and industry. It is true that if the inland water transport system is properly developed, it will be the life blood of the nation, but as it stands, it does not promise such a bright future. Therefore, I urge upon the ministry to take proper steps for the development of the inland water transport system through the State Boards and the Central Board in this regard.

Coming to my own State, there are large quantities of goods carried nowadays by road transport, which according to reliable estimates, costs four times as much as water transport and three times as much as railway transport. Therefore, I would suggest that proper guidance, technical knowhow and financial assistance should be provided for development of water transport system in that part of the country. The Central Inland Water Board had done something, but after the creation of Bangladesh and the subsequent happenings there the inland water transport system which used to carry

goods from Gauhati and other parts of Assam to Calcutta has practically now been stopped. I do not know the political position there, but if this route is revived, most of the goods, particularly tea and jute can be carried to Calcutta at a cheaper price, which will be beneficial not only to the producer but to the industry as a whole. In this context, I would like to give the background. Before the railway line was installed there, every pound of tea used to be carried by steamer from Dibrugarh, Gauhati and other parts of Assam to Calcutta. Then it was taken over by the railways and now it has been taken over by road transport. And the result is that there are a number of accidents, pilferages and thefts. On the other hand, the industries have to bear the high cost of transport. Therefore, I urge upon the Ministry to take up the question of carrying those goods from Assam to Calcutta by the river transport system, through Bangladesh.

Coming to the question of the national highway, I would say that the principle laid down by the Ministry, according to the reply given to my question the other day. Is that it should connect two States, or a foreign country, or that it should have strategic importance, etc. Against this background, I would like to say that the road running through the northern side of Brahmaputra, from Amingaoan to Jonai in Assam is now called the north trunk road, has strategic importance. I understand that some financial assistance is given to the Government of Assam for repairing, widening and strengthening this road; but it has not yet been declared as a National Highway. This is, strategically, a very important road, as it is known to everybody that the railway line running parallel to this road was constructed and inaugurated at the time of the Chinese invasion of the country. The last point of this road is Jonai which lies in a transferred area. Perhaps it is known to the Ministry that it was previously in Arunachal Pradesh which was known

earlier as NEFA. That area was under the direct responsibility of the Governor of Assam, in those days. No civil administration was there. After independence, that area was transferred to Assam. This is still known as the transferred area, where there was no land revenue till the other day. Revenue was collected on "per head" basis. This is an area inhabited entirely by tribal people. Therefore, this road, more particularly from Silapathar to Jonai—about 70 Kms. long or more—is strategically important. The earth work has been done of this portion of the road but there are a few big rivers. Bridges have not yet been constructed. They have to be constructed very urgently, for want of bridges people are unable to travel by this road even today, to the headquarters, to other towns or anywhere else. They have to go by bullock-carts or other means of transport. No vehicle can be plied there, bridges have not been constructed. This is the point which links the northern part of Assam, with the southern part of Assam, i.e., Sonarighat on the banks of Brahmaputra. By this ghat, the Brahmaputra is crossed by ferry. People, not only from Assam but from the three divisions of Arunachal Pradesh have to cross the river Brahmaputra here. A big part of Arunachal Pradesh is lying on the North of the Brahmaputra. If you look at the map of this region, you will find that Arunachal Pradesh is on two sides, of Assam on the east and on the north of Assam. If people of Arunachal Pradesh, from the northern have to go to the eastern side, they have to cross the Brahmaputra. This ghat is very important from the point of view of communication. Apart from this quite a number of people from the entire northern part of Assam have to go to Dibrugarh side, by crossing the river here. Dibrugarh University is located on the southern side of the river. Students, teachers and other people have to cross the river by ferry at this point and the road from Silapathar to Sonarighat is, in a sense, under the national highway scheme. But it is not yet declared as a national highway. I would

urge upon the Minister to look into the problems sympathetically, from the strategic point of view, from the point of view of the backwardness of the area and from the point of view that the region is inhabited by tribal people to the extent of 90 per cent.

I have seen in the report the allocation of funds from the Central Road Fund for Assam and expenditure made in respect of the year 1975 and that the approved amount was Rs 612 lakhs, the allotment was Rs. 403 lakhs and actual expenditure Rs 357 lakhs, which means only about half the approved amount was expended. I do not know the reason why the other half of the amount was not expended. Perhaps there is some technical or other difficulties. I would urge upon the Minister to take special care so that whatever amount is approved or allotted is spent there.

During the last two years, namely, 1974-75 and 1975-76 the amount allotted for new roads is Rs 75 lakhs and for widening and strengthening of roads is Rs 109 lakhs only. This is too meagre an amount. I would urge upon the Minister to take special care of this region. I particularly request him to visit that area so that he could have a personal knowledge of that area and feel convinced that this area needs special treatment. If he takes the view that it is on par with the other parts of the country, it will be just a misunderstanding of the problem. Therefore I hope that the Minister will pay a visit to that area and acquire first-hand knowledge of the problem and do the needful for the improvement of this area.

SHRIMATI PARVATHI KRISHNAN
(Coimbatore) Mr Speaker in the short time that I have I would like to refer to one or two major points of policy.

Firstly, I would like to refer to the position of the Calcutta port. This is a very serious position. It is true that now sufficient water is flowing from Farraka into the Hooghly, and certain improvement has taken place. But Calcutta and Haldia go together, and

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unless the Ministry pays far more attention to this particular proposition, we are still going to have great difficulties there. The Minister, Shri Trivedi, himself in a recent press conference in Calcutta was not very hopeful of Calcutta port coming out of the red. Therefore, I think we should take very serious note of that position and we should see what should be done to make available a larger volume of cargo in Calcutta and also ensure that there is quicker clearance of cargo. Because, the development of Calcutta port has been affected by the absence of bulk cargoes such as ore and oil. That is why Haldia port was conceived of to handle bulk cargo.

Now there is the disturbing news of the possibility of the administration of Calcutta and Haldia ports being bifurcated. Anyone even with a limited knowledge of ports throughout the world, and particularly modern port technology, would admit and agree that estuarial ports should have only a subsidiary port. That is how Haldia was conceived of as a subsidiary port to Calcutta port to deal with bulk handling cargo.

Nowhere in the world do we see two major ports on one river. That is why the West Bengal Government, the commercial interests in West Bengal, labour all with one voice are unanimously demanding that there should be no bifurcation and that there should be one common administration for Calcutta and Haldia ports. Therefore, I hope that the Government would take very serious note of it and not go against the general knowledge, against the specialised knowledge, against the will of the people and the Government of West Bengal, and try to have a dual administration. Thereby, they will only be creating more and more bureaucrats, more and more officers, in the higher categories and that is not what we want. What we want is that Haldia should be developed as a subsidiary to Calcutta port, and these two together should bring about a change in the pace of shipping in that

area and ensure that Calcutta comes out of the red in as short a time as possible.

I would now like to deal with another very important national proposition, and that is the question of the special tanker berth in Cochin. This berth was originally approved in 1970, decided upon in 1973 and the SCI and IOC found that it would be cheaper and more feasible and that we would save Rs. 14 crores of foreign exchange if this was set up. But now we learn that, in spite of the Prime Minister's assurances, in spite of what the Chief Minister of Kerala, Mr. Achuta Menon, has said, there is a danger of its being abandoned.

Wherever transport problems or ports are concerned, we are told that there is limitation of resources. You should surely have a long-term perspective. What is the point of taking of limitation of resources and abandoning an extremely important project such as the tanker berth in Cochin harbour? After ten years you will be saying that this all-weather port cannot be used because the tanker project was abandoned. It is extremely important that the navigation channels in this all-weather port, which have become clogged due to silting and which therefore, prevent bulky cleared entering the port, should be cleared up, and the tanker berth should be undertaken with a sense of urgency.

For such an important project, the money has just got to be found. There is no question of the money not being available. This is really extremely important, and I hope that the Ministry will see to it that the money is found for such important projects. By saying that the money is not available you want to escape your responsibility and after a few years you will come and say that nothing more can be done. Instead of nurturing the available resources, developing them and building on them, you neglect them in this way. No wonder insularism and anti-national forces arise and start saying that only this section or that section

or this part or that part of the country is given some attention. Please have an over-all approach and see to it that this tanker berth in Cochin is of importance to the country as a whole. If Chief Minister Achuta Menon raises it is not because he is the Chief Minister of Kerala alone, but because he has a national commitment, and that is why the Prime Minister has also given an assurance. It is a national commitment and such national commitments cannot just be abandoned on the simple plea of absence of finances.

As far as Paradeep is concerned, you have been talking for a long time about a fisheries harbour. What has happened to it? Again and again we find various projects mentioned but one by one they are abandoned. We do not see any reference to this fisheries harbour in the Budget papers or the performance budget. What is the good of having Paradeep come up and its doing well and then abandoning one aspect of it, i.e., the fisheries harbour?

Turning to workers' participation in management, Mr Trivedi, the hon. Minister, was present when we had a meeting of representatives of the Federations and the Port Trust Chairmen, and we were told that task forces would be set up to see how the 20-point programme is to be implemented. Have you had any recent assessment as to whether they are functioning at all and if so how they are functioning? Because there have been one or two unpleasant incidents such as the one in Vizag—he knows it, I do not know what he has done about it—where a representative of the Vizag Port Workers' Union of the AITUC walked out because the Chairman threw a file at him. Is this the way workers' participation is to be guaranteed? You should take the workers into confidence and overcome the existing difficulties. You must understand that the port worker in this country is a mature person who knows about his industry, how the port is functioning. Why do you continue in your bureaucratic approach? Why

do you not have a new managerial approach, clean up your management in all ports, and see that the workers are brought into them and associated with policy-making?

