

Managing Director, left the Corporation. Then we waited for getting another able man. Fortunately we got a very competent person from the private sector, Mr. V. V. Parekh. He has taken charge as Managing Director of the Corporation last month.

The Corporation had already started with a capital of Rs. 2 crores. Now Rs. 7 crores have been sanctioned by the Finance Ministry and Rs. 11 crores for purposes of housing in the States. That is to say, for this year we have about Rs. 18 crores to start with. Then, for the next two years of the Plan, Rs. 15 crores has been sanctioned, with the result that Corporation can now commence its operations.

The Corporation has already sanctioned schemes from the Governments of Maharashtra, Gujarat and Tamil Nadu, and other schemes are also under consideration. My hon. friend Shri Raja Kulkarni referred to the slums on the Western Highway in Bombay. There are a large number of slums as you go to the Santa Cruz Airport. One of the schemes considered was that the entire area around the Western Highway there, should be taken over. Unfortunately, a part of the area belongs to the Defence Ministry and another part to the Railway Ministry, and therefore, the matter has got involved. Recently it has been discussed with the other Ministries and a way is believed to have been found. We propose to take up the scheme as soon as the remaining formalities are completed.

At present the Corporation is only allocating funds to the various State Boards. The original conception of the Corporation was that it would itself undertake construction, would have its own schemes, its own urban development experts, its own special architects and so on. But because of stringency of funds we have postponed direct construction. However we are tentatively considering a proposal to take up housing construction in Calcutta, in addition to the other schemes that are to be undertaken by the West Bengal authorities. There our idea is to build 1000 houses, i. e., residential units, and we also propose to undertake, with the concurrence of the other Ministries, work in the R. K. Puram Area. We expect that with the active functioning of the Corporation, the housing position will improve in some appreciable measure.

MR. CHAIRMAN: I put the cut motions to the House.

All the cut motions were put and negatived.

MR. CHAIRMAN: The question is:

"That the respective sums not exceeding the amounts shown in the fourth column of the order paper including the sums already voted 'on account' for the relevant services be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972 in respect of Demands Nos. 85 and 142 relating to the Ministry of 'Works and Housing'."

The motion was adopted.

MR. CHAIRMAN: The question is:

"That the respective sums not exceeding the amounts shown in the fourth column of the order paper be granted to the President to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1972, in respect of the Heads of demands entered in the second column thereof against Demands Nos. 86, 87, 140 and 141 relating to the 'Ministry of Works and Housing'."

The motion was adopted.

17.35 hrs.

Ministry of Shipping and Transport

MR. CHAIRMAN: The House will now take up discussion and voting on Demand Nos. 73 to 77 and 134 to 136 relating to the Ministry of Shipping and Transport which can be discussed till 6 P. M. when guillotine will take place.

DEMAND NO. 73—MINISTRY OF SHIPPING AND TRANSPORT.

MR. CHAIRMAN: Motion moved:

"That a sum not exceeding Rs. 1,05,91,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Ministry of Shipping and Transport'."

DEMAND NO. 74—ROADS.

MR. CHAIRMAN : Motion moved :

"That a sum not exceeding Rs. 16,26,77,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Roads'."

DEMAND NO. 75—MERCANTILE MARINE.

MR. CHAIRMAN : Motion moved :

"That a sum not exceeding Rs. 3,52,29,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Mercantile Marine'."

DEMAND NO. 76—LIGHTHOUSES AND LIGHTSHIPS.

MR. CHAIRMAN : Motion moved :

"That a sum not exceeding Rs. 93,53,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Lighthouses and Lightships'."

DEMAND NO. 77—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF SHIPPING AND TRANSPORT.

MR. CHAIRMAN : Motion moved .

"That a sum not exceeding Rs. 4,09,01,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Other Revenue Expenditure of the Ministry of Shipping and Transport'."

DEMAND NO. 134—CAPITAL OUTLAY ON ROADS.

MR. CHAIRMAN : Motion moved :

"That a sum not exceeding Rs. 47,11,45,000 be granted to the President to complete the sum necessary to defray the

charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Capital Outlay on Roads'."

DEMAND NO. 135—CAPITAL OUTLAY ON PORTS.

