

SHRI S. M. BENERJEE: Let us pass a resolution.

SHRI A. K. GOPALAN: Is only condemnation enough? Is the Government going to do something?

SHRI SHYAMNANDAN MISHRA: The House is interested in knowing whether anything is being done by the Government for the relaxation of tension in that area and whether Government is taking any initiative in the matter.

SHRI S. M. BANERJEE: Yesterday we were told that the Minister would be making a statement. We have given notice of a motion that the Minister's statement should be taken into consideration or that the House should take note of the statement on Vietnam. I would request through you the Minister for Parliamentary Affairs to accept this and give this House an opportunity to condemn the most inhuman and brutal action of American imperialism.

12.25 hrs.

BUSINESS ADVISORY COMMITTEE

ELEVENTH REPORT

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR): I beg to move:

"That this House do agree with the Eleventh Report of the Business Advisory Committee presented to the House on the 9th May, 1972."

MR. SPEAKER: The question is:

"That this House do agree with the Eleventh Report of the Business Advisory Committee presented to the House on the 9th May, 1972."

The motion was adopted.

12.26 hrs.

DEMAND* FOR GRANTS 1972-73—

Contd.

MINISTRY OF SHIPPING AND TRANSPORT—

Contd.

MR. SPEAKER: The next item is discussion on the Demands for Grants under

the control of the Ministry of Shipping and Transport. Four hours were allotted to it. One hour and 25 minutes have already been taken. The balance left is 2 hours and 35 minutes. We have about 35 minutes till lunch time. But we are not having 'lunch' today. So, we hope to finish it by half past two or by 3 p.m. at the most.

Shri S. L. Peje was on his legs yesterday.

SHRI S.L. Peje (Ratnagiri): Yesterday I was referring to the coastal passenger service catered by M/s. Chougule Steam Co. When there was a demand from M/s. Chougule Steam Co. to increase the fare, the Government of Maharashtra appointed a committee under the chairmanship of Shri R.L. Rao. This Committee recommended a 15% increase in the then existing fare. But the Government allowed a 7% increase in the fare to M/s. Chougule Steam Co. In spite of this increase in the fares, the Company failed to maintain their regular schedule of timing on the coast. Later on they discontinued their service to many ports, causing serious inconvenience to the travelling public. For the information of this House I may state here that one-fifth of the total population of the Bombay city comes from the two districts, Ratnagiri and Kolaba, and they are forced to earn their livelihood in the city of Bombay. Coastal passenger traffic is sufficient for a coastal service. As M/s. Chougule Steam Co. is not in position to cater to the needs of the travelling public, Government should seriously consider taking over these coastal operations for the larger good of the community residing in this region. Government have nationalised almost all the means of transport; not only that, but Government is also bearing loss to the tune of 80 per cent of the total loss incurred in running services between the mainland and the islands such as Andaman, Nicobar, etc. Under these circumstances, Government should not hesitate to take over these coastal services. This should be done from the next season, i.e. in the coming September-October season. In the absence of railway communications in Ratnagiri and most of the part of Kolaba district, the travelling public has to depend

*Moved with the recommendation of the President.

[Shri S. L. Peje]

entirely on State transport and coastal steamer services. Towards the end of May, the steamer service is stopped due to monsoon. If some of the minor ports on this coast are improved with all navigable facilities such as construction of jettys, coastal services can even be operated in the monsoon season.

Due to lack of well planned and developed means of communications such as roads, ports and rails, the Konkan region, particularly Kolaba and Ratnagiri districts, have remained backward in all respects. If we want seriously to develop this region, Government must see that special attention and care is paid to this neglected part by creating infra-structure in this region. Once this is done, new entrepreneurs will be attracted to go and establish industries in this most backward region. What is needed is not isolated planning but integrated planning of this backward region.

With this object in view, I earnestly request the Government to develop Dhabhol port into a major port. This is a natural port having a draft of more than 30 to 35 feet. Big vessels can safely anchor in this port. Neglect of this port has resulted into huge accumulation of sand bars at the mouth of this port. Without the dredging operation to this port, the port of Dhabhol will not give good results. Once Dhabhol is developed into a Major Port, Bombay port will be relieved of the tremendous pressure of trade.

Shri B. S. Soman, Vice-Admiral (retired) has also opined that Dhabhol has all potentialities for development into a Major Port. This Dhabhol harbour and the creek can be developed into a deep water port capable of eventually berthing more than 100 vessels.

Sir, then the development of Mirya Bay works includes sheltered anchorage scheme for the port consisting of the construction of break-water of 1500 ft. construction of one jetty and reclamation of eight acres of land so that there may be maximum anchorage and ocean-going liners and cargo ships can be anchored. The State Government has suggested that the construction of the breakwater of 1500 ft should be extended to 2500 ft so that maximum and better use of the project is made for sheltered anchorage.

This suggestion should receive early and speedy consideration and financial assistance also given to the State.

The Bhagwati Committee has recommended a scheme for development of inland water transport in Kerala, Mysore, Goa, Tamil Nadu, Andhra, UP, Orissa and other States.

MR. SPEAKER: How can you make references to your notes ?

SHRI S. L. PEJE: But, I am sorry, Sir, that there is no mention of Maharashtra State. The Maharashtra State provides ample scope for developing these waterways in Maharashtra. I urge upon the Government to undertake a detailed survey of several creeks and rivers in Maharashtra as water transport is the cheapest mode of transport.

Regarding road transport, I congratulate the Ministry for their decision of upgrading the coastal road. The Maharashtra State has been pressing the need of upgrading this coastal road for a long time and now that the Government have accepted it and sanctioned the same, I hope and urge upon the Central Government to sanction adequate funds to the State Government.

Now, the Government has decided to establish an aluminium factory at Ratnagiri. But the headquarter of Ratnagiri District is separated by two major creeks on both the sides. These creeks have to be bridged. This is not within the reach of the State Government. So, I urge upon the Centre to assist the State by providing adequate finance for bridging these two major creeks, viz., Sakarthar and Bhate creek.

With these words, I support the Demands.

श्री इसहाक सम्मली (अमरोहा) :
अध्यक्ष महोदय, आज यहां पर शिर्षिंग जीर ट्रांसपोर्ट मिनिसट्री की ग्राम्पस पर बहस हो रही है। मैं जानता हूँ कि यह बहुत बड़ा पब्लिक सेक्टर है जिस के बजट पर हम यहां पर गौर कर रहे हैं। मैं इस की रिपोर्ट में एक अच्छी चीज देखी,

और मुझ को बड़ी खुशी हुई कि शिपिंग कारपोरेशन को 6 करोड़ 75 लाख रुपये का फायदा हुआ, जब कि तमाम प्राइवेट शिपिंग कम्पनियां लास में चल रही हैं। गौर करें हमारे दोस्त श्री पीलू मोदी साहब और कांग्रेस में बैठे उस तरह के साहबान जो रात दिन यह कहा करते हैं कि पब्लिक सेक्टर को खत्म कर के यह काम प्राइवेट सेक्टर को दिया जाये। हालांकि मैं यह भी समझता हूँ कि शिपिंग कारपोरेशन में जो यह फायदा हुआ उस से बहुत ज्यादा फायदा हो सकता है। पर इस में जो भी फायदा दिखलाया गया, उसके लिये मिनिस्ट्री को मुबारकबाद देता हूँ। लेकिन साथ ही साथ यह तवज्जह दिलाना चाहता हूँ कि शिपिंग कारपोरेशन का काम इतना ही नहीं है कि जहाजों को चलाये और दूसरे मुल्को में जहाज बनवाये या उन का कमिशन एजेंट बने।