With regard to road transport there are two aspects to the road and road transport industry. One is that the roads are in a very bad state, maintenance is very bad, bridges are not maintained properly with the result that chassis, tyres and spare parts all being constantly required, the manufacturers are having a merry time. It is the monopolists today who are operating your roads because your roads are badly neglected, particularly the Highways

Secondly, wherever you go abroad, where they have big national and State Highways coming into being, you will find that feeder roads are also there for the backward regions, for the small villages and so on. Where is that concept? Many of the villages are totally cut off from your main arterial roads and what are you going to do about that? Then you talk about funds. You say that panchayat does not have funds, local bodies do not have funds, so and so does not have fund. All go back to resources. But if you have a proper plan, the fund would be there. If you stop siphoning off your fund into the pocket of contractors, you would have funds, your contractors are swallowing up your funds. Your maintenance is quite deficient. I do not want to go into all that. I have not seen much of anything being done about the corruption—that is there, as far as contractors are concerned, with your road maintenance. Funds are there but they are going into the wrong pockets. That is what is happening. They are not going into the building of roads they are not going into providing transport service for the people.

For instance if you see in Delhi about the Transport Corporation, you will find that your maintenance there is very bad. Even when you find that you have got under-staffing in your maintenance sheds, apart from any-

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thing else, what is extremely important with Delhi Transport Corporation is that you must remember that today if you neglect those vehicles, you are also contributing to an environmental pollution. Therefore, it is a question of whole circle, not only that buses break down, passengers are affected, workers are also being demoralised, times as much as water transport and because their suggestions are not being taken. Therefore, it is extremely important that you look to this whole question of the maintenance of the vehicles that are on the Delhi roads. Why is there delay in implementing the decision of workers in maintenance depots? Why should there be two pay scales for drivers? Why should there be a delay in appointing the Chairman and leaving the Chairman's post lying vacant?

As far as Inland Water Transport is concerned, it is also important in this whole gamut of transport that we have in our country.

We want to know about the techno-economic survey of the Ganga from Allahabad to Calcutta Port. What is happening to it? Every time, we are told that it is going to come, report is there, may be, it will be over by 1976, floods are there and nothing could be done. So, we want a sense of urgency also, because we had an Inland Water Transport Committee to go into this whole question of Inland Water Transport. It is possible in our country to build up a network of Inland Water Transport and yet we find that this is very much neglected.

Every time, one talks about the ships and the shipping company, of Transport Ministry, one speaks of freight, of cargo, of roads, but most of us forget Inland Water Transport. It is extremely important that this Ministry with the most dynamic Minister there, or three dynamic Ministers all sitting together, should work as a team to see that some coordination is brought between your railway, your

road, your port and your Inland Water Transport. Where is the coordination? Why is it that there is no coordination? Why is it that you cannot come before us with an overall plan and say these are the various gaps that are there in the transport system in our country, as a whole, because transport is the most important infrastructure of our country. If industry is to develop, if agriculture is to develop, if we are to achieve not only 20-point programme but all those targets of industrial production that we have, if we are to achieve our foreign trade target and increase our earning of foreign exchange, you are not going to get anywhere if this infrastructure is not strengthened.

Therefore, I would request the Ministry to be far more dynamic than they are already and to come forward with a picture of a really coordinated policy which can be fully discussed and then the funds will be automatically coming.

श्री चन्द्रिका प्रसाद (बलिया) अध्यक्ष महोदय, इस मन्त्रालय की रिपोर्ट वर्ष 1975-76 जो हम लोगों को हिन्दी में मिलनी चाहिए थी, वह अंग्रेजी में मिली है, हिन्दी में मिली ही नहीं है। लेकिन इस रिपोर्ट में कहा गया है कि देश के यातायात का आर्थिक उत्थान में महत्वपूर्ण स्थान रहा है।

हम लोग पिछड़े एरिया से आते हैं जहाँ कि रेल और रोड नहीं है और सारा क्षेत्र नदियों से बिरा हुआ है। वहाँ पर इन लीड वाटरवेज के प्रस्ताव यातायात का विशेष कोई साधन नहीं है, लेकिन उसकी उपेक्षा की गई है।

इस रिपोर्ट के सेक्टर 10 में कहा गया है कि इस सम्बन्ध में एक डायरेक्टरेट बनाया गया है, उसमें एक चीफ इंजीनियर है, जिसका काम है कि सारी स्टेट्स को टैक्निकल व्याइन्ट्स पर एडवाइस करे। जब एक चीफ इंजीनियर होगा तो वह सारी स्टेट्स को सीधे एडवाइस

होगा। भवबती कमेटी ने कहा था कि एक दैनिकजल प्रवर्धनयोजना होने चाहिए लेकिन वह दैनिकजल प्रवर्धनयोजना प्राप्त एक नहीं बन सका। इस डिपार्टमेंट में सारे लोग डैपुटेसन पर आते हैं। इस डिपार्टमेंट को कर्म नहीं किया गया है और सारे कर्मचारी भी अन-कन्फर्मड हैं। जब सब डैपुटेसन पर आते हैं और सब अन-कन्फर्मड हैं तो इस डिपार्टमेंट का क्या होगा, भवबान ही इसका भला करेगा। डैपुटेसन पर लोग आवेगे और आवेगे, पर वहाँ का काम कौन देखेगा यह इस डिपार्टमेंट की हालत है।

पटना से गाजीपुर तक एक एक्सप्रेसरीमेंटल कम-प्रमोशन सर्विस चल रही थी, जो कि सन् 1971 में स्टार्ट हुई। इस रिपोर्ट से पता चलता है कि इसने इस 5 वर्ष में जो कार्यों को पूरा है, वह कम है। यह कार्यों कम क्यों हुआ है? जब इस डायरेक्टोरेट की हालत यह है, सारे लोग डैपुटेसन पर हैं, कोई देखने वाला नहीं है और क्या हो सकता है। यहीं पर उसकी 8 लाख की एक स्कीम बनी थी पता नहीं चला कि उसका क्या हुआ?

पटना के उस इलाके में जहाँ जहाँ सड़क नहीं हैं, वहाँ ये कर्मचारी 10 बरस से तनकाह पा रहे हैं। 10 बरस के इस पीरियड में जितना खर्चा किया गया है और इन 5 वर्षों में जो खर्चा मिला है, उससे देखा जा सकता है कि कितनी इनकम हुई है, और कितना घाटा हुआ है।

इन्वीड वाटरवेज का जो उत्थान हुआ है उसके बारे में पिछले 27 वर्षों से भारत सरकार क्या कर पाई है इसके बारे में हम विचिंत हैं। इस बारे में गोखले कमेटी की रिपोर्ट आई, भवबती कमेटी की भी रिपोर्ट बनी। लेकिन जिस तरह से गोखले कमेटी की रिपोर्ट को सेस्ट-वेपर बास्केट में डाल दिया गया उसी तरह से इसके बारे में कोई सुनने वाला नहीं है।

भापने देखा होगा कि वहाँ पर, वो जहाज काम कर रहे हैं जो कि मास को पूरी तरह डो नहीं पाते हैं। उनका कोई टाइम-टेबल नहीं है, तो आप देखें कि उनको कर्मक्षेत्र प्रवर्धनी किस तरह से सामान देगा। आपका कारनो कैसे बढ़ेगा? वह बड़े चाटे का बिजनेस है। जब वहाँ पर रेल और रोड नहीं हैं तो यह जो अन्तर्राज्यीय जल परिवहन है जो कि एक प्राकृतिक वेन है, उसको आप बरखर्च करेंगे, नहीं ठीक रखेंगे तो वह कौनसी प्रकल-मन्दी की बात है? आपको याद होगा सन् 42 में 10 अगस्त को वहाँ सड़क बरबसाद कर दी गई, रेल की पट्टी तोड़ दी गई मिलटरी अंग के जरिये बलिया में 22 अगस्त को पहुंची।

कहा गया है कि नेशनल काउंसिल आफ एप्लाइड एकनामिक रिसर्च से सर्वे करा रहे हैं जिस पर 3 लाख खर्चा होगा और उसकी रिपोर्ट मार्च, 76 तक आ जायेगी लेकिन अब अप्रैल शुरू हो चुका है, अभी तक रिपोर्ट नहीं आई है। यह सारी बात हमारे क्वेश्चन के जवाब में भी कही गई है। मंत्री महोदय ने कहा है कि नदियों का ड्रेजिंग करने में हमारा कई करोड़ खर्चा लगेगा। यह बात अखबारों की भारफत भी आई है कि कलकत्ता से लेकर इलाहाबाद तक या कलकत्ता से लेकर पटना तक अंग में 1.5 मीटर पानी बर बर रहेगा, लेकिन जो जहाज पटना से गाजीपुर तक चल रहे हैं वह 3, 4 फुट पानी में चल रहे हैं। जब वह चल रहे हैं तो इस ड्रेजिंग कराने की क्या आवश्यकता है। आप ने कहा है कि इन नदियों को ड्रेज कराने में एवं इस परिवहन के इन्फ्रा-स्ट्रक्चर बनाने में बहुत अधिक खर्च होगा, यह सस्ता नहीं होगा बल्कि चाटे का सौदा होगा। मंत्री महोदय की राय है कि अन्य मातायात के साधनों के मुकाबले में जल-परिवहन महंगा है, लेकिन मैं समझता हूँ कि वह राय किसी अध्ययन पर आधारित नहीं है। जब भी राज बहादुर इस विभाग के

[श्री चन्द्रिका प्रकाश]

मंत्री ने, तो उन्होंने कहा था कि वह संघा को नेशनल वाटरवे घोषित करने के बारे में बिल लावे। इसके बाद जब श्री कमलापति त्रिपाठी मंत्री बने, तो उन्होंने कहा कि हम इस बारे में जल्दी कार्यवाही करेंगे। लेकिन हम देखते हैं कि अभी तक ऐसा नहीं किया गया है। जैसा कि मैंने कहा है, विभिन्न मंत्रियों के ये विचार उनके निजी विचार हैं और वे किसी अध्ययन पर आधारित नहीं हैं।