MR. CHAIRMAN : Motion moved :

"That a sum not exceeding Rs. 7,30,80,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Capital Outlay on Ports'."

DEMAND NO. 136—OTHER CAPITAL OUTLAY OF THE MINISTRY OF SHIPPING AND TRANSPORT.

MR. CHAIRMAN : Motion moved :

"That a sum not exceeding Rs. 10,53,27,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Other Capital Outlay of the Ministry of Shipping and Transport'."

Sarvashri Robin Sen, Mohammad Ismail, Dinan Bhattacharyya and Mohammad Tahir have tabled cut motions. I would like to know if they are present in the House and desire to move their cut motions.

SHRI DINAN BHATTACHARAYYA (Serampore) : Yes.

SHRI ROBIN SEN (Asansol) : I beg to move :

"That the Demand under the Head Ministry of Shipping and Transport be reduced by Rs. 100."

[Failure to frame rules in regard to goods booking and forwarding agencies in Delhi Union territory (1)]

"That the Demand under the Head Ministry of Shipping and Transport be reduced by Rs. 100."

[Failure to check dependency on foreign aid in developing ports and docks (2)]

"That the Demand under the Head Ministry of Shipping and Transport be reduced by Rs. 100."

[Failure to check monopolistic trend in Shipping and Road transport (3)]

"That the Demand under the Head Ministry of Shipping and Transport be reduced by Rs. 100."

[Failure to give need-based wage for transport workers (4)].

SHRI DINEN BHATTACHARYYA (Serampore) : I beg to move :

"That the Demand under the Head Roads be reduced by Rs. 100."

[Need for completion of Calcutta-Bombay Highway which originates from Bally Vivekananda Bridge (6)].

SHRI ROBIN SEN : I beg to move :

"That the Demand under the Head Roads be reduced by Rs. 100."

[Failure to maintain worst affected G. T. Road, N. H. 34 and other national highways (7)]

"That the Demand under the Head Other Revenue Expenditure of Ministry of Shipping and Transport be reduced by Rs. 100."

[Failure to abolish stevedore system in Calcutta port and other ports (8)].

"That the Demand under the Head Other Revenue Expenditure of Ministry of Shipping and Transport be reduced by Rs. 100."

[Failure to recognise Seamen's Union, Calcutta (9)]

"That the Demand under the Head Revenue Expenditure of Ministry of Shipping and Transport be reduced by Rs. 100."

[Failure to check decreasing recruitment of seamen in Calcutta (10)].

"That the Demand under the Head other Revenue Expenditure of Ministry of Shipping and Transport be reduced by Rs. 100."

[Failure to make arrangement to recognise unions through secret ballot (11)].

"That the Demand under the Head Other Revenue Expenditure of Ministry of Shipping and Transport be reduced by Rs. 100."

[Failure to stop discrimination in enrolling membership of Seamen's Union (12)].

MR. CHAIRMAN : The cut motions are also before the House.

THE MINISTER OF PARLIAMENTARY AFFAIRS, AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR) : I have got a few facts and if the House permits me I shall present them to the House ; they are about the expansion programme. Members may then ask some questions.

SHRI DINEN BHATTACHARYYA : We must first be given a chance to put questions.

SHRI ROBIN SEN : A section of the dock and port workers, stevedores, have neither security of service nor a guaranteed wage. Will the Government take steps to end the system and bring these workers under the Dock and Labour Board ?

MR. CHAIRMAN : Let the Minister speak and then other Members can ask questions... (Interruptions).

SHRI DINEN BHATTACHARYYA : If he cannot answer the questions now, let him take them down and he can afterwards inform us in writing.

SHRI RAJ BAHADUR : I shall hardly take ten minutes to make some announcements. I shall also say something about the Dock Labour Board. I need hardly point out to the House that the transport system is one of the most important links in the economic system of the country and on the development of transport depends so much the development of our country's economy as a whole.

[Shri Raj Bahadur]

Naturally the Ministry of Transport and Shipping covers roads, road transport, national highways, highways and shipping. Since many Members would be interested to know about the highways may I just say that an expenditure aggregating to Rs. 1,200 crores is estimated to have been incurred on the development of roads under both the Central and State sectors during the last 25 years. As a result, over 600,000 kms. have been added to the road system of the country. In terms of area and population, the total road length in the country works out to about 30 km for every 100 sq. kilometre of the area, and 180 km for every one lakh population for the year 1969. This is so far as the general picture is concerned. I am not going into the details very much.