दूसरे दुनिया के छोटे-छोटे मुल्क हैं जो अपने यहां समुद्री जहाज बनाते हैं और लाखों का नहीं करोड़ों रुपये वह हासिल करते हैं, लेकिन हमारा इतना बड़ा मुल्क, इतना बड़ा हमारे पास शिपिंग कारपोरेशन, इतना बड़ा हमारे तीन तरफ फैला हुआ समुद्र, फिर भी हमारे लिये यह दुश्वार है कि हमारी सरकार खुद अपने यहां पर जहाज बनायें। मैं आप को हाल ही की एक चीज बतलाता हूँ। मोगल लाइन्स का एक जहाज हूज कराने के वास्ते जाता है। उस के बाद एक जहाज अकबर तैयार हुआ। पिछला जहाज खराब हुआ, उसके बजाय अकबर जहाज तैयार हुआ। आप को सुन कर ताज्जुब होगा कि डेनमार्क जैसे छोटे देश ने उस का कंट्रैक्ट लिया और वहां पर वह तैयार हुआ। हमारे शिपिंग कारपोरेशन के और मोगल लाइन्स के तीन अफसर 8 महीने तक डेनमार्क में रहे उस को बनवाने के लिये। मेरी समझ में नहीं

आता है कि क्या वह जहाज यहां नहीं बन सकता था? शिपिंग कारपोरेशन जो इतना बड़ा कंसर्न है, क्या उस जहाज को नहीं बना सकता? क्या उस के वास्ते डिजाइन पूछकर उस के मुताबिक नहीं बना सकता था? इतनी बड़ी तादाद में पैसा बरबाद करना, अफसरों को वहां भेज कर खाम-ख्वाह अफसरी राज बनाना, यह मेरी समझ में नहीं आता।

आज यहां मुख्तलिफ महकमों के कारपोरेशन बनाये जाते हैं, बहाना यह लगाया जाता है कि इस में सरकार की मदालखत कम से कम हो और वह सरकारी असर से आजाद रहे। इसलिये कारपोरेशन बनाये जाते हैं। ठीक है। हम भी चाहते हैं और सरकार भी चाहती है कि बाहर के किसी भी प्रेशर से वह आजाद रहें। लेकिन इसके नाम पर इन कारपोरेशनों में क्या हो रहा है? जो कारपोरेशन बन रहे हैं उन में आप के ब्यूरोक्रेट्स की एस्टेट्स बन रही हैं। आप स्टेट एलेक्ट्रिसिटी बोर्डम को देख लें, आप शिपिंग कारपोरेशन को, फटिलाइजर कारपोरेशन को देख लें, जितने भी कारपोरेशन हैं उन सब में यही हो रहा है और यह सरकार इस बारे में बिल्कुल नाकामयाब रही है। अगर वह इन कारपोरेशनों को ब्यूरोक्रेट्स की एस्टेट्स बनने से नहीं रोक सकती है तो फिर हाउस को गौर करना पड़ेगा कि कारपोरेशन इस तरह से यहां पर बने या नहीं, यह रहें या नहीं। मैं चाहूंगा कि इस पर गौर किया जाये और सरकार इस पर गौर कर के कोई ऐसा इन्तजाम करे जिस में ब्यूरोक्रेसी की मदालखत को कम से कम किया जाये, हलका किया जाये।

कल ही मैं ने यहां पर सवाल किया था, शामद आप उस बन्त चेबर पर नहीं थे, जब मेरे भाई श्री ओम मेहता बोल रहे थे दिल्ली के बी० टी० सी० के बारे में तब मैंने

[श्री इसहाक सम्भली]

अर्थ किया था कि क्या आप ने मजदूरों को वहाँ के मैनैजमेंट में शरीक किया है। ब्यूरोक्रेसी को रोकने और ब्यूरोक्रेसी के खतरे से इन कारपोरेशनों को बचाने का एक ही रास्ता है कि इस में मजदूरों को शरीक किया जाये। इन कारपोरेशनों में ब्यूरोक्रेसी के अलावा डिफरेंट महकमों ने भी अपना राज्य बनाया हुआ है। जहाँ भी आप देखें वह अपनी एस्टेट्स को राजा महाराजाओं की तरह से चला रहे हैं।

इसका नतीजा यह है कि हर जगह कारपोरेशन में नुकसान हो रहा है। अकबर जहाज इतना बड़ा बन कर आया लेकिन मालूम नहीं नौ महीने में बहा जो पड़े रहे, क्या करते रहे और क्या करके आए ? जिन लोगों को हज के लिए जाने का तजुर्बा है जिन लोगों को इसका तजुर्बा है कि हाजियों के वास्ते किम किसम के जहाज होने चाहिये शायद उन से कोई भविष्यवाणी नहीं किया गया। लेटने के जो बर्थ बनाए गए उनके नीचे का बर्थ इतना नीचा बनाया गया है कि उमके नीचे कोई सामान ही नहीं रखा जा सकता है। रेल के बर्थ के नीचे तो सामान रखा जा सकता है लेकिन अकबर जहाज के नीचे के बर्थ के नीचे कोई सामान नहीं रखा जा सकता है। दूसरे मुल्कों के जो जहाज चलते हैं उन के नीचे के दर्जे में सिर्फ सामान रखा जाता है, आदमियों को नहीं बिठाया जाता है। लेकिन हमारे यहाँ उनको बिठाया जाता है। इनका बस चले तो ये जहाज के नीचे भी पैसेजर्स को बिठा दे। यह इनका आलम है। क्या आपने इस पर भी गौर किया है ? मुगल साईज को, शिपिंग कारपोरेशन को मुक्याबहार होना चाहिये हज कमेटी का और हज के लिये जाने वालों का कि जितने आप के जहाज जाते हैं चाहे उन में पूरी