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में चाहता हूँ कि नेशनल कोसिल आफ एप्लाइड इकॉनामिक रिसर्च के द्वारा इस बारे में जांच कराई जाये। अगर यह तय हो जाये कि इसमें बाधा होता है, तो फिर इस काम को न किया जाये, हालांकि मैं समझता हूँ कि अगर इसमें बाधा होता है, तो भी इस काम को करना चाहिये। वैसे मैं समझता हूँ कि इसमें बाधा नहीं होगा। जहाँ तक मेरी जानकारी है, अन्तर्देशीय जल-परिवहन में एक किलोमीटर रास्ता बनाने के लिये 1.25 लाख रुपये से 2 लाख रुपये का व्यय होता है, जब कि सिंगल-लेन सड़क पर एक किलोमीटर पर 1.5 लाख रुपये से लेकर 4.5 लाख रुपया खर्च होता है और रेनवे में एक किलोमीटर पर 8 लाख रुपये से 10 लाख रुपये खर्च होता है। इसी तरह जहाँ तक मेनटेनेंस, रख-रखाव का सम्बन्ध है, जल-परिवहन में 1,000 रुपया प्रति किलोमीटर, सिंगल-लेन सड़क पर 4,500 रुपया प्रति-किलोमीटर और रेलवे में 9,600 रुपया प्रति किलोमीटर खर्च होता है। इसके अतिरिक्त अन्तर्देशीय जल-परिवहन जाब-ओरिएण्टेड है और उसमें फ्यूअल का खर्च भी कम है। यह हिसाब दस, पन्द्रह साल पुराना है। आज अन्य यातायात-साधनों का खर्च और भी बढ़ गया होगा।

सरकार कार्यक्रमों पर 20 करोड़ रुपये खर्च कर रही है। इस स्थिति में कसकटा से इलाहाबाद तक नेशनल वाटरवे विकसित करना असंभव की बात नहीं है।

1,20 टन क्षमिष लोहा बोया में मोठवी और बुधारी नदियों द्वारा वे बाकर विदेशों में बोया जाता है। यह एक सेंट्री एक्-मिनिस्टर्ड बेल है जिसके लिये सेक्टर की विशेष योजना होगी चाहिये। क्या जल-परिवाहन क्षेत्र के आर्थिक विकास में रेल और रोड से कम योगदान कर रहा है? काश्मीर में जेहलम नदी के अतिरिक्त और कोई यातायात का रास्ता नहीं है। इस लिए उसको भी नेशनल वाटरवे विकसित करना चाहिये।

मेरा निवेदन यह है कि नेशनल वाटरवेज के बारे में कोई पसोपेश की नीति नहीं होनी चाहिये। इस बारे में नीति का निर्धारण मंत्रियों के द्धिम अनुसार नहीं होना चाहिये, बल्कि इस बारे में एक विस्तृत अध्ययन करना चाहिये। मैं समझता हूँ कि यह बाटे का सीधा नहीं है, और नहीं होगा।

अब मैं बँकवडं एरियाज में रोड और ब्रिज के बारे में कहना चाहता हूँ। गंगा नदी पर बक्सर का पुल पाच बरस से बन रहा है। वह पुल उत्तर प्रदेश और बिहार को मिलायेगा। उस पर सेट्रल गवर्नमेण्ट का पसा लगा हुआ है। यह प्रोजेक्ट तीन बरस पहले बन जाना चाहिये था। खर्चा बढ रहा है। क्या सेट्रल गवर्नमेण्ट दखल दे कर यह नहीं देख सकती है कि इस में डीलेट क्यों हो रही है? बक्सर का पुल शीघ्र बनना चाहिये।

भाबरा नदी पर बाजी और रिबलनंज के पुल से ५० पी०, बिहार और आसाम के लिये रास्ता खुल सकता है। बलबारा रोड तथा सलेमपुर की मिलावने के लिये पुल बनाने की बात बहुत दिनों से चल रही है, लेकिन यह आज तक नहीं बना है।

इसा प्रकार गंगा नदी पर पुल बना कर आगरा डिस्ट्रिक्ट में सिहाबाद (बिहार) और जय प्रकाश नगर (यू० पी०) को जोड़ देना चाहिये।

आज आवश्यकता इस बात को है कि पिछड़े हुए क्षेत्रों में निर्माण-कार्य करने के लिये सेंट्रली स्पासर्ड बैकवर्ड एरिया रोड, एण्ड बिज कारपोरेशन बनाई जायें। अगर ऐसा कदम न उठाया गया, तो फिर बैकवर्ड एरिया का कभी उत्थान नहीं होगा। सरकार स्वयं कहती है कि यातायात व विकास से देश का आर्थिक उत्थान होगा। लेकिन जब तक केन्द्रीय सरकार सेंट्रला स्पासर्ड योजनायें बना कर यातायात व सधनों का विकास नहीं करेगी, तब तक देश का, और विशेष रूप से पिछड़े हुए क्षेत्रों का, उत्थान नहीं होगा।

*SHRI M. S. SIVASWAMY (Tiruchendur) Hon. Mr Speaker, Sir, I rise to express my views on the Demands for Grants of the Ministry of Transport and Shipping for the year 1976-77.

Sir, the Tuticorin Port Project was sanctioned in 1969. The work on this project was started as early as 1964. Even after 13 years the Tuticorin Port Project has not yet been completed. In the Annual Report of the Ministry for the year 1975-76, it has been stated that this project would be completed by the end of 1976-77. In the very same Report I find the following information: till 1974-75 a sum of Rs. 22.01 crores has been spent on this project; in 1975-76 a sum of Rs. 6.13 crores has been expended; in this year's budget for this project a sum of Rs. 7.15 crores has been allocated. In total a sum of Rs. 35.29 crores has been allocated for the Tuticorin Port Project. Sir, it is essential to mention here that the estimated cost of this project is of the order of Rs. 46 crores. When there is no provision in this year's Budget for the remaining sum of Rs. 10.71 crores, it is inexplicable to

me how this project is going to be completed by the end of 1976-77. I request the hon. Minister of Transport and Shipping to clarify this point in his reply to the debate.

Whatever may be the situation, I wish to emphasise that this project should be completed by the end of 1976-77 as is being claimed by the Ministry in the Annual Report.

Sir, the major item of export from the Tuticorin port is salt. Last year, 1,53,236 tonnes of salt was exported from Tuticorin to Calcutta. This year the export of salt from Tuticorin is going to be substantially more, as contracts have been concluded with the Far East countries like Singapore, Indonesia etc. for the export of salt. In fact the export of salt to these countries has already started. Approximately 3 lakh tonnes of salt is going to be exported to these countries. I refer to this item specifically because of the reason that the export of salt from Tuticorin may receive a frightening set-back shortly. I am afraid that the existing salt industry may even be completely destroyed. Land acquisition proceedings have been started in Tuticorin for the setting up of other industries. Though nearly 1000 acres have been acquired for establishing an industrial complex, no industry has so far come about in this area. If more area is acquired for industries, naturally the salt-producing areas will be affected. 10,000 workers engaged in salt industry will become unemployed. 4000 acres of salt producing areas may be acquired for industries to come in future. The export of salt to the tune of 5 lakh tonnes will decline sharply. Consequently the handling capacity in the Tuticorin port may remain unutilised. I would like to mention here that an existing industry should not be a crushed for the sake of some industries to come about in future. I appeal to the hon. Minister of ship-

*The original speech was delivered in Tamil.

[Shri M. S. Sivaswamy]

ping and Transport to realise this grave danger to the major item of export from Tuticorin and he should recommend to the hon. Minister of Industries that the land acquisition processes must be ended in Tuticorin and that the existing salt industry should not be annihilated for the sake of some industries to come about in future. There is great potentiality for increasing the salt export even to 10 lakh tonnes annually. We have already spent 75 per cent of the estimated cost of the Tuticorin Port Project. The hon. Minister should assure this House that the Tuticorin port project would be completed by the end of this year and the remaining 25 per cent of the estimated cost would also be allocated this year to achieve this objective.

Sir, there are two ports in Tuticorin—a minor port and a major port. There are spinning mills in Tuticorin. You will be astonished to know that the textile products produced in Tuticorin are being exported through Cochin Port and Madras Port, while under the Freight Incentive scheme the goods produced 200 miles away from Tuticorin are being exported through the Tuticorin port. before the introduction of Freight Incentive scheme, the textile goods from Coimbatore, Udumalpettai, Karur and so on were being exported from Tuticorin. The Freight Incentive scheme has become a jamper in the case of goods produced in Tuticorin. When the hon. Minister Shri Trivedi was in Tuticorin, I apprised him of this situation and he stated that he would look into this. I believe that he will have no hesitation in scrapping this Freight Incentive scheme. I plead with him that this scheme should be done away with.

In the Consultative Committee of this Ministry, my colleague the hon. Member, Shri Ranganath Shenoy has been repeatedly emphasising the need

for starting passenger-cum-cargo service along our coast-line. During the past six years, I have also repeatedly referred to this in this House. But no effort has been made to start such passenger-cum-cargo service from Bombay, Mangalore, Goa, Cochin and so on. If such passenger-cum-cargo services are started, the congestion in the train traffic would get eased. Otherwise, now people from Tuticorin have to go first to Madras and then to Mangalore by train a distance of 600 miles. This distance will be considerably reduced if passenger-cum-cargo service is started from Tuticorin to Mangalore.

In yesterday's paper I came across the news item that the Coast Guards scheme would be started soon. In this connection, I would like to bring to your kind attention that Tuticorin is just 60 miles from Sri Lanka and in the Eastern Coast Tuticorin occupies a vulnerable point from the defence point of view. From the point of view of national security and also from a perspective Defence Plan of the country as a whole, Tuticorin should be made into a naval base. This is very essential if the threat from south is to be contained. Similarly, the coastal road from Kanyakumari to Kasi via Madras should be declared a national high way. From the nation's security point of view also this coastal road should be declared a national high way. No consideration of resources should come in the way of declaring such roads as national high way when the nation's security demands it.

With these few words I conclude my speech.

SHRI B. V. NAIK: (Kanara): Mr. Speaker, Sir, I welcome the Demands for Grants presented by the Minister. Since the time is very limited, I shall try to confine myself to the essential points.

At the time of the discussion on the Resolution, it had been my endeavour to point out certain disparities in regard to the various types of roads. At that time, I was advised by the Chair that these matters may be brought up at the time when the Demands for Grants come up.

Some of the figures given in the report are fairly staggering and I really compliment the Minister, more particularly the Transport Research Division, which has done a yeoman service in presenting the data.