But I must refer here to the question of national highways, to the extension of which much attention has been paid by many Members of this House from time to time. Last time, when we extended our national highways, it was from 13,200 miles to 15,000 miles. Since then, many demands have been made. In fact, they have got a pending demand of 20,000 miles to be added to our national highway system. I am happy to announce that during the course of the last few weeks, we have been in a position to announce the addition of as much as 761 miles of roads to our existing national highway system. The roads we have added to the national highway system are: (1) Shillong-Agartala Road, 310 miles; (2) Belgaum-Panaji Road, which will touch Goa also, 95 miles; (3) Nowgong-Dimapur Road, 106 miles; (4) Ambala-Manali Road, 202 miles and (5) Hardiaspur Paradip Road, 48 miles. I am aware that Members are also anxious about the addition of the West Coast Road and other roads which are presently under consideration. We have got five proposals, but we will have to wait for sometime before we take them up.

It will be seen that many important areas in Tripura, Goa, Manali, Paradip, etc., will now be put on the national highway system.

SHRI CHANDULAL CHANARARKAR (Durg): Madhya Pradesh has been totally ignored.

SHRI RAJ BAHADUR: It is in a fortunate position in that practically every important road passes through Madhya Pradesh. Road

Nos. 3, 8, 11, 7—there are so many national highways that pass through Madhya Pradesh. I think the Bombay-Calcutta Road passes through it. (Interruption) I shall reply to all questions if you permit me to say something now.

Let me now say something about the roads of economic importance and inter-State roads. This programme also has been stepped up a little bit.

SHRI DINEN BHATTACHARYYA: Say something about half-completed roads.

SHRI RAJ BAHADUR: Members should be interested more in the completion of the roads than in half-completed roads. I think if he traverses the half-completed roads he will never reach his goal any time. That is quite clear.

We have a fresh programme totalling up to a cost of Rs. 17.46 crores providing for the construction of 353 miles of roads and the construction of 68 major bridges on sectors which are not national highways but State highways. A loan of Rs. 2.61 crores is being given for the development of the East Coast Road in Tamil Nadu and Rs. 1.43 crores in Saurashtra or the Saurashtra Coastal Road in Gujarat State.

SHRI BIBHUTI MISHRA (Motihari): What about Bihar?

SHRI RAJ BAHADUR: About Bihar, I was personally instrumental for the Barauni-Phulbaria Road which was completed in a record time of nine months, with all the bridges constructed, except the one over Kosi.

AN HON. MEMBER: Rajasthan?

SHRI RAJ BAHADUR: If you ask about Rajasthan, Rajasthan suffers from a variety of things and I will certainly take note of all the demands made to add a little bit to Rajasthan and Madhya Pradesh.

SHRI BIBHUTI MISHRA: North Bihar Lateral Road. (Interruption)

SHRI RAJ BAHADUR: In North Bihar, I know some portions connecting Forbesganj have got to be completed and that is very much in our mind. Having been in Nepal for some years, I can assure my hon. friend that I have got some familiarity with this.

17.44 hrs.

[MR. SPEAKER in the Chair]

May I now revert to another important aspect of road construction and road transport? This is a most employment intensive industry—roads as well as road transport. So, every crore of rupees added to the budget for road planning or road construction has employment opportunities. We know that in urban centres like Delhi, Calcutta, Madras and Bombay, if we can provide the required level of road transport by addition of road transport vehicles, we shall not only be providing the much-needed facility and alleviating the suffering of the people in this regard, but also will be providing employment opportunities to the vast numbers of our people; particularly it will also provide white-collar jobs.