सवारियां जाएं या न जाएं लेकिन आपको पूरे जहाज का किराया मिलता है। इसके बावजूद भी उनके साथ यह बरनाव किया जाए तो हैरानी होती है। इस बार बहुत बुरी हालत हुई है। खाने के लिए अच्छी गिजा नहीं दी गई। पूरी गिजा नहीं दी गई। नीचे पानी निकलने का कोई इनजाम नहीं था। जो पानी गिरा वह वही पर जमा हो गया। बम्बई आते-आते नीचे का हिस्सा पानी से बिल्कुल भर चुका था और मामान खराब हो चुका था। क्या इस तरह की चीजों को भी कभी देखने की कोशिश की गई है ? मुगल लाइज के मैनैजिंग डायरेक्टर श्री सग्री और मैनैजर श्री दादरकर को भी मैंने इस चीज को दिखाया। बाज अफसर तो बहुत अच्छे हैं। मैं नहीं चाहता कि किसी का नाम लूँ। बाज तो बहुत अच्छे अफसर हैं इसमें कोई शक वाली बात नहीं है लेकिन बहुत से बड़े भारी ब्यूरोक्रेट भी हैं जो देखना नहीं चाहते हैं कि किसी को कोई तकलीफ होती है या नहीं होती है। उनका काम यह है कि ऊपर के जो फर्ट वलास के पैसेजर हैं उनके लिए एयर-कंडिशनिंग बगैरह को देख कर वे चले आए। लेकिन इस बार ऐसा हुआ कि लोगों से दाम बसूल किए गए एयरकंडिशनिंग के लिए लेकिन अकबर जहाज की एयरकंडिशनिंग मशीन ने काम नहीं किया। मैं चाहता हूँ कि इस तरह की जो चीजें हैं इन की तरफ आप देखें और इनको आप सम्भालें।

हज के लिए चार जहाज आया करते थे। अब एक जहाज खत्म हो गया है। जो एक जहाज आया है उसको किराये पर उठा दिया गया है। तीन ही काफी समझे गए हैं। लोगों को कितने दिन वहाँ पड़े रहना पड़ा, कितनी परेशानी हुई, इसको देखने की जरूरत है।

इन्डो-नेपाल बोर्डर रोड बनाए जाने की स्कीम हुई। वह सड़क जगह-जगह टूटी पड़ी है।

बरेली से अमीनगंज (असम) तक यह इंडो नेपाल बोर्डर रोड तैयार की गई है। यह जगह-जगह टूटी पड़ी है। कितने दिनों से वह टूटी पड़ी है और कितने दिनों तक इस हालत में पड़ी रहेगी और कितनी परेशानी इसकी वजह से होती है, इसको देखने की जरूरत है।

डी० टी० सी० के बारे में एक बात कहना चाहता हूँ। इसको आपने अपने हाथ में लिया, बहुत अच्छा किया। मैं आपका शुक्रगुजार हूँ। जन संघ एडमिनिस्ट्रेशन ने डी० टी० यू० को बरबाद किया था और प्राइवेट बम वालों से पैसा लेकर शहरियों को तकलीफ पहुंचाई थी। मैं आपको मुबारिकबाद देता हूँ कि आपने डी० टी० सी० बना कर उसको काफी सुधारा है, उसको काफी बेहतर बनाया है। लेकिन इतना ही काफी नहीं है। आज भी बसों के लिए लोगों को एक-एक बंटा इंतजार करना पड़ता है। पहले बसों के आगे और पीछे लिखा होता था कि कहां जा रही है और किम रुट की है। अब यह चीज गायब हो गई है। आपने दिल्ली के वास्ते जिनना वादा किया है उससे ज्यादा आप बसों की तादाद को बढ़ाएं और लोगों को सहूलियतें फराहम करें। आपने एक दो बस स्टाप पर टाइम टेबल लिख कर लगाए हैं। मैं चाहता हूँ कि जितने स्टाप हैं, जहां से कई जगह के लिए बसें जाती हैं, वैसे हर बस स्टाप पर आप टाइम टेबल लिख कर लगायें। यह और इस तरह के दूसरे सुधार आप करें और जब आप इस में कामयाब हो जाएंगे तो आप यह कह सकेंगे कि हम पब्लिक अडॉरटिकिंग को एक मिसाली हैसियत देना चाहते हैं।

[श्री अस्त्विक सिन्हा (असरोह)]
 अनेकस मण्डल - आज यहाँ पर शेल्क और त्रान्सपोर्ट मन्स्ट्री की कुरान्स पर बहस हो रही है - मैं जानता हूँ कि ये बेहत बड़ा पब्लिक सेक्टर है - इस के बहस पर हम यहाँ पर धोर कर रहे हैं - मैंने ले आंकी डेपोरट में आंकि अच्ची चहय डेकेय और सच्चे को बरी

खुशी हुनी के शेल्क कारपोरेशन को ५ करोड़ ०० लाख रुपयें का फाईदे होा जबके تمام प्रोपर्टी शेल्क कमिटीन लस में चल रही हैं - धोर करीन हमारे दोस्त श्री पंडो मुरी صاحب ओर कान्ग्रेस में बेहते अस तरह के صاحبान जो रात न ये कहा करते हैं कि पब्लिक सेक्टर को खत्म करके ये काम प्रोपर्टी सेक्टर को दिया जाये - हालांकि मैं ये भी समझता हूँ कि शेल्क कारपोरेशन में जो ये फाईदे होा अस से भी बेहत ज्यादा फाईदे हो सकता है - पर अस में जो भी फाईदे देकलिया गया अस के लूँ मन्स्ट्री को सभारकान देता हूँ - लेकिन साथ ही साथ ये तुरजे दलाना चाहता हूँ कि शेल्क कारपोरेशन का काम अत्ना ही नहीं है कि जहाजों को जलाने ओर दूसरे मलकों में जहाजों को बनाने - या इन का कमिशन अचलत बने -

दूसरे दलाने के चहोते चहोते मलक में अये यहाँ सलदरी जहाज बनाने में ओर लकों का नहें करोडों रुपयें हावल करते हैं - लेकिन हमारा अत्ना प्रो मलक अत्ना प्रो हमारे पास शेल्क कारपोरेशन अत्ना प्रो हमारे तहें तरफ पेमला होा सलदरी पेर हमारे लूँ ये दशोर है कि हमारी सरकार खूद अये यहाँ पर जहाज बनाने - में अये हाल की ही अये चहय भलाना हूँ - मोगल लाने का अये जहाज चहय कराने के واسطे जाता है - अस के बंद अये जहाज अये तयार होा - अये जहाज खराब होा - अस के बचाने अये जहाज तयार होा - अप को सन कर तेजब होा - कि तयारक जसे चहोते दहें ले अस का कुरान्स बेत लना - ओर वहाँ पर ये तयार होा - हमारे शेल्क कारपोरेशन के ओर सल लाने के तहें अस ओर नो मजले तक तयारक में रहे - अस को बनाने के लूँ - मुरी सच्चे में ये नहें आता है कि क्या वा

[شری استحقاق سمبھلی]

جہاز جہاں نہیں بن سکتا تھا۔ شہنگ کارپوریشن جو اتنا بڑا کنسرن ہے کیا اس جہاز کو نہیں بنا سکتا۔ کیا اس کے واسطے ڈیزائن پوچھ کر اس کے مطابق نہیں بنا سکتی تھی۔ اتنی بڑی تعداد میں پھسے برباد کرنا افسروں کو وہاں بھیج کر خواہ مخواہ افسروں کو راج بلوانا یہ مہری سمجھ میں نہیں آتا۔