The total amount of national highways are 27,000 kilometers, of which the surfaced ones are nearly 95 per cent, or one could say that nearly the entire national highways are surfaced. In regard to all the roads put together in this country, which amount to 1.2 million kilometers. Out of this about 60 per cent is surfaced because out of 1.2 million, nearly 6,60,000 are surfaced. But when it comes to the unfortunate districts like ours or the North-Eastern portion of the country like NEFA, Arunachal Pradesh.... (Interruptions) not the whole of UP but the Terai region—here is a community of interests—we find that out of a total of 1,15,000 km of various roads which cover about 25 per cent of the area of this country, hardly 4000 km, that is, less than 4 per cent of the total road mileage is surfaced. I think there should be some sense of proportion even in discrimination. If you kindly see these roads, they are not roads. What do you find? In order to build the roads, they just chop off the trees and remove the stumps and some times even the stumps are not removed. They are supposed to be roads. Anti-social elements, those people who do the poaching, those people who indulge in the most destructive activity, the most under-privileged sections of our society—I think my friend, Mr. Basumatari will bear me out—the tribals, the repressed people and the Girijans—these are the people who stay in

the forests. To-day their standard of living is perhaps one of the lowest in the world and I am sorry that the Ministry of Roads has turned a blind eye to the entire development of these roads, particularly, for the children of the forests. Nehru's most beloved children are the most neglected under the Ministry of Road Transport. I hope the hon. Minister and his Ministry will take a fresh look and in the course of the Fifth Five Year Plan have a minimum target of having at least one-third of these roads surfaced. We are not asking for metalling, we are not asking for cement or tar roads. Only then civilisation can enter into the dark recesses of our forests.

The second question which, I think, should immediately arrest the attention of the Minister of Shipping and Transport is the high motor vehicles tax some States are charging. I find in the state of Karnataka, if I have to have a truck, I have to pay a fantastic amount for a 5-tonne capacity truck of Rs 3600 per annum as motor vehicles tax. It works out to Rs 300 per month. But if I were fortunate enough to be from my friend Mr. Dasaratha Deb's area of Tripura, I would pay for the same truck an annual motor vehicles tax of Rs 200 only. The difference is 1:18. We call this a unified country. In the case of a ten-tonner Tata Mercedes Benz truck in the hon. Minister's State whose truck-owners are the most dominant people in the whole of the country in the matter of plying of trucks, they pay Rs. 544 or, say, Rs. 600 as motor vehicle tax to the respected Giani Zail Singh's Government whereas in our state we pay six times more. Naturally 60 per cent of the trucks that ply in my district—this is a principal ore-carrying road—are from our friends from Punjab. But we have no hard feelings about it. Let there be a rational tax structure for the country as a whole. It is true that there are State subjects and there are Central subjects but you could link

[Shri B. V. Naik]

up your fiscal or monetary aid which you are giving to the States on the basis of evaluation of road tax or motor vehicle structure so that you can give even handed treatment all over the country.

I am saying everything on the basis of my personal experience because the means of communication in the constituency where I have to work are absolutely bad. I have, many a time to travel by trucks. We have no aeroplanes, no rail links and shipping routes are cut. The most favourable route is to go by truck.

Unfortunately, none of our comrade friends is here. In the United States, with capitalis; heaven, the most organised trade union is Teamsters Union organised by Jimmy Hoffa who had been killed. But in our country, I have never seen that our truck operators have been able to organise themselves to any sort of meaningful trade union to improve their conditions of service. Some of them, particularly those who transport timber work 22 hours a day. How can you ensure road safety when a person who is dozing is on the steering wheel? That is why we have a very high rate of incidence of accidents. We heard yesterday that in Assam 50 persons were drowned. The accident took place because the trolley got disconnected which was being given by a tractor. We have heard of an accident in Karnataka where the passengers fell into a ravine. They are fifty in number. The accident took place in Hoshiarpur too. All this is because of the bad working conditions of the operators. I am glad that the hon. Minister is bringing in a legislation to improve the dependability on these and to see that they are not in any state of intoxication. But the more important thing is the question of organising them. If the political parties do not come forward, I think it is high time

that the Government steps in and shares a nucleus of these trade unions of these truck workers, drivers, etc. and rationalise their working conditions.

I come from a coastal area. I thought I would give my major time on ports and shipping, but I have already wasted my time on roads. The only thing that I would like to submit in regard to ports is that as far as shipping is concerned, we are going to subsidise for achieving a target of 8.6 million GRT, Rs. 8.62 crores from the loans of Rs. 70 crores that you are giving. The Finance Minister has brought a new principle. I would submit it for consideration. He has said instead of financing fertilizers, instead of financing the FCI trade in regard to the grain, nationalised banking structure is being brought to bear this fiscal burden. Why do you not explore that and pull out of budget of Rs. 70 crores which you are going to give in the form of loan at a concession rates, subsidising them at Rs. 8.62 crores per annum so that major chunk of budget—Rs. 400 and odd crores—which is taken away principally by the shipping magnates of this country, and see that the burden of financing mercantile naval build up is borne by the Indian banking system? Now we have been told in this report which has been circulated to us that the profitability of this port is under consideration. In this report it is stated:

'The Scheme could not be sanctioned in the 4th Plan period. The project report for Rs. 5.77 crores envisages installation of fast ore handling facilities. This has been cleared from the technical angle and is being finalised in consultation with the Planning Commission. A profitability study of the project is being made.'

I do not know whether you are masters in the art of putting the cart

before the horse! Why was this taken up at all six years back? Only now you are saying this that you will see whether this is going to be profitable or not. Rs. 5½ crores have been earmarked for this project. Simply because we cannot about hoarse or we do not have the political muscle, we should not be discriminated against. You should be even-handed in your treatment of all areas. This is my request. I hope it will be taken up in this Plan itself

SHRI SURENDRA MOHANTY (Kendrapara): At the outset I invite the attention of the House to the state of health of our major ports. If you look at the report itself you will see out of eight major ports 6 major ports are in deep red. These are times of emergency; nothing happens without the touch of the magic wand of the Prime Minister. Now the Prime Minister suddenly became alive to the situation that the major ports were in red. Under her aegis there was the conference of heads of major ports which was presided over by the hon. Minister of Shipping and Transport. A task force was appointed to go into the affairs of major ports. I do not know and the House does not know what the result of the exercise of that task force has been. What we find is, the productivity of major ports is not only static, but it is dwindling. I can give the figure from this report itself. The gross tonnage handled has been dwindling. Calcutta including Haldia handled 8.85 million tonnes in 1973-74 but in 1974-75 this became 8.78 million tonnes. Bombay handled 19.17 million tonnes in 1973-74 but in 1974-75 this came down to 19.10 million tonnes. Regarding Vizag, it handled 7.37 million tonnes in 1973-74 whereas in 1974-75 this was reduced to 6.32 million tonnes. Regarding Kandla and Mormugao I need not give the detailed figures. The time at my disposal is short. What we know is there is something basically wrong

about our major ports. Unless Government wakes up to the necessity of revitalising the administration of these major ports these will be liabilities rather than assets to the national economy.

12.59 hrs.

[Mr. DEPUTY-SPEAKER in the Chair]

I wish to offer a few remarks with regard to Paradeep port which happens to be in my constituency. Paradeep is a Saga in self-reliance of the State Government. The Government of Orissa out of its own meagre resources had constructed this major and deepest all-weather port and this was gifted away by the State to the nation.

But after it came under the control of the Government of India, not only its development is lagging behind but it is also undergoing a slow degeneration.

It is a pity after assuming the administration of this port by the Centre, it has not only declined to reimburse Rs. 16 crores which the State Government had spent but a step-motherly treatment is also meted out to Paradeep port. It has one iron ore handling berth. For the improvement of this berth, it is of course gratifying to note that Government is considering the application of the Port Trust authority for a further loan of Rs. 5.30 crores. This should be expedited. Also a second cargo berth has been constructed. But, it has no ware-housing facility. There has been a demand for this. We do not find any mention about the third cargo berth which the Port Trust has been demanding.

Though the port railway has been completed, the port railways are run by the borrowed employees from the Indian Railways. The staff—the em-

[Shri Surendra Mohan]

ployees—have no living accommodation. If the hon. Minister cares to visit Paradeep, he will find a shanty town without basic amenities. I would like to know from the hon. Minister why Paradeep port is not being developed and why it continues to be a shanty town which does not attract either visitors or customs.

Therefore, it is high time that when the State Government have made this over as a gift and especially for its development as a major port, the Government, should reciprocate it in the spirit that it deserves and should not allow it to decay and decline.

SHRI VAYALAR RAVI (Chirayinkil): Mr. Deputy-Speaker, Sir, the other day I was hearing the hon. Minister Shri Trivedi when he was explaining the reasons for not moving the super-tanker berth project at Cochin

It is unfortunate that the decision had been taken by the Transport Ministry, in spite of the opposition, by a senior Officer of that Ministry but, due to the misfortune of the Keralites, that gentleman has been shifted to the Planning Commission where that crucial decision has been shifted. It has been shuttlecocked from one ministry to the other. Sir, the hon. Minister has misled this House when he said that mid sea lightering of ships is going on in some countries and the Bombay High Crude can be used in the Cochin Refineries. The mid-sea lightering is not a permanent feature in any country. Somebody might have used it temporarily. Taking the crude to the sea-shore or to the refineries, as I understand it, is a temporary feature. The same thing is being done by other countries anywhere in the globe temporarily. That is not a permanent feature. He is, at the same time, conveniently forgetting this fact that it is not being sug-

gested by the Cochin refineries. Also it is a fact that climatic conditions of Cochin are such that we are enjoying two monsoon seasons and the sea is rough for almost eight months in a year. There he was thinking of big vessel coming and transferring to the small ships and taking it to the refinery. It was not at all suggested by the Cochin refinery.

Secondly, he said that Bombay High crude could be used at the Cochin refinery. Can Dr. Dhilon say that the Cochin refinery suggested this? I say No. I can challenge him. I want to know from the hon. Minister whether this matter was referred to the Petroleum Ministry by his Ministry. As I know your Bombay High crude cannot be used in the Cochin refinery. It needs crores of rupees to be invested at Cochin refinery for the change of design. I know it because I had been the President of the Union there.