May I come to shipping, because the time is very limited. I should like to give an idea of the development that has taken place during the recent years. Broadly speaking, there are three stages in the development of shipping. The first stage is from the independence days in 1947 when we had hardly about 2,00,000 GRT upto 1956, when it was about 4,18,000. From that we made a big jump by adoption of certain means and on 1.4.61 we could attain a level of 172 ships and a tonnage of 8.57 lakhs GRT. Now on 1-7-71 the total number of ships is 249 and the total tonnage is 24.43 lakhs GRT, which is a very substantial addition. Our fourth plan target is 40 lakhs GRT, out of which the operative tonnage is already 2.4 million. If we deduct out of it some shipping that will have to be scrapped during the remaining period of the fourth plan, the total would come to 2.20 million tonnes. The tonnage firmly on order already is 11.14 lakhs, out of which 6 lakhs was put on order this year a record for any single year. That means we have provided for 33.22 lakh GRT. For the achievement of the remaining portion of the target, we have to place orders for 6.78 lakhs GRT. We have already made commitments and we are well in an advanced stage of negotiations for over 3 lakhs GRT. I am confident that by the time we really complete the fourth year of the plan, we should be able to achieve our target. As hon. members know in the fifth plan, we have a target of about 5 million or 6 million tonnes.

Today we are able to lift our share broadly in the liner trade. In certain sectors, we are

lifting as much as 55 per cent and in others 48 per cent against our share of 50 per cent. In certain sectors it is 40 per cent. In bulk cargo we are, of course, lagging behind. We would certainly like to do all we can to achieve self-sufficiency in this. So far as this is concerned, we have taken very good steps to enable us to build up our bulk carrier tonnage. A few figures on that score will convince the House about the attempts we have made.

As on 1st April, 1961, there was not even a single bulk carrier or tanker with us. During the next decade, 23 bulk carriers of 5.12 lakhs GRT and 10 tankers of 2.72 lakhs GRT have been added to the Indian fleet. As on 1-4-71, the total bulk tonnage consists of 32 vessels of 7.84 lakhs GRT. But even here we have got to make a big addition before we can really lift all the crude that we have to import for our refineries or have all the vessels that we require along the coast to carry our oil and oil trade.

So far as our efforts to mobilise resources are concerned, the fourth plan provision was of an order of Rs. 125 crores. Thanks to my predecessor in office, Dr. V. K. R. V. Rao—he was not very much convinced about road transport and shipping when he was member of the Planning Commission; but when he became Minister of Transport, he became convinced—we have got a substantial addition both for road and road transport. All the credit goes to him. We have already committed this amount of Rs. 125 crores. We also require initially a sum of Rs. 70 crores, about which we have made a representation to the Planning Commission and the Finance Ministry. I am sure with this and with the World Bank aid that we do hope will come even in respect of this new field for which the World Bank has started giving aid, totalling about 200 million dollars, we should be able to make sufficient headway towards the achievement of our goal.

I will say a few words about the advance we have made in the road transport fleet. The number of goods vehicles rose from 1,36,111 in 1957-58 to 3,00,922 in 1968-69. The number of stage carriages increased from 35,595 to 85,490 over the same period. The revenue from road transport has also increased from Rs. 430 crores odd in 1957-58 to Rs. 540 crores odd in 1968-69. The expenditure on roads has risen from Rs. 165.9 crores to Rs. 186 crores during the same period. This shows that

[Shri Raj Bahadur]

there is every justification for giving more allocations, more funds, for roads because roads are earning quite a lot of income both to the State exchequer as well as the Central exchequer.

With these few preliminary observations, I leave the next five or seven minutes for asking questions.

AN HON. MEMBER : What about ports ?

SHRI RAJ BAHADUR : Ports are doing very well. There is not the least doubt about it. There was a time when we were suffering congestion at our ports and the ships that came were waiting for berths. Now a stage has been reached when in certain ports, even in Calcutta, it is the berths that are waiting for ships rather than the ships waiting for berths. Look at the port of Bombay. It was indeed a very pleasant experience for me to have gone there. This time it is very much presentable and very orderly. The percentage of pilferage has also gone down. I must also say that happy relations exist between the Port and Dock Workers' Union and the Port Trust, which is a welcome feature. My hon. friend referred to the Port and Dock Workers' Union and suggested its abolition.

AN HON. MEMBER : About stevedores.

SHRI RAJ BAHADUR : Nationalisation of stevedores' union? Well, that is a matter which is being raised from time to time. It is a question to be considered as to which agency will take it over, whether the Port Trust or whether we can have a co-operative of the labour itself. There are so many suggestions about it. We must have some concrete proposals before us before I can make any commitment. I would not like to make any commitment without making some arrangement in advance, a suitable arrangement to look after the handling of cargoes in our ports. So, while I will not reject that particular point outright, I will only say that something has to be done to rationalise the whole thing.