آج مختلف محکموں کے کارپوریشن بلوائے جاتے ہیں۔ بہانا یہ لکھا جاتا ہے۔ کہ اس میں سرکار کی مداخلت کم سے کم ہو اور وہ سرکاری اثر سے آزاد رہے۔ اس لئے کارپوریشن بلوائے جاتے ہیں تھکے۔ ہم بھی چاہتے ہیں اور سرکار بھی چاہتی ہے۔ کہ باہر کے کسی پریشر سے وہ آزاد رہیں۔ لیکن اس کے نام پر ان کارپوریشنوں میں کیا ہو رہا ہے۔ جو کارپوریشن بن رہے ہیں ان میں آپکے ہیور کرپٹس کی اسٹیٹس بن رہی ہیں۔ آپ اسٹیٹ الیکٹریسیٹی بورڈ کو دیکھ لیں۔ آپ شہنگ کارپوریشن کو فرٹیلائزر کارپوریشن کو دیکھ لیں۔ جتنے بھی کارپوریشن ہیں ان سب میں یہی ہو رہا ہے۔ اور یہ سرکار اس بارے میں بالکل ناکامیاب رہی ہے۔ اگر وہ ان کارپوریشنوں کو ہیور کرپٹس کی اسٹیٹس بنانے سے نہیں روک سکتی ہے تو پھر ہاؤس کو غور کرنا پڑے گا۔ اس طرح سے یہاں پر بلن یا نہیں۔ یہ دیکھنا نہیں۔ میں چاہوں گا کہ اس پر غور کیا جائے اور سرکار اس پر غور کر کے کوئی ایسا انتظام کرے جس میں ہیور کرپٹس کی مداخلت کو کم سے کم کیا جائے۔ ہلکا کیا جائے۔

کل ہی میں نے یہاں پر سوال کیا تھا شاید آپ اس وقت چھٹر پر نہیں تھے جب میرے بھائی شری اوم مہتے، بول رہے تھے۔ دلی کے قی تی سی

کہ بارے میں تب میں نے عرض کیا تھا۔ کہ کیا آپ نے مزدوروں کو وہاں کے مینجمنٹ میں شریک کیا ہے۔ ہیور کرپٹس کو روکے اور ہیور کرپٹس کے خطرے سے ان کارپوریشنوں کے بچانے کا ایک ہی راستہ ہے کہ اس میں مزدوروں کو شریک کیا جائے۔ ان کارپوریشنوں میں ہیور کرپٹس کے علاوہ ڈفرنٹ محکموں نے بھی اپنا راجہ بنایا ہوا ہے۔ جہاں بھی آپ دیکھیں وہ اپنی اسٹیٹس کو راجہ مہاراجوں کی طرح سے چلا رہے ہیں۔ اس کا نتیجہ یہ ہے کہ ہر جگہ کارپوریشن میں نقصان ہو رہا ہے۔ اکبر جہاز اتنا بڑا بن کر آیا۔ لیکن معلوم نہیں ۹ مہینے سے یہ وہاں جو بڑے رہے کیا کرتے رہے اور کیا کر کے آئے۔ جن لوگوں کو حج کے لئے جانے کا تجربہ ہے۔ جن لوگوں کو اس کا تجربہ ہے حاجیوں کے واسطے کس قسم کا جہاز ہونا چاہئے شاید ان سے کوئی مشورہ نہیں کیا گیا۔ لیکن کے جو برتہ بلوائے گئے ہیں ان کے نیچے کا برتہ اتنا نیچا بنایا گیا ہے کہ اسکے نیچے کوئی سامان ہی نہیں رکھا جا سکتا ہے۔ ویل کے برتہ کے نیچے تو سامان رکھا جا سکتا ہے۔ لیکن اکبر جہاز کے نیچے کے برتہ کے نیچے کوئی سامان ہی نہیں رکھا جا سکتا ہے۔ دو سرے ملکوں کے جو جہاز چلتے ہیں ان کے نیچے کے درجے میں صرف سامان رکھا جاتا ہے آدمیوں کو نہیں بٹھایا جاتا ہے۔ لیکن ہمارے یہاں ان کو بٹھایا جاتا ہے۔ ان کا بس چلے تو یہ جہاز کے نیچے ہی پوسٹجر کو بٹھا دیں۔ یہ ان کا عالم ہے۔ کیا آپ نے اس پر بھی غور کیا ہے۔ مغل لائزر کو شہنگ کارپوریشن کا شکر گزار ہونا چاہئے۔ حج کھٹی کا اور حج کے لئے جانے والوں کو چھٹے آپکے جہاز جاتے ہیں چاہیں ان میں ہوں سوار ہلی جائیں یا نہ جائیں لیکن آپکو پورے جہاز کا کرایہ ملتا ہے۔

ہوئی ہے۔ بریلی سے امبیلکنج (آسام) تک یہ انڈو نہپال روڈ تیار کی گئی ہے۔ یہ جگہ جگہ سے توٹی ہوئی پڑی ہے کٹے دنوں سے وہ توٹی پڑی ہے۔ اور کٹے دنوں تک وہ اس حالت میں پڑی رہیگی۔ اور کٹلی پریشانی اس کی وجہ سے ہوئی ہے۔ اس کو بھی دیکھنے کی ضرورت ہے۔

قی تی سی کے بارے میں میں ایک بات کہنا چاہتا ہوں۔ اس کو آپ نے اپنے ہاتھ میں لیا۔ بہت اچھا کیا۔ میں آپ کا شکریہ گزار ہوں۔ جن سنگھ نے قی تی سی کو ہرباد کیا تھا۔ اور پرائیویٹ بسس والوں سے پیسے لے کر شہریوں کو تکلیف پہنچائی تھی۔ میں آپ کے مبارکباد دیتا ہوں کہ آپ نے قی تی سی بنا کر اسکو کافی سدھارا ہے۔ اس کو کافی بہتر بنایا ہے لیکن اتنا ہی کافی نہیں ہے۔ آج بھی بسوں کے لئے لوگوں کو ایک ایک گھنٹہ انتظار کرنا پڑتا ہے۔ پھلے بسوں کے آگے پہنچے لکھا ہوتا تھا کہ کہلی جا رہی ہے۔ اور کس روٹ کی ہے۔ اب یہ چیز فائب ہو گئی ہے۔ اپنے دلی کے واسطے جتنا وعدہ کیا ہے۔ اس سے زیادہ آپ بسوں کی تعداد کو بڑائیں اور لوگوں کو سہولیت فراہم کریں۔ آپ نے ایک دو بس سٹاپ پرتائم تھیل لکھ کر لگائے ہوئے ہیں۔ میں چاہتا ہوں کہ جتنے سٹاپ ہیں جہاں سے کئی جگہ کے لئے بسیں جاتی ہیں۔ ویسے ہر بس سٹاپ پر آپ ٹائم تھیل لکھ کر لگائیں۔ یہ اور اس طرح کے دوسرے سدھار آپ کریں۔ اور جب آپ اس میں کامیاب ہو جائیں تو آپ یہ کہہ سکیں گے کہ ہم پبلک انڈرٹیکنگ کو ایک مثالی حیثیت دینا چاہتے ہیں۔

SHRI SUBODH HANSDA (Midnapore):
Yesterday, while intervening in the debate, Shri Om Mehta told the House that the foundation stone of the Second Howrah

انڈو جاپان ہارٹو روڈ بنائے جانے کی سکیم ہوئی۔ وہ سڑک جگہ جگہ توٹی

[Shri Subodh Hansda]

bridge had been laid by the Prime Minister. I may remind him that it is not so and it is expected to be laid this month.