THE MINISTER OF SHIPPING AND TRANSPORT (DR. G. S. DHILLON): What will you use then?

SHRI VAYALAR RAVI: Now they are using Abu Dhabi and Iraq crude. The variety and the content of the crude will change from country to country. It seems the officers cooked up the story and misled the Minister. I want to know the answer to this categorical question whether his Ministry referred to the Cochin refinery or the Petroleum Ministry for their opinion on the question super-tanker berth utility. The Cochin refinery never suggested these two proposals—Bombay High crude and the mid-sea lightering.

The other thing is about the Shipping Development Fund. So far they have disbursed about Rs. 429 crores even though they sanctioned Rs. 729 crores. Mr. Stephen narrated the story of the Shipping Board. I fully sympathise with Mr. Raghunandan Lal Bhatia, the present Chairman for

his pitiable condition. In this connection I want to mention about trawler allotment. One trawler costs Rs. 20 lakhs. In the allotment of the funds they did not consult the Marine Development Authority which is the sole authority to control the marine products. They are not consulted in the disbursement of the Fund and the allotment of trawlers. The other thing I would like to refer to is the Inland Water Development Board. As far as I am aware this Board has met only once during the last three years.

The Shipping Corporation of India generally give their agency to a person provided he has not any other agency of a private company. In Cochin the same gentleman is having both Shipping Corporation's agency as well as a private company's agency with the result that Shipping Corporation is not getting proper business. In Mangalore they have given an agency to someone else who does not have any other agency and, as such, they are getting very good business there.

Lastly, I want to make an appeal regarding the national highway in Cochin. To give encouragement to Kerala I am pleading for the early completion of Cochin bypass. Further I would plead that the bridge on the National highway 17—keeping apart the controversy—be sanctioned and taken up as early as possible.

MR. DEPUTY-SPEAKER: You have packed so much dynamite in five minutes.

SHRI B. R. SHUKLA (Bahraich): Mr. Deputy Speaker, Sir, I am constrained to submit that the North-Eastern part of the country in general and Uttar Pradesh in particular have been callously neglected in every respect and the Transport Ministry has also its major share in this neglect. As early as 1970 a Central team appointed by the Government

of India surveyed the industrial potentialities of the district Bahraich and Gonda and in its report it submitted that an all-weather road bridge over the river Ghagra at Ghagra Ghat in the district of Bahraich is absolutely necessary for the removal of the transport bottleneck in the eastern districts of U.P., Kanpur and Lucknow. I have also been emphasising time and again the necessity of constructing such a bridge. The UP Government has also in its recommendation requested for inclusion in the Fifth Plan the construction of this bridge. In 1973, when UP was under President's rule, the late Shri M. B. Rana, who was Minister of State in the Ministry of Shipping and Transport had also recommended the construction of a road from Nepalganj Road to Ahmedabad as a national highway. He had also recommended the construction of a bridge at the aforesaid place. But neither the construction of the bridge over river Ghagra at Ghagrahat nor the construction of the national highway connecting Nepalganj road with Ahmedabad has been included in the budget scheme. So I want to emphasise that at least the construction of the bridge should be taken up on a priority basis because it is very necessary for all-round improvement of the backward districts of Bahraich, Gonda and Basti and other places. Secondly, I want to draw the attention of the Minister to this that the National Highway which connects J & K. with Assam passes through the districts of Bahraich, Gonda and other eastern districts. That road is not properly maintained. That road is not properly maintained. The result is that after a few years, a huge amount will be in a non-workable condition and it would be rendered useless. Nothing is done for repair work and the vehicles that pass over it get damaged. Therefore, my submission is that attention should be given to this road for proper maintenance.

I do not wish to waste the time either of the Minister or of the House..

MR. DEPUTY-SPEAKER: You are not wasting the time of the House.

SHRI B. R. SHUKLA:..by taking up other matters although they are very important, but for me it is sufficient if I pinpoint only these two points which have always escaped the attention of the Minister.

SHRI M. RAM GOPAL REDDY (Nizamabad): There are many private godowns in ports which were used for hoarding and illegal activities.

Previously I had mentioned about this. Has the Minister collected any data about how many godowns are there in port areas? I want that all these godowns be taken over by Government and used for keeping the goods that will be exported to other countries.

Our ships are not sufficient to export our own goods. Several times we have to hire ships of other countries paying dear money in foreign exchange. I want to know by what time we will be self-sufficient in the transport of our own goods to other countries and import goods needed by us from other countries. This is a must when we are self-sufficient in so many respects. In this respect also, we have to be self-sufficient.

As regards lorry transport, most of the accidents occur during the early hours of the morning. I want to know whether the Minister is going to place a ban on the movement of vehicles after 1 O'clock in the night so that we may avoid all these accidents. One accident means not only so many lives lost, but vehicles also lost. For replacing these vehicles, we have to spend a huge amount of money. That will be a national waste. Hence I request the Minister to consider these three points.

SHRI DHAMANKAR (Shiwandi): Sir, I rise to support the demands of the Shipping and Transport Ministry. While doing so, I want to suggest that

Ratnagiri port should be converted into an all weather port. Last time when my question was being answered, the hon. Minister said that it was not possible. I still feel that if it is so converted it would serve the needs of the people there. The Meghul lines are now operating two vessels; in 1965 there were five vessels. When it was taken over we were assured that fares would not be revised and adequate arrangements would be made to meet the needs of the people of that area. Since there are only two vessels, I request the hon. Minister to see that small draft are provided there with small capacity so that they could go to small ports also. Travelling facilities must be made available to small ports also.

Regarding Agardand and other fishing ports, nothing has been done. It was stated that technically it was not feasible. Satpati and Agardand and such ports should be revived. At Satpati there is already a cooperative society. They should build small boats. This point has to be examined and considered; there should be fishermen cooperatives also.

The other point is regarding the national highways. The expenditure that the Maharashtra government are incurring on them is on the increase while the central government is reducing the amounts. The Bombay-Poona highway in Borghat, that area has to be realigned again; there are several accidents. The road goes up to Bangalore and there is heavy traffic on this road. There are small sharp curves and so some changes have to be made and more money should be sanctioned for the development of the Bombay-Poona-Bangalore highway as also the Bombay-Nasik-Agra highway. All those areas deserve more consideration because of heavy traffic. I should request the hon. Minister to see that more funds are allotted this year, if necessary. They needed Rs. 10.75 crores last year and the central government sanctioned hardly Rs. 7 crores. Naturally when the amount is reduced, it stops the work of development of highways, and

the transport facilities are correspondingly not increased. He should look into all those things and do the needful for transport in Maharashtra.

SHRI D. K. PANDA (Bhanjanagar): I want to highlight only two points. One is about Gopalpur port. The work is progressing slowly and unless it is completed this year, it will give a great set back to the factory. Therefore, work on it should be expedited. Secondly, I refer to the fishing harbour at Paradip. On 27-10-1975 the Chief Minister has written a letter to the central government that simply because of the escalation of the cost of materials the work should not be stopped. Early clearance is needed. There is a demand for Rs. 44.34 crores for developing the 23 roads and 9 bridges. They are of interstate economic importance. They have already highlighted the importance; it is for greater national economic development. From that angle it should be given more attention. With regard to the fishing harbour at Paradip port, I am saying this. The Narula committee gave the expert opinion, that has not yet been conveyed to the Orissa government. They are proceeding with their work. So, it should be taken up with them immediately. At Paradip more than 2000 workers' hutments were demolished without providing any alternative accommodation, therefore their problem should be looked into immediately.

श्री राजाबहादुर सास्त्री (पटना) : उपाध्यक्ष महोदय मैं एक बात कहना चाहता हूँ, जिससे मन्त्री महोदय परिचित हैं, पटना में बंगला नहीं पर पुनः का निर्माण हो रहा है और उस पुलका बिहार-उत्तर बिहार तथा दक्षिण बिहार की प्रगतिके लिये क्या महत्व है, इस बात पर इन सदन में एक बार नहीं, अनेक बार जोर दिया जा चुका है। स्वयं मंत्री महोदय पटना आकर उस पुनः की स्थिति को देख चुके हैं। उस पुल का निर्माण कार्य जारी है लेकिन कभी कभी प्रशासकों में इस तरह की खबर निकलती है कि भारत

सरकार सम्भवतः उसे पूरी पूरी मदद नहीं करना चाहती है इसलिए कभी कभी वहाँ के लोगों के दिव में सन्देह पैदा हो जाता है कि फिर इस पुलका क्या होगा ? तो मैं यही निवेदन करना चाहूँगा कि ऐसे पहले भी मंत्री जी ने आश्वासन दिया है कि वह पूरी पूरी मदद करेगा लेकिन आज जब हम उनके मन्त्रालय की माँग पर बहस कर रहे हैं तो मैं जरूर उनसे यह मुनना चाहूँगा कि उस पुल के निर्माण में किसी प्रकार की भी बाधा उपस्थित नहीं होगी और सरकार जल्द से जल्द उम पुल के निर्माण को पूरा कराने में मद्दत प्रदान करेगी यह मैं जरूर चाहता हूँ क्योंकि उसका महत्व बहुत ज्यादा है। पटना बिहार की राजधानी है। राजधानी ही नहीं पटना मिट्टी का इलाका जिस इलाके में वह पुल बन रहा है वह गुरु गोविन्द सिंह का जन्म स्थान है और मिखों का बहुत बड़ा धर्म-स्थान है। इसलिए उसका विकास होना ही चाहिये।