Even the Dock Labour Board functions under the care, supervision and guidance of the Ministry of Labour whereas the ports function under the Ministry of Transport. It is not a very convenient arrangement and it is a matter for the House to consider. It is very much engaging the attention of government also.

I am very much in contact with the Minister of Labour and I can assure him that so far as the workers are concerned he cannot say that they are victimised, or that they are not defended against. In fact, if he compares the wages earned by a stevedore worker and a worker in the same city, he will find the average income of a stevedore is Rs. 7 to 8 and in some cases even Rs. 15 while that of an ordinary worker is Rs. 3 to 4 or only Rs. 2 to 3. So, let me assure him that the stevedore workers are not really a poor lot and are not discriminated against. I would like to disabuse his mind of any such impression.

With these few preliminary remarks, I would like to leave the next few minutes for questions because hon. Members have allowed me to speak by even not speaking themselves.

SHRI G. VISWANATHAN (Wandiwash) : We have been pressing for the Sethusamudram project for a long time; not only from the point of view of shipping and transport but also from the point of view of defence, it is very much necessary for us to have our ships go from the east coast to the west coast and *vice versa* without touching the international waters. I want to know when it will be taken up.

Then, the Tuticorin Deep Sea Harbour Project has to be expedited. Thirdly, the Government of Tamil Nadu have requested the Centre to have a salt development survey at Vallinokku in Ramanad district. I want the Minister to consider this.

Finally, under the Inter-State Water Transport Scheme, Buckingham canal should be connected with Andhra. I hope the Minister will take more interest in connecting Buckingham Canal with other rivers for inter-State river transport.

SHRI RAJ BAHADUR : So far as Sethusamudram Project is concerned I am sure the Member knows our interest in that project. We had appointed a Committee which made surveys and the report of the Committee has come. It is only a question of priorities in our planning. It is a costly project and economic have been worked. The returns seem to be promising but they have to be tested against actual practice. The question is whether we put this project first or the Tuticorin Project first. I am glad that this project is taking shape. About salt he should address to the

concerned Ministry. As regards Buckingham canal we have been doing whatever we can to promote inland water transport but with the modern sophisticated means of transport, inland water transport has to survive against a tough competition. The main handicap is not our lack of interest but that it has got to compete against much more efficient, quicker and cheaper means of transport.

SMT. LAKSHMIKANTHAMMA (Khammam) : I want to ask about intermediate and minor ports. The Government of Andhra Pradesh had made representation about the development of the ports of Masulipatnam, Kakinara as well as the port of Visakhapatnam which now exports iron-ore. Whether there is any scheme for the improvement of these ports?

SHRI RAJ BAHADUR : Sir, the intermediate and minor ports are essentially the responsibility of the State Government. We do assist the State Governments in this direction and I assure the hon. lady Member that we will do whatever we can in the development of these ports. As regards Visakhapatnam port we should all be proud that it can entertain now vessels upto 1,00,000 GRT.

SHRI DINESH JOARDER (Maldaha) : I want to know about the second bridge between Howrah and Calcutta over the Ganges. When will it be taken up? Whether there is any Central Government scheme on it and the said proposal has matured?

SHRI RAJ BAHADUR : The proposal is under the consideration of the State Government. We have all sympathy with it but again it is a question of finding resources and priorities.

SHRI D. N. TIWARI (Gopalganj) : This Ministry is in charge of national highways and there are thousands of national highways in all the States. The work is done through the State CPWD while the money is paid by the Centre with the result that the works are being done in a haphazard manner. So, I would request that at least, if not for execution, for supervision the Ministry must have some organisation so that they may go and supervise and see how the works are being done.

SHRI N. K. SHARMA (Dausa) : There is the question of border roads. They have been

constructed by the Centre but are now being neglected.

SHRI AMRIT NAHATA (Barmer) : Border roads have been constructed by the Central Government but now there is nobody to look after those roads except the rain gods who wash them away.

18.00 hrs.