The traffic problem of Calcutta is well-known. Undoubtedly, the construction of the second Howrah Bridge will remove the traffic congestion faced by people in the city. But simply laying the foundation stone of the second Howrah Bridge will not do. I would urge upon the Minister to start construction immediately so that it is completed in a few years. This will not only solve the traffic problem to a great extent but will create employment potential and give employment to a large number of people.

Coming to the Central Road Transport Corporation, Calcutta, this has played an important role in the past, particularly during the Indo-Pak war. It helped to transfer back the Bangla Desh refugees and also foodgrains from various parts of the country. This organisation was set up during the India-China war of 1962 to carry men and materials from one part of the country to the other. No doubt, this organisation did a splendid job. But from its very inception, it has been running at a loss. I do not know whether the attention of the Minister has been drawn to this. If so, he should have taken proper steps to rectify this state of affairs. The PU Committee examined this organisation very recently and they were of opinion that since it has been running at a loss for so many years, it should be wound up. I do not want this sort of organisation to be wound up, but since it is running at a loss, I do not think that public money should be wasted either.

Then there is the Inter-State Transport Commission. It has failed to bring about uniformity in the payment of motor vehicles tax in respect of vehicles operating on inter-State routes on permits. This has created a bottleneck for free flow of distant traffic on inter-State routes. The minimum period for payment of this tax was 6 months; I think this should be brought down to 15 days. This has also been suggested by the Transport Development Council. I think the payment should be uniform throughout the country and not on a zonal or State basis,

The road communication system must be improved. Such communication is very poor in undeveloped districts throughout the States, particularly in tribal areas. The Naxalite movement in my State started in those areas where was no road communication system at all. Police or other government officials are reluctant to go to such places. Even development work could not be proceeded with because of this desideratum. For the industrial and economic development of these areas, a proper communication system is a must. Therefore, I urge upon the Minister that particularly in the backward and tribal areas, first priority should be given to connect them with road communication. Then we should get on with economic and other development programmes. I hope the Minister will set apart a sum for this purpose.

There are two projects in West Bengal, the Howrah-Amta Railway and the Purulia Khotsila railway line. These have remained closed for a long time. There is a persistent demand for reopening them. These two projects are under the Transport Ministry, though these are also with the State Government.

But during the election time, when the Prime Minister visited West Bengal, there was a demand to the Prime Minister that this line should be opened up, namely, the Howrah-Amta line. She said that this would be opened up, but the point is that the finances of the West Bengal Government are so poor and so it is very difficult for the State Government to reopen this line. So, I want to impress upon the Minister that the Government should set apart some money or give financial assistance to the State, so that this line can be opened.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR): Railway line?

SHRI SUBODH HANSDA : Yes; that is the public undertaking in the Transport Ministry; that comes under the transport ministry in West Bengal.

Then, the Minister is well aware of the fact that a large number of people were

ejected or displaced while acquiring land for Haldia project. This project is under construction, and I think the first phase of construction is going to be completed. One oil jetty has been completed and six other berths are in an advanced stage of construction, and they are likely to be completed in 1973. But a large number of people are going to be appointed in this project. The Minister visited this project sometime ago, and he gave a word that the local people will get employment, particularly the displaced people or the people who had been uprooted from that place would get the first preference. But I am surprised to see that people from outside are recruited to this project and those who are uprooted from that place are not getting any chance. The local people who should get first preference are not getting any chance at all. I hope the Minister will take note of this and that he will also see that the Scheduled Castes and Scheduled Tribes people, particularly, get a chance of employment in these projects.

Then there is the problem of the Calcutta port, which is well known to the Minister. Because of heavy silting, the deep drafted ships could not go inside the port; though there are dredging arrangements, I think the arrangement is not quite satisfactory. Now the Haldia port is coming up, but even there, the depth is very low, and the big ships also find it difficult to go inside the port. There is no dredging arrangement for the Haldia port, and the Government should see that there is arrangement made for dredging the channel from the Haldia port to the river Bhagirathi.

Then, I would like to say a few words about the training arrangements. The Haldia port project is a very composite project, a large number of projects are coming up there; it is not only the Haldia port; there is a refinery project; a fertiliser project is also coming up. There should be a technical school for training arrangements for various kinds of jobs. There is one IIT which is only for trade training, and this can accommodate only a few boys. I want that there should be an elaborate arrangement for giving training for various jobs and the Transport Minister should take the initiative and make a start to see that a

large number of people get training in these projects.

There is also ample opportunity for a ship-building project at Haldia. Government has already started a project at Visakhapatnam and there is a project at Cochin now. But there is also facility for a ship building yard and I think that the yards which we have already at Visakhapatnam and Cochin will not solve the problem entirely. So, I feel we require another ship-building project, and that ship-building yard should be located at Haldia. Though there is no provision in the fourth five year Plan, I do believe and I would also impress upon the Minister that this ship-building project should be included in the fifth Plan itself.

Since you have rung the bell, I am not going to take up more time. I want to say a few words about the Shipping Corporation of India. This Shipping Corporation is undoubtedly doing a very splendid job and since its inception I am really glad to see that this Corporation is running on a profit. It has made a profit of more than Rs. 6 crores. This Shipping Corporation has got a number of ships—a fleet of 79 ships. I think 31 more are proposed to be added. The volume of work of this Corporation is gradually growing.

The number of ships is also gradually increasing. It is very difficult for this Corporation to handle such a big fleet. Already the Public Undertakings Committee of Parliament has gone into the details and has recommended that it should be split into two parts and one office should be set up at Calcutta and another at Bombay. The hon. Minister should look into these things. With these words, I support the demand.

SHRIP. K. DEO (Kalahandi) : In the brief time at my disposal it may not be possible to dilate on all the aspects of the Ministry and I shall confine my remarks to some vital problems of my State. Orissa has a coastline of nearly 300 miles, with a glorious maritime past, it carried the culture of this country to South-east Asia and the Far East but it got a raw deal at the hands of the British because it was the last to submit to the British rule. We never expected that justice would be denied

[Shri P. K. Deo]

to Orissa even in independent India. We have become independent 25 years ago but the position has not changed.

Can you imagine that Paradip port is the deepest seaport in this country? On the 27th of last month, a 68,000 tonner with a length of 235 metres and a breadth of 33 metres berthed there and took iron ore of 50,000 tonnes in a single shift. It is the largest ship that has ever come to any port in our country, and it is the maximum load ever taken by one ship.

Nature has endowed our country, and Orissa especially, with such a magnificent port; yet there is hardly any railway communication or national highway connecting that port. It is a pity that this vast hinterland with immense deposits of iron ore and manganese is so ill-served by communications. The Banspani-Jakpura railway line should be taken up and implemented, to provide for the hinterland in Paradip. Techno-economic feasibility survey team had given their clearance. No provision has been made so far in the budget, nor in the Fourth Plan. The Cuttack-Paradip railway line taken up is an apology for a railway connection because it will hardly cater to the needs of the Paradip port.