एक बात और कहना चाहता हूँ कि जिसकी तरफ चन्द्रिका प्रसाद जी ने ध्यान दिलाया है। इनलैण्ड वाटर ट्रांसपोर्ट बहा चालू है। कभी कभी बात आती है कि पटना में जो इनलैण्ड वाटर ट्रांसपोर्ट है वह बन्द हो जाएगा : बहा के लोग मेहनत कर रहे हैं। उसमें जगिये व्यापार में वृद्धि की जा सकती है। तो उम इनलैण्ड वाटर ट्रांसपोर्ट के लिये बराबर नये नये व्यापार के साधन ढूँढने चाहिये ताकि यह जो महत्वपूर्ण व्यवस्था हमारे देश में है वह खत्म न हो बल्कि उसका और विकास हो। इन्हीं दो बातों के बारे में मैं मंत्री जी से निवेदन करना चाहता था और चाहता हूँ कि इन पर ध्यान दिया जाय। इनलैण्ड वाटर ट्रांसपोर्ट में काम करने वाले जो कर्मचारी ? उनमें कई सवाल आपके यहाँ पेंडिंग हैं। उन सबालों पर और उनको मार्गों पर आप विचार कीजिये ताकि और सहयोग के साथ वे काम

[श्री रामावतार सास्त्री]

वहें। साथ ही मैनेजमेंट में उनको हिस्सा दीजिये ताकि वे अपने सुहाब मैनेजमेंट के मामले वे हके जिससे इन लैण्ड वाटर ट्रांसपोर्ट का पटना से अन्दर, बिहार के अन्दर और इधर गाजीपुर और भागलपुर तक, कलकत्ता तक ज्यादा से ज्यादा बिनास हो, इलाहाबाद तक भी वह आता है। इन तमाम बातों को ध्यान में रखने हुये कर्मचारियों को मैनेजमेंट में हिस्सेदारी मिलनी चाहिये जो सरकार की नीति भी है। लेकिन मालम नहीं उम नीति का कार्यान्वित करने में बिलम्ब क्यों हो रहा है ?

THE MINISTER OF SHIPPING AND TRANSPORT (DR. G. S. DHILLON):
Mr. Deputy-Speaker, Sir, I am very thankful to the Members for this very lively debate on this Ministry's Demand and after having been ignored for the last three years, this has now been taken for discussion. It gives me an opportunity to listen to the views of the Members and the guidance for our future working. Before I touch upon the points mentioned in the debate, I would like to mention here that while this Ministry is under discussion, there is a coincidence that today we are celebrating the 13th National Maritime Day of the 'Merchant-Navy Flag Day' throughout the country. It was on this day, 57 years ago, in the year 1919, that the Indian Merchant Ship know as "ss. Loyalty" sailed from Bombay for the United Kingdom. Indian shipping has made a tremendous progress after the attainment of Independence. It is a matter of pride that Indian vessels only manned by Indian officers and crew are now sailing the seven seas. On this happy occasion, may I venture to say that we all convey our very warm greetings to the Merchant Shipping personnel? Whether on the high seas or on the shores, I wish them well in the coming years. So many points have been raised about questions of policy, allocations, planning, National Highways, road transport, development

of our shipping industry, etc. In the short time at my disposal, I will try to touch on as many points as possible. The hon. members have referred to so many roads and bridges. About some I have information. About others I will try together the information later on and forward it to the members concerned.

Some figures were mentioned. I do not know from where hon. members got the information. I have to correct some of the figures mentioned. In 1947, we had a total road length of 3.30 lakh KM. Now we have a total road length of 12.23 lakh KM. out of which 5.22 lakh KM. are surfaced roads. Thus, the increase has been more than 200 per cent in road mileage. We may not have reached the level of road development comparable to countries like USA, Germany and Japan, but our own achievement is quite considerable.

In the Fifth Plan, the States had sent proposals about 43,000 KM. the total estimated expenditure on which would be Rs. 856 crores and another Rs. 400 crores for widening or double lane. But due to the financial constraint, this estimate of mileage was cut to 10,000 KM. Later on it was slashed to 6,000 KM. and that too split up into three categories A, B and C—A to be taken up first, B to be taken up next and C to be taken up if money is left. Even the money needed for widening the roads was very much reduced. That is the financial background. The Planning Commission, as I have twice before informed the House, had conveyed to us that there will be no new addition to national highways system and they will be held in abeyance unless the financial position improves, but we could provide for the missing links if they are not very long, we could provide for maintenance and some bridges and other expenditure. This not only covers our National Highways but other allied subjects like strategic border roads and others.

In the last 29 years, we were hardly able to get Rs. 570 crores for the

development of the National Highways. 4,000 KM. road length has been constructed 22,000 KM. of low grade section have been improved and we have done widening of 14,000 KM. of National Highways to double lane carriageways. We are concentrating on the completion of the various on-going works which are coming from the last plan to derive the full benefit of the investment which we have already made in them. During 1976-77, it is planned to construct 200 kms. of missing link by-passes and diversions; and widening of 1200 kms. of double-lane carriage ways. That is what we have been able so far to achieve. Mrs. Parvati Krishnan had raised the question of village links to the headquarters and some other Members also did it. Some of them seem to be under the impression that we have completely neglected it. May I again invite their attention to the fact that we have Rs. 500 crores at our disposal in the Plan under minimum needs Programme for this purpose. That amount is purely for these link roads—to these national highways and other important near-about approaches. It will be spent on connecting villages with a population of 1500 or thereabouts. And in the case of tribal and hilly areas, we would take only the cluster of villages into account. Of course they have a small population which is scattered; but they can be taken as a cluster and taken up as one unit for the purpose of this Fund. This House had also discussed the Resolution about the retention of Central Road Fund; that Fund was raised purely from petrol and spirit tax; and that was a non-lapsing fund. There was a bulky Resolution about it; but the amount was too small and some of the hon. Members were carried away by the bulk of the Resolution; and the Minister Mr. Raghu Ramaiah had allotted four hours to it. In that debate, very little was said about that Resolution; and the debate was mainly a part of the general discussions. I will be referring this time to many of the points which were then left over. I did not ignore those points which were not relevant at that time. But I think they are very much relevant

here. That is the reason why I had made a mention about the length of the roads and funds; and village road funds that will be made available. Mr. Daga was very vehement in his criticism of what we do with the amount of Rs. 2.5 crores meant for the administration here. I think that when he had read out the report in this House, he had read it as a whole. He did not care to go into the various parts into which the report was subdivided. We have Rs. 2.5 crores for the Ministry as a whole and not for the roads alone. Only Rs. 93 lakhs, which constitutes 0.77 per cent of the outlay of Rs. 122 crores, was meant for the administration of the Roads Wing. It is the smallest per centage I think, not only for the country, but for the entire world. But unfortunately this was ignored.

SHRI M. RAM GOPAL REDDY:
Have you asked for more?

DR. G. S. DHILLON: No; we are worried only about keeping what we have, because the Planning Commission has already done a lot.

Now the position is that the functions of Central Roads Wing are provided by the Constitution. It is not a question of some administrative arrangement; it is a function entrusted to us by the Constitution. The national Highways roads that they have, as a proportion to the total, is six per cent of the surface road length, and they handle 30 per cent of the road traffic.

The other part of the picture is that we give a greater part of our allocations to the States. We have only supervisory staff. Only recently it was decided to expand. Previously, it was a very small force and could not oversee the total work of road construction. So, the road construction, whether it is national highways, State highways or any other road, was entrusted to the State for execution. The hon. Member, Shri D. N. Tiwari pointed out a number of times that

[Dr. G. S. Dhillon]

while we give this money to them, there is none to see whether the material is of the right type, whether the engineers have the right qualifications and supervision is proper. To cope with them, we have made some staff available at 9 places in the country, some Superintending Engineer, Chief Engineer and so on, a very small staff, but enough at least to keep themselves informed, and keep us informed as to what is the true state of affairs.

When the States perform those functions on our behalf, they charge us agency expenses. It used to be about 7½ per cent. Now they have gone up to 9 per cent. We are impressing upon the State Governments the need for creating separate organisations in their PWD, because in many cases the States have the same organisation, whether the work relates to the district, State or national highways. The result is that the engineers and staff, who care more for the State Government and who care more for the orders of their Minister, and Chief Minister, very often were not as keen about our highways. So, we approached them and some of them have already agreed to set up such wings. I very much hope that we will be able to persuade the other State Governments also to have them in their States.

The hon. Member, Shri B V Naik, said that in his State he had to pay much more as charges for inter-State movement of trucks than his neighbours in other States. While in the neighbouring States they had to pay only Rs. 200, they had to pay Rs. 3,000 to Rs. 4,000. That is the reason why we had to consider very seriously removing these constraints. They are constraints of not only octroi and check posts but some other payments also. These truck drivers, besides paying to their own Government, had to pay every State through which their trucks ply, and this accumulated to Rs. 6,000 or even Rs. 10,000 for national permits. Now they will have to pay Rs. 500 to their State and Rs. 700

extra per annum, which will be paid at one place, which is later on divided among the States through which he passes. This is split up into three parts intra-State, zonal where four States join together and then inter-State. An inter-State permit will entitle him to go anywhere he likes. So, this will be done now at one and the same place.

SHRI B. V. NAIK: Will they be on the basis of the southern, western zones etc., which have been constitutionally provided, or will they be on the basis of convenience, because we would like to have a zonal arrangement with Maharashtra with which we have a lot of trade and commerce, but constitutionally we fall in the southern zone along with Andhra Pradesh, Kerala and Tamil Nadu?

DR. G. S. DHILLON: The main object behind this is to remove obstructions and constraints. Everywhere the trucks were being stopped. Now you can go to any place, from your home town to my home town, and you will not be bothered.

Of course, I had already made it very clear earlier that the distribution of these inter-State permits will be on a very scientific basis. It will be based on the truck population of each State

Now we are seriously taking up the removal of other constraints also for the sake of quick mobility of transport. There are, for instance, these octroi checkpoints at a number of places as also inspections by agriculture, food, police and transport officials. It takes a lot of time to go from one place to another. So, I moved this matter of removing the octrois in the Chief Minister's conference. I had discussions with some of them individually. Some of them were obstinate, but others were very reasonable. We have now set up a working group of five Chief Ministers of the States which will examine this question and by the time your next session starts, I hope I will be in a position to tell you how far we have succeeded. I very much

hope that we will be able to come to some decision.

The only question there is of the revenue received from octroi. You, Mr. Deputy-Speaker, have been going to so many countries, as also myself, and Mr. Indrajit Gupta will be going soon.