SHRI D. D. DESAI (Kaira) : Our freight rates and, therefore, the foreign exchange out-going is high both on import and export because of turn round timings at ports. What arrangements would you be making in this plan to see that freights on incoming and outgoing consignments are reduced?

SHRI RAJ BAHADUR : So far as the question of Shri D. N. Tiwari about the maintenance and execution of the national highways is concerned, he has of course pinpointed a particular condition or state of affairs. We are very much anxious that the pace of execution, the momentum should be increased and maintenance also should be improved.

National highways are the responsibility of the Central Government according to the Constitution but their execution is with the State Governments. In fact, the proposal was made whether there should be a Central agency for them. But that is a matter for consideration and we have not come to any conclusion about it. Along with this there is the thorny question of State-Centre relationship. So, we have to consult the States, in case, any progress is to be made. There are many permutations and combinations of the whole thing.

So far as Rajasthan is concerned, border roads were constructed by the Border Roads Department. The Chief Minister of Rajasthan has already approached the Central Government that it is not within the limits of their financial capacity to maintain those roads. The Central Government have pointed out that these roads are also used for local traffic. The main question has boiled down to this that if these roads are not maintained by the State Government, will the Border Roads Department or the Central Government or the Defence Ministry be interested in their upkeep and preservation or not? This question is receiving our consideration. As soon as we

[Shri Raj Bahadur] ... are able to reach a decision, the House will be informed.

About freight rates, this question has been raised earlier also in this House. I can only say that the only answer lies in expanding our fleet as much as we can and to be as much independent as possible of the liner conferences. But the liner conferences are an essential requirement also because they provide a stable, dependable, regular service. So, we have got to see that so far as we are concerned, there is no ground or reason given for the increase in freight rates. Port charges increase because the labour wage bill increases. Increase in the wage bill leads to increase in port charges. Port charges and other increases, like increase in the cost of oil, bunker and all this, lead to increase in freight rates. When these freight rates are increased, they prove detrimental and reduce the capacity of our exports to complete in foreign markets. It is a vicious circle. So, let us be all conscious about it and try to do whatever we can about it.

MR. SPEAKER : I am glad, something has been said about this Ministry also. I will now put all the cut motions to the vote of the House.

SHRI S. M. BANERJEE (Kanpur) : Sir, it is five minutes past six O'Clock ; so, the Demands cannot be guillotined now.

MR. SPEAKER : You work both ways. You ask for extension of time and then you also object to it.

SHRI S. M. BANERJEE : If a man is to be hanged at 4 O'Clock, he cannot be hanged after it is past 4 O'Clock.

MR. SPEAKER : I am now putting all the cut motions together to the vote of the House.

All cut motions were put and negatived.

MR. SPEAKER : The question is :

"That the respective sums not exceeding the amounts shown in the fourth column of the order paper be granted to the President to complete the sums necessary to defray the charges that will come in course of payment

during the year ending the 31st day of March, 1972, in respect of the Heads of demands entered in the second column thereof against Demands Nos. 73 to 77 and 134 to 136 relating to the Ministry of Shipping and Transport."

The motion was adopted.

18.05 hrs.

MINISTRIES OF FINANCE, LAW AND JUSTICE AND PLANNING AND DEVELOPMENTS OF ATOMIC ENERGY, COMPANY AFFAIRS, ETC.

MR. SPEAKER : I am now putting all the outstanding Demands to the House.

The question is :

"That the respective sums not exceeding the amounts shown in the fourth column of the order paper be granted to the President to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1972, in respect of the Heads of demands entered in the second column thereof against—

- (1) Demands Nos. 13 to 27 and 114 to 121 relating to the Ministry of Finance ;
- (2) Demand No. 69 relating to the Ministry of Law and Justice ;
- (3) Demand No. 72-A relating to the Ministry of Planning ;
- (4) Demand Nos. 88, 89 and 143 relating to the Department of Atomic Energy ;
- (5) Demand Nos. 95 and 96 relating to the Department of Company Affairs ;
- (6) Demand No. 97 relating to the Department of Electronics ;
- (7) Demand No. 101 relating to the Department of Parliamentary Affairs ;
- (8) Demand No. 103 relating to the Department of Science and Technology ;
- (9) Demand No. 106 relating to the Department of Supply ;