Secondly, I should like to point out a deliberate injustice done by vested interests in the Government of India. They want all the iron ore of Orissa to be routed through Haldia port and that Paradip should be denied its rightful place in the development of the country. In this regard, with all the emphasis at my command I should like to point out that Orissa is not going to swallow this bitter pill. The youth of Orissa are not going to lie low in the face of this injustice, if the railway line connecting the vast hinterland with Paradip is denied. Even though the Finance Ministry has given clearance to connect the national highway with Paradip port through Haridaspur as early as June 1971, nothing has been done in this regard by the Ministry of Transport. This Ministry has been lying low and has taken no steps. I am grateful to Dr. V.K.R.V. Rao who gave a categorical assurance that early steps would be taken in this regard. Paradip Port should be

developed to handle 10 million tons of iron ore and other cargoes.

Coming to Gopalpur, this was a functioning port and when Mr. Sukhirani who was chairman of a committee went there, a suggestion was made that this port could be developed as a minor port and a provision of Rs. 2.75 crores was recommended to be made in the Fourth Plan so that two lakhs of tonnes could be handled at this port. Now it has been found that it has got a vast scope. The Indian Rare Earths Ltd., a Government of India undertaking under the Department of Atomic Energy, had found large deposits of limenite and silmenite there and they have decided to set up a mineral-sand separation plant. They envisage that this port will handle an additional three lakh tonnes. From this plant itself, about three lakh tonnes of goods should be handled by this port.

Taking into consideration this aspect, I must respectfully submit that the new site suggested by the Government of Orissa for the development of the Gopalpur port should be looked into by the Government. Brigadier Narula, Development Adviser on ports had inspected the site and given his clearance. So, the construction of this port should be taken in right earnest.

Chandbali is a minor port but it is defunct now. It was carrying on regular trade with Calcutta but, as I said, it is not functioning now, because the mouth of Dhamra river is silted. Most respectfully I submit that the mouth of Dhamra should be dredged and Chandbali port should be brought into operation. It will relieve flood congestion in the chronically flood affected area and also open up the hinterland of Orissa.

In the last Lok Sabha Dr. V. K. R. V. Rao gave an assurance that the Raipur-Berhampur road would be taken up as a national highway. This proposal was mooted by the Government of Orissa in 1968. The existing P. W. roads of various categories have to be upgraded. The crest should be improved; unbridged rivers should be bridged and weak bridges have to be dismantled and a regular national highway to connect Highways 5 and 6 should be taken up. Nothing has been done in this regard,

My last point is this. A bridge over Mahanadi at Baudh should be constructed. It will connect South Orissa with North Orissa. There is a bridge over Mahanadi at Sambalpur and one at Cuttack i.e., at two extreme ends. But as the bridge at Baudh will bring both the parts of the State together, it should be given the highest priority.

13 hrs.

SHRI MOHANRAJ KALINGARAYAR (Pollachi): Speaking on the demands of the Ministry of Transport and Shipping, I should like to bring to the notice of the House a few important points. Under Demand No. 70, Roads, the saving of Rs. 28.29 lakhs in 1971-72 had been explained as 'lesser transfer to the Central Road Development Fund'. Under Demand No. 126, capital outlay on roads, the saving of Rs. 3,45,20,000 in 1971-72 is due to the placement of GREF unit under the Army's control during the recent conflict. I am unable to understand this explanation for this huge saving.

The roads are essential in view of the inability of railways to carry all the basic offerings. I would also like to know what "other charges" meant as huge sums are being shown as spent under this head.

The Management Consultancy Service of the Home Ministry made a detailed study of the working of the road wing during 1970-71. One of their main recommendations was the giving of enhanced powers for the construction and maintenance of national highways to the State Governments. Now the State Governments have to get the permission of the Central Government if they want to take up any work connecting the two sides of national highways. For example, there may be a canal or a huge water pipe which may have to be taken cutting across the national highway. Each time a proposal is sent to the Centre there is inordinate delay in sanctioning these minor works across the national highways, causing great inconvenience to goods traffic and also to the local people. I would request the hon. Minister to ensure that such delays do not take place in the case of at least small matters.

The study of reorganisation of shipping and transport must have been finalised by

now. Has any action been taken for implementing the recommendations contained in that report? I would also like to know whether the recommendations made in the study of the traffic department of the Kandla Port Trust have been implemented.

The setting up of a National Motor Transport Finance Corporation should be expedited. An all India time-table of bus services is very essential. There is widespread use of forged permits in the country by the transport operators. Steps should be taken to put a check on this.

A sum of Rs. 4.5 crores is in arrears from the transport industry to the commercial banks. Now that the banks are nationalised, what steps are being taken to collect these arrears from the defaulters.

There should be an Inland Water Transport Finance Corporation for assisting the efforts of State Governments to develop inland water transport facilities in the country. For example, in Madras we have the Buckingham Canal. The State Government is spending quite a lot of money for improving this Canal for inland water transport especially because it connects Tamilnadu with Andhra.

Another important project, of which the hon. Minister is aware, and to which I want to draw the attention of the hon. Minister is the Sethusamudram Project. It is nearly about a century old and as many as nine proposals have been prepared concerning this project but none of these proposals has materialised. The most important point about this project is to provide a shortcut for ships going from the west coast of India to the east coast and *vice versa*. Realising the future importance of this project, the Government of India appointed a high level committee in the year 1964 to have a reliable project estimate. This committee recommended the Rameswaram Crossing for undertaking this project at a cost of Rs. 37.50 crores, as compared to the Mandapam Crossing at a cost of Rs. 55.60 crores.

The report highlights, among other things, certain important factors influencing the economics of the coastal coal movement, which commands a respectable 4 per cent

[Shri Mohanraj Kalingarayar]

on the distribution of ocean carriage of main commodities. Ships, going from the east to the west coast have to make an unnecessary detour round Ceylon since the passage between the gulf of Mannar and the Palk Bay was not navigable with the result that they have to journey 600 nautical miles extra.

Secondly, the present traffic position and projections for the future growth of Tuticorin Port will have an intimate bearing on the value and utility of the Sethusamudram Project. It has been recognised right from the beginning that the development of Tuticorin and Sethusamudram must go hand in hand to their mutual benefit.

Thirdly, the Sethusamudram Project is economically viable.

Fourthly, about 80 per cent of the gross earnings from the Sethusamudram Project canal would be in foreign exchange.

Fifthly, it reduces the distance from off the Cape Comorin, a common point for all traffic from the west to Madras, Visakhapatnam and Calcutta by 353, 295 and 259 nautical miles respectively. An additional 81 miles will be saved for ships touching Tuticorin Port *en route*.

Sixthly, the canal will save an average of 360 nautical miles by way of distance and one day's voyage or two days on round voyage. The advantages and benefits arising out of the saving of time and distance will be in addition to a yield of Rs 2.4 crores by way of income-tax to the Government of India.

Seventhly, the scheme will give a big boost to the Port of Tuticorin, which will, now, lie in the direct route of the canal.