SHRI INDRAJIT GUPTA (Alipore): You have never allowed me to go except once.

MR. DEPUTY-SPEAKER: He said you will be going.

DR. G. S. DHILLON: I tried to take you twice, but your party came in the way. I love your company, but your party did not allow it.

So, there is no octroi or anything of that kind in the rest of the world now. It is out-dated, it was discontinued a hundred or two hundred years ago. But we have been continuing it. So, we are proposing its abolition, and the States are also applying their mind to it, to impose a single tax at the place or origin of the goods, so that they can collect the money from the source rather than obstructing the mobility of transport on the way.

There are check-posts at various places and the police, food, excise and other people stop the trucks at one place after another. I have seen brand new trucks being stopped by transport officers. So, we are thinking that there should be one multi-purpose checking unit performing all these functions without harassing the transport workers, so that they may not only gain time, but also add to the economy of the country.

I brought a resolution the other day in this House. I introduced some amendments to it in the other House, so that, as I promised in this House, we will make just a beginning in building some resting places for the drivers, conductors and cleaners so that, after their stated hours of work, they can reach a place and take rest there

instead of lying on a cot on the roadside.

Then there is a question of road facilities for the passengers.

SHRI INDRAJIT GUPTA: Who will maintain those facilities?

DR. G. S. DHILLON: It is just a beginning, Mr. Indrajit Gupta. After all, we must make some beginning.

SHRI INDRAJIT GUPTA: I am asking who will bear this expenditure?

DR. G. S. DHILLON: That is why I made a beginning in the resolution in the other House. That is why I made an amendment in the other House. I told them about this thing. About road safety, it was mentioned by my friend Mr. Naik that the other day, a truck fell and 50 lives were lost. In Punjab more lives were lost, 50 more lives were lost in Himachal Pradesh. This is not a happy picture. I was going to be lost myself in one accident last month. This is a very serious thing. We are trying to analyse the causes of these accidents. The main cause is that the roads are too narrow and the traffic has grown very much in size, whether it is in urban areas or Highways or State roads.

As far as drivers are concerned, there must be some fixed hours of working for them. Some drivers start in the morning, some drivers rest in the mid night and so on. Naturally, they will be feeling sleepy. The other main cause of these accidents is that they are drunk. Nowhere in the world you will see a driver drunk. Here, if they see a person drunk they take it as an accepted fashion. Here, unless a driver drinks, there is a tendency among them to feel that he cannot become very vigorous and strong. There are many tea shops which serve a particular type of tea mixed with opium and other drugs.

SHRI INDRAJIT GUPTA: Reckless.
DR. G. S. DHILLON: Of course, he becomes reckless also. There are many

[Shri Indrajit Gupta]

shops where the liquor available is different for different drivers. Suppose, a driver has to drive for 20 miles, for him, the liquor is different, suppose a driver has to drive for 40 miles, for him the liquor is different and so on. We have to check all this. This will not be allowed, I had a series of shocks in my State. They serve very interesting tea. Not only tea to others but that is called *Moonch Marar Tea*; in English, it is called 'moustache twisting'. Sometimes, we feel tempted also. The moment you take it, you will really feel like twisting your moustache.

(Interruptions)

This is a very popular chain of shops. But I do not mind if the citizens enjoy it. But once it is given to a driver, he twists some other people also.

Then we are going to have an amendment in this Bill very shortly; it is coming before us in which this question of liquor will be mentioned. It will be stopped and at the same time, we have been seriously thinking as to how to test them, either urine test or blood test, or breathalyzer.

As far as helmet for the scooterists is concerned, day before yesterday, an interesting question was put to me. The question was that if a lady is sitting at the back, will she be compelled to wear it? I do not know. But let her husband first wear it. That is a problem really, but we have just started seriously touching this question of accidents. There are many other things. But I was advised, Mr. Deputy-Speaker, that we should have some belt system around us. But after we are able to have this Bill amended, we will try to have a belt system at a later stage. It is very difficult to have a belt system. It is all right all the time, but in a small car it gives you a good shaking and you always remain alert in it.

Then, a question was raised about booking agencies. It was said that some people, for goods traffic, etc., act as agents for both sides, as stevedores do in shipping. This is also being looked into. It will not take a long time before we take it on our own shoulders.

The hon. Member, Shri Shrikishan Modi, suggested that we must do something about the bullock-carts and that, for the protection of the roads, we must see that some bullock-carts are introduced with speed catching devices like ordinary charkha or ambar charkha. He said that there is some mechanical device by which it does much more work than what it ordinarily does if it is driven by two bullocks. He suggested that it should be given some new innovation. That is a very good idea. We are already looking into it.

About the Delhi Transport Corporation, I have already a number of times given information about it to the House and also to the Consultative Committee. I am not very happy about it. I never knew that I would be inheriting the DTC amongst my other portfolios. Up to 1950, it was with the Department; up to 1953, it was managed by the Delhi Road Transport Authority and later on, from 1958 to 1971, it was with the Delhi Municipal Corporation and then the Delhi Transport Corporation came into being. It brought along with it a very big deficit running into crores of rupees.

Before I came, another system had already been introduced the flat rate system, of 30 paise upto 16 Km and 60 Paise beyond that. When I went through a file, I saw a very rosy picture about it. Now this has been in operation hardly for six months. I am very closely watching its performance. It is far below not only the full expectations but even the half the expectations. We will see its performance after it completes six months and after one year. Then, I will be in a position to come before the House with an honest opinion about its performance and what to do. There is something in it which needs

a very drastic treatment. Recently, we have given Rs. 24 crores for capital requirement and Rs. 18 crores for ways and means advances. It will have to be given further advances also.

Since we took over, we have added 1300 new buses and scrapped 700 old buses. We are left with a remainder of 600 new buses. I have yet to see, whether old or new buses, which buses are without any dent or any bumper or number plates, etc. That is because we are still short of buses there is more traffic and over crowding. But we cannot do it overnight. Already we are operating on 250 routes and, for each route, ten to twelve minutes is at present the frequency. Now, it is a difficult situation. Of course, the break-down has come down: in April 1975 it was 9.69 per cent and now 6.90 per cent.

SHRIMATI PARVATHI KRISHNAN: You were talking about the fleet of buses that you have, but what about increasing your work-shop strength so that your maintenance improves and the number of buses on the roads more?

DR. G. S. DHILLON: I was just coming to that, that is part of it. I have a few points noted down already.

About the depots, we have renovated some of them, repaired some of them and fixed up about 100 buses for each. This has brought about a very good change. The break-down has come down from 9.69 per cent in April last year to 6.90 per cent in March this year. I think that is good progress but, still, we will have to see that it does not go up much again.

The income side, however, is not very satisfactory. As against an average daily earning of Rs. 4.5 lakhs in June 1975, we have gone up only to Rs. 6 lakhs. I think it should be much beyond that, if we are to cover even our expenditure. I had, as asked for by some members, fixed up a special meeting of the Consultative Committee to discuss DTC but was very much shocked to find that only three Members attended it in spite of the fact that

all of them had asked for the meeting and I had fixed up the date in consultation with them. The opinion expressed at that time was that we should appoint some expert Committee to go into all these problems, and I have already done that.

Now about shipping my colleague Shri Trivedi mentioned about this yesterday—and I will be adding a few points which arose today. About the Calcutta port, I may assure you, if you have faith in me, that we will never let it go down in its prestige and the great reputation it enjoyed in the past. The problem is about sitting. In the three Plans, a sum of about Rs. 50 crores was already spent and we are looking into it to the minute details. I will also fix up some date and perally go and look into each and every detail.

SHRIMATI PARVATHI KRISHNAN: The point I made was specifically on the question of the administration of Calcutta and Haldia

DR. G. S. DHILLON: I first wanted to satisfy you about Calcutta separately. As I said, its performance has improved very much. The traffic handled at the Calcutta port had reached its lowest in 1971 and now, at 60 lakh tons, it is a substantial improvement. I wonder from where my friend Shri Mohanty got the information....

14 hrs.

SHRI SURENDRA MOHANTY (Kendrapura): I got it from your Annual Report.

DR. G. S. DHILLON: It is estimated that, during 1975-76, this port would be handling nearly 78 lakh tonnes. I am giving the latest information, according to the calculations we have. The income in 1971 was only Rs. 26 crores and now it is Rs. 54 crores

SHRI SURENDRA MOHANTY: The hon. Minister says that, in 1975-76, it would handle 78 lakh tonnes. But in 1974-75 or 1973-74, it had handled 88 lakh tonnes. How then is that an im-

[Shri Surendra Mohanty]

provement? It is there in the Annual Report, Appendix III.

DR. G. S. DHILLON: By that time we may be able to come up to that. About this, you gave a very dismal picture. I only wanted to remove that. We have improved a lot since then. About income also this is the position.

About management of Haldia and Calcutta, I may tell you that we are seriously concerned with this. There is no basis for any such news that we have already decided about it. We will take all the factors into consideration before coming to a decision, and whatever we do will be in the best interests of both Calcutta and Haldia. But it has not yet been finally decided; it is still under consideration. The Chief Minister also spoke to me about it, and I have given him the same reply, 'Let us think over it', because I do recognise that it is a subsidiary port of Calcutta; it is meant mainly to serve the surplus tonnage.

Many things have been said about Visakhapatnam and Tuticorin. Mr. Sivaswamy mentioned about salt. I myself visited Tuticorin last month, and I went through all the processes. It is going to be completed very soon; two berths are already there; we are going to have another one. Some discussions are going on about old and new Port, vessels and all that. We have been thinking over that also. Mr. Trivedi has made some statement earlier also; in reply to some question he has mentioned that the position is still at the same level

SHRI C. K. CHANDRAPPA (Telli-cherry): What about Cochin super-tanker?