Eighthly, the development of the Tuticorin Port and the Sethusamudram Canal Projects will stimulate the industrial potential of the Tuticorin-cum-Sethusamudram hinterland by providing for economical movement and easy export facilities leading to competitive rates in trade, greater profits and prosperity, with special reference to the most backward, eastern portion of Ramnathapuram District.

Ninthly, the canal will provide for a sheltered waterway for both the Merchant Marine and the Navy and save them from quicker wear and tear.

Tenthly, the two banks of the Sethusamudram land canal will become an international tourist attraction yielding handsome income.

Eleventhly, to sum up, the project is financially justified, technically sound, commercially worthwhile and politically expedient.

Finally, with all these points, I would request the Minister of Shipping and Transport to make a trip to the South and visit this place and I wish he would.

SHRI RAJ BAHADUR : I was there only last July or August.

SHRI MOHANRAJ KALINGARAYAR : Well, Sir, then you would not have forgotten all the points I have mentioned.

With this I conclude my speech.

श्री शिव चण्डिका (बाँका) : अध्यक्ष महोदय, मिनिसट्री आफ शिपिंग तथा ट्रांसपोर्ट की डिमाण्ड पर आज जो बहस चल रही है, मैं उन डिमाण्ड का समर्थन करने के लिये खड़ा हुआ हूँ। मिनिसट्री का बजट तथा परफॉर्मेंस रिपोर्ट पढ़ने से यह पता चलता है कि मिनिसट्री ने इस साल सभी तरफ अच्छा विकास दिखलाया है—शिप-बिल्डिंग, रोड-डबेलपमेंट में काफ़ी अच्छा काम हुआ है। यह भी खुशी की बात है कि आज देश की प्रगति के लिये जितनी आवश्यकताएँ हैं, यह मिनिसट्री उन के प्रति जागरूक है।

दिल्ली ट्रांसपोर्ट कारपोरेशन का गठन भी समयानुकूल हुआ है। नागरिकों को यातायात की सुविधायें अधिक से अधिक प्राप्त हों—यह लक्ष्य कारपोरेशन का होना चाहिये। लोगों को कम समय में एक जगह से दूसरी जगह जाने का मौका मिले, इस बात का ध्यान रखते

हुए बम चलाने का इन्तजाम होना चाहिये । रिपोर्ट के पढ़ने से यह भी पता चलता है कि मिनिस्ट्री ने यह चेष्टा की है कि उन की कार-पोरेशन और उनके इण्डस्ट्रीयल यूनिट में इण्डस्ट्रीयल रिलेशन सुन्दर रखा जाय और इस दिशा में कई एक वैलफेअर मेजर्ज इन्होंने अपनाये है और यह बहुत अच्छा काम है । आज जब तक मजदूर-मालिकों का सम्बन्ध अच्छा नहीं रहेगा, तब तक उत्पादन कभी भी बढ़ नहीं सकता है । इस दृष्टि में मिनिस्ट्री ने जो लोकल-डिमाण्ड्स कमेटी का इण्डस्ट्रियल रिलेशन बनाये रखने के लिये गठन किया है, यह एक सराहनीय कदम है । आज जिस तरह से यूनिनयन राइवलीज चल रही है, उन हालात में लोकल-डिमाण्ड्स कमेटी या ग्रीवेन्सेज-सेल का गठन होना बहुत जरूरी है । अगर यह कमेटी अच्छी तरह से काम करे तो मजदूरों की डे-टु-डे ग्रीवेन्सेज बहुत कम हो जायेगी और उद्योगों में शान्ति रहेगी, प्रोडक्शन बढ़ेगा ।

अध्यक्ष महोदय, अब मैं उस क्षेत्र की सड़कों की ओर आप के द्वारा माननीय मंत्री महोदय का ध्यान आकर्षित करना चाहता हूँ, जिस क्षेत्र से मैं आता हूँ—वह क्षेत्र है—बांका लोक सभा क्षेत्र ।

भारत सरकार ने बिहार में भागलपुर जिले को सबसे बैकवर्ड जिला घोषित किया है । इसी भागलपुर जिले का बांका एक सबडिवीजन है । बांका और संथाल परगना के देवघर सब-डिवीजन में यातायात का कोई सुन्दर प्रबन्ध नहीं है । जो सड़कें वहाँ हैं—40 साल पहले जिस हालत में थीं, आज भी वे सड़कें उसी हालत में हैं । इन के चलते जनता को वहाँ न रेलों की सुविधा प्राप्त हो पाई है और न बसों की सुविधा प्राप्त हो रही है । अभी भी यह क्षेत्र साइकल युग से गुजर रहा है, पिछले 25 सालों की आजादी के बाद भी

स्वराज्य का किसी भी तरह का कोई फायदा हम अपने गांवों तक नहीं पहुंचा पाये हैं । मेरा मिनिस्टर साहब से इतना ही नम्र निवेदन है कि इस क्षेत्र के सम्बन्ध में वे अपनी कृपा दृष्टि दिखलायें और इन सड़कों को पक्की बनवाने के लिये बिहार सरकार को पूरा अनुदान दे ।

जैसे सोनाहुला धौरैया, पुनसिया, अंग्रेजी बाजार, शंभूगज से असरगंज सड़क को भाल वेदर, अर्थात् पक्की सड़क बनवा दें जिस से बिहार के संथाल परगना, भागलपुर, मुंगेर तीन जिलों का आपस में संबंध स्थापित हो जाय । राष्ट्र के हित में इस सड़क का बनना भी बहुत जरूरी है ।

गिलानी रोड जो सोलह मील का टुकड़ा है और तारापुर, खैसर, गुलनी, कसाहा, चलका, महसिला, भलुआ और राजा पोखर की ओर हो कर जाती है इस को भी पक्की बनवा दें । यह बहुत जरूरी है क्योंकि यह नेशनल हाईवेज का एप्रोच रोड है । इस रास्ते से लाखों यात्री हर साल बाबा वैद्यनाथ के मन्दिर में जल चढ़ाने के लिये जाते हैं । आज अच्छी सड़क न होने के कारण उन्हें बहुत परेशानी होती है ।

अमरपुर से भागलपुर जो पुरानी सड़क बनी हुई है इस को पक्की करा दिया जाय ताकि यातायात हो सके । न जाने क्यो आज 10, 15 साल से उस सड़क को उपेक्षित रखा गया है जिसका नतीजा यह होता है कि अमरपुर से भागलपुर जाने में, सड़क के रहते हुए भी बड़ी परेशानी रहती है और काफी धूम कर जाना पड़ता है । अतः मेरा निवेदन है कि इस सड़क की भी जल्दी से जल्दी मरम्मत कराने की चेष्टा की जाय ।

बांका से जाजपुर, मोहनपुर, देवघर, रोहिंगी, कोहरीडीह से गिरीडीह तक आल वेदर सड़क बननी चाहिए क्योंकि इस सड़क के

[श्री सिधु चम्पिका]