DR. G. S. DHILLON: The position is at the same point which the Prime Minister mentioned in her speech in Cochin. (Interruption). Mr. Ravi, there is a little impatience on your part. Such questions cannot be solved by impatience. During our three-day stay

in Cochin, this super-tanker question was almost a nightmare for us; everybody, whosoever we talked to, was asking me and Mr. Trivedi about super-tanker. Therefore, we wanted to be very definite before giving the reply. The position is that it stands at the same point which was mentioned by the Prime Minister in her speech. He was saying, 'When Dr. Dhillon is there, how can this be done?'. If I were to give you as an individual, I will commit myself just now.

SHRI VAYALAR RAVI: I referred to the points mentioned by the hon. Minister, Shri Trivedi. He has given two reasons which, I have said are wrong.

DR. G. S. DHILLON: Both of us have spoken the same thing. We know the background. We know also your question, because there is no change in the question, and there is no change in the reply.

SHRI VAYALAR RAVI. You heard my speech, Sir.

MR. DEPUTY-SPEAKER. I did hear, there was a lot of dynamite in five minutes. If the Minister does not defuse it, what can I do?

DR. G. S. DHILLON: Thank you very much. It required a special tact on your part and you have succeeded in that in taming him.

Shri Ismail raised the question about the special pioneer class of vessels. I have just noted that point. About the containers and all that, we have already started thinking on those lines and we have already started building up the containerised ships. We are negotiating with GDR and will have that capacity.

The same hon. Member said that the Shipyard at Visakhapatnam had not enough orders. I assure him that we have enough orders, and they are enough upto 1978-79. We have already five of them and we are expecting still more and we are negotiating for more

We have enough number of orders. We are trying to improve our capacity to have more orders, so that at one end the same time, we can deal with the building up of more ships at a time instead of one at a time.

I was a little surprised at the criticism of my dear friend, Shri Stephen. Throughout my time when I happened to be the Chairman of P.U.C. and even when Members of the opposition were chairman of the parliamentary committees, they would settle everything amongst themselves, talk to the Minister or Ministry concerned and everything came up in the Action Taken Report. Here, the Action Taken Report came through the speech of the Chairman which is very rare. I thought, I will receive some help from him, instead I am put on the defence. I have to see, how to meet his points and for that I kept on studying. He said, that the implementation of the recommendations had not taken place and they were neglected. I have seen all those points. I have seen that their recommendation about coastal shipping was looked into and implemented. Also the recommendation regarding a service to Fiji, and Philippines was implemented. The recommendation regarding India-Latin America route has almost been accepted. Other things like new trade routes and restructuring of shipping development fund and committees etc. were looked into and are being implemented. Those recommendations which have not been implemented, it would have been much better for the hon Member to have met me separately, so that I could have seen that they are implemented. We have utmost respect for our parliamentary committees and also departmental committees. What for are they there if we are not going to look to their recommendations? But anyway, it has been raised here and Mr. Deputy-Speaker, Sir, I would be very happy if through you, I could ask the former Chairman to meet me in this connection. I will place before him the implementation list, because there is no Action Taken Report system here and in regard to the points which have

not been implemented, I would be very happy to report back to this House on those points. There are many other points but the time is very limited.

The main point is about the inland water transport...

SHRI VAYALAR RAVI: That Board never met.

DR. G.S. DHILLON: You are very much mistaken. The Board met thrice on 16th February 1973, 19th November, and 31st March. How can you say that it did not meet even once?

SHRI VAYALAR RAVI: Then, they have not informed the members.

DR. G. S. DHILLON. You must have been busy somewhere amongst your friends. I know you have many other engagements also. About cargo on Patna-Ghazipur route, previously, we used to carry only boulders and cement. But after the construction that is not needed. Even the coal is not needed after the construction is over. Due to inter State movement of wheat, that source is also gone. This is a very bad state of affairs. We very much welcome water transport because it is very cheap. I have worked out the figures. With one horsepower on road we move 150 kg. on the railways, 500 kg and by water 400 kg. But we need a lot to spend on different things. Jetties, the terminal points dredgers to deepen it, etc. It is a very expensive affair. If it is cheaper on one side, it is expensive on the other. The moment we have funds with us, this shall be the first thing we shall attend to. Even now we are paying a lot of attention to it.

Mr Ravi mentioned about four bridges which have not been taken up. I can only say that by 1978 by the end of the financial year or by the middle of the year they will all be completed.

Shri Ramavatar Shastri raised the question of inland water transport. Specifications and other measures are going on.

[Dr. G. S. Dhillon]

About the North Trunk road in Assam, though it is not a National Highway, the Boarder Roads Organization has taken it up and almost completed it.

With regard to the Buxar bridge, we did face certain difficulties in the matter of sinking of the wells but we have now overcome them and it is about to be completed.

There are so many bridges and roads that there is no time but I assure the hon Members that I have noted them all and I will be conveying the information to everyone of them about the progress and I will also be very happy to meet them personally.

Sir, I have taken a little more time than allotted to me and I hope the hon House will pass the Demands. (Interruptions).

SHRI D. K. PANDA: My point is: only Rs. 15 lakhs has been sanctioned for the current year. If the work goes on with this speed, then it will give a rude set-back to the Rare Earth Factory. What is the answer?

SHRIMATI PARVATHI KRISHNAN: I would like the Minister to clarify two things that I have already raised. One is about the working of the Task Force and about the apex body for the Port and Dock workers, he said nothing about it because without the task force how will you improve the matter? Secondly, there is a great shortage of marine personnel in this country. What is being done for re-structuring and what are the marine engineering and what are the modern technological improvements that are being adopted?

श्री राजाबतार शास्त्री : मैंने पटना ब्रिज के बारे में पूछा था आप ने कोई जबाब नहीं दिया। पिछली बार आप ने कहा था कि जब मानों पर बहस होगी ; तब इस का जबाब दूंगा, लेकिन आप ने कोई जबाब नहीं दिया।

श्री मोहनमव इस्माइल : भाई० एल० श्री० ने जो रिक्मन्डेशन की है, उन को

इम्प्लीमेंट करवें वो बिने ज.प की कोई जिम्मवारी है वा नहीं है बिने इतना ही जाना चाहता हूँ।

डा० जी० एल० धिल्लों : यहाँ एक भाई० एल० श्री० की रिक्मन्डेशन का तात्पर्य है, बिनेही साहब ने पिछली दफा पिछरी दफा इसके बारे में बतलाया था, कि बर्तकल्पती से उस बन्त छाप यहाँ मौजूद नहीं है, कहीं जाने गये थे। फिर भी मैं आप को दोबारा बतला देता हूँ—भाई० एल० श्री० ने मिनिमम 48 पीड रखा है, आप ने कहा है कि हमने यहाँ 32 पीड दिया जाता है, यह गलत है। पहले 36 पीड था और अब 44 पीड हो गया है। हम अमरीका, जापान और इंग्लैंड का मुकाबला नहीं कर सकते। हम में जो 8 पीड बाकी रहा जाता है—यह सी फेब्ररस बैलकेयर फण्ड में चला जाता है और जब वे लोग नौकरी से हटते हैं तो 100 ० महीना उन को इसमें से मिलता रहता है। हम अपनी इकायमी के मुताबिक ही हमको दे सकते हैं। मेरी सामग्री 500 रुपये माहवार हों और मुझे कहा जाय कि भाई० एल० श्री० 600 रुपये देने को कहता है अब मैं कमाऊं 500 रुपये और देने पर 600 रुपये तो यह कैसे चल सकता है। ये लोग हमें मुश्किल में डाल रहे हैं, लेकिन आप को तो समझना चाहिये।

MR. DEPUTY-SPEAKER: You put the questions. The Minister is replying. In the midst of his reply you get up and put other questions. Whatever the replies are, they are before the House. It cannot be settled in this way.

If you are not interested in the rest of the answers, I will put the motions to the vote of the House.

If you want the Minister to deal with the points, he will deal with them.
DR. G. S. DHILLON: Task force; there. The work is reviewed. We cannot say about the apex body. After the review we will see what we stand.

शास्त्री जी ने पटना विधम के बारे में पूछा था 4.5 करोड़ रुपये तो पहले ही दे दिया है। 7 करोड़ रुपये का आस भी धार एक में 1976-77 के लिये रखा हुआ है। आप ने जो फिगर्स दी हैं, वह ठीक नहीं है, मुझे नहीं मालूम आप उन्हें कहाँ से ले आये हैं।

पंडा साहब ने जो सवाल किया, मैं वही धर्म कहंगा कि गवर्नमेन्ट आफ इण्डिया से पूछने के बजय उद्दिष्ट, बालों से पूछिये।

श्री राजावतार शास्त्री . मेरे सवाल का जबाब नहीं आया, मैं ने इस सवाल को पहले भी उठाया था ...

डा० जी० एस० डिस्पोँ शास्त्री जी, चाहते हैं कि उन को दीए तोष करगया जाय, शास्त्री जी, मैं एक दफा बोला करता हूँ इससे ज्यादा कुछ नहीं कह सकता। अगर यह ठीक न हो, तो फिर आप दोबारा पूछ लीजियेगा।

MR DEPUTY-SPEAKER: There are a number of cut motions that were moved by the hon members. Unless any member wants any particular cut motion to be put separately, I will not all of them together.

All the cut motions were put and negatived.

MR DEPUTY-SPEAKER The question is

"That the respective sums not exceeding the amounts on Revenue Account and Capital Account 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, 1977, in respect of the heads of demands entered in the second column thereof against Demands Nos 79 to 82 relating to the Ministry of Shipping and Transport."

The motion was adopted.

[Demands for Grants, 1976-77 in respect of the Ministry of Shipping and Transport which were voted by Lok Sabha are shown below.—Ed.]

No. of Demand	Name of Demand	Amount of Demand for Grant on account voted by the House on 23-3-1976		Amount of Demand for Grant voted by the House	
		Revenue Rs.	Capital Rs.	Revenue Rs.	Capital Rs.
79.	Ministry of Shipping and Transport	40,99,000	..	2,04,93,000	.
80.	Roads	13,44,42,000	13,80,14,000	67,22,12,000	69,00,68,000
81.	Ports, Lighthouses and Shipping.	4,15,13,000	34,52,07,000	20,75,67,000	172,00,56,000
82.	Road and Inland Water Transport	17,91,000	2,90,90,000	89,53,000	10,14,53,000