बनने से भागलपुर से रांची जाने वालों के माइलेज में काफी कमी हो जायगी। यह सड़क जाये चल कर के नेशनल हाईवे में मिलती है, मगर अभी वह आल बैदर रोड नहीं है जिस से लोगों को कठिनाई है।

सुइया बाजार से सिमुलतला और सिमुलतला से चक्राई पक्की सड़क बननी चाहिए। यह क्षेत्र संथाल एरिया में है और संथालियों के विकास के लिये इस सड़क का भी बनना बहुत जरूरी है। यों तो इन क्षेत्रों में सभी एमोच रोड्स को पक्की हो जाना चाहिये।

आज अनएमप्लायमेंट के युग में सड़कों के निर्माण से गांवों के लोगों को रोजी, रोटी मिल पायेगी और इसलिये सरकार को इस दिशा में ठोस कदम जल्द उठाना चाहिये।

भागलपुर में गंगा के ऊपर एक पुल का होना अत्यावश्यक है क्योंकि अगर यह पुल बन जाता है तो भागलपुर से आसाम का रास्ता बहुत नजदीक हो जाता है, और जो यातायात भागलपुर से आसाम और आसाम से भागलपुर आता जाता है वह भी काफी जल्दी से हो सकेगा। बांगला देश के बन जाने से व्यापार में काफी सुविधा होगी। पहले जितना कपड़ा और अन्य सामान आसाम से आता था, वह पुराने पाकिस्तान में से, जो कि पहले हमारे देश का ही एक हिस्सा था, जो कि बंगाल था, वहां से भागलपुर हो कर आता था। लेकिन पाकिस्तान बन जाने के बाद वह रास्ता बहुत कम चालू रहा। लेकिन अब बांगला देश बन जाने से और जैसे हमारे उस देश से निरन्तरपूर्ण संबंध हैं उस को देखते हुए अगर गंगा के ऊपर एक पुल बन जाये तो बेरोजगारों को कि भागलपुर जहां कोई उद्योग नहीं है, जहां कोई खंडा नहीं है, जहां काफी लोग बेकार हैं, बेरोजगार हैं, उनको काम मिल सकता है। और भागलपुर फिर से, जो टसर और सिल्क बस्त्रों को बनाने में कसबू है और जिसका मास आज भी

अमरीका जा रहा है, अपना गौरवपूर्ण स्थान प्राप्त कर सकेगा।

बोर्डर रोड कांस्ट्रक्शन का काम तो वैसे ही अच्छा हो रहा है। मगर जहां तक हमें जानकारी है वहां पर जो ग्रेड 'ए' के सिविलियन अफसर है या और दूसरे अधिकारी बड़ी तनख्वाह पाने वाले हैं उन के साथ मिलिट्री अफसरों का बर्ताव ठीक नहीं हो रहा है। सिविलियन अफसरों को भी उचित तरह से सुविधायें मिलनी चाहियें और उन के साथ भी सदभ्यवहार होना चाहिये, ऐसा मैं चाहता हूं।

मैं और अधिक न कह कर मिनिस्टर साहब से यही कहूंगा कि कम से कम आजादी के 25 साल के बाद सड़कें तो बननी चाहियें। और अगर ये सड़कें नहीं बन पाती हैं तो कम से कम हिन्दुस्तान में जितनी भी कच्ची सड़कें हैं उन पर जितने नाले आदि पड़ते हैं उन पर क्लवर्ट बनवा दें जिस से आवागमन साल भर हो सके। यदि तुरन्त नई सड़कें नहीं बन सकें तो भारत भर में कम से कम जितने नाले हैं उन पर क्लवर्ट्स बना दी जायें ताकि देश के आजादी के 25 साल बाद भी वेहात के लोग समझ सकें कि उन को भी आजादी का कुछ लाभ हुआ है।

SHRI SURENDRA MOHANTY (Kendrapara): The activities of the Ministry under review shows a promising picture for which the Minister really deserves our congratulations. As on 31st December 1971 we had a tonnage of 24,99,695 GRT and 53,124 GRT was added during April-December 1971. The Hindustan Shipyard has improved its operation. As against small ships of 14,000 DWT it now undertakes to construct ships of 24,000 DWT. The ship repairing facilities have also improved.

The Cochin Shipyard is certainly a landmark in the history of Indian ship-building and when completed, will be able to build ships of 85,000 DWT. All these are very promising features for which our thanks are really due to the hon. Minister.

But, he has to explain why with all these improvements in the Indian shipping, the Indian flag carries only 45% of India's trade and why in the bulk cargoes the proportion is only 20%. I feel that there is much scope for improvement in this respect and the hon. Minister while replying to the debate, will perhaps enlighten us on the aspect of the matter.

13.28 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

The road development programme is not lagging. Another 4890 km of road has been added to the National Highways though the best of the Ministry in this regard has to be bettered.

Within the little time at my disposal, I wish to confine my remarks only to Paradeep, one of the deepest sea ports not only of India but, if I may say so, of South East Asia. Its strategic importance has been well proved from the defence point of view as no other port could accommodate INS *Vikrant* during the Indo-Pakistan war but which could be possible only in Paradeep. Every Oriya has an emotional attachment to this port. It is well-known that it was not included in any Five Year Plan but it came into existence through the strong will and determination of the people of Orissa blessed by the great statesman, the great Prime Minister, Pandit Jawaharlal Nehru. But after this port had been built by the State Government and was commissioned, its management had been handed over to the Government of India—and I venture to think the hon. Minister due to his preoccupations has not been able to pay enough attention to Paradeep that it deserves—its affairs are going from bad to worse and are deteriorating day by day. One criteria that I would like to lay down in this matter is to assess as to has been the annual allocation for 1970-71 for Paradeep port and how much of it has been sent. The Report shows that the approved plan for Paradip port for 1970-71 was Rs. 3 crores. But the total expenditure incurred in 1970-71 was of the order of Rs. 1.34 crores only. You may compare this with the figures for Haldia. In Haldia, the approved plan was Rs. 10 crores. The total expenditure was Rs. 10.07 crores. In

Calcutta, the approved plan was Rs. 1.54 crores. The total expenditure incurred during the period was Rs. 1.52 crore. The Minister will be able to find out, if he cares to verify the facts that in cases like Paradip this situation was due to the slack in efficient administration. The administration I should say, lacks both in efficiency as well as capacity and its activities are rather on the dwindling side.

The other day I gave notice of a question and it was replied to, about the quantum of unlicensed capacity of the various plants and equipments in the Paradip port. The hon. Minister's reply will bear out my grievance, that ore-handling plants dredger *Konarak* and the shore based sand pumps in Paradip are all working under capacity. While there may be some justification for ore-handling plant not working upto installed capacity due to low convergence of iron ore in the port and to some extent due to Indo-Pakistan war, there should be no reason whatsoever for the shorebased sand pump and the dredger *Konarak* not working according to the installed capacity. The maximum utilisation of plants and equipments is a 'must'. I hope the hon. Minister will insist on the authorities of Paradip port to see that its capacities are not lying unutilised while the revenue of Paradip port is going in reds.

I hardly use such kinds of expressions—the Administration of Paradip Port is a nest of corruption. No man with any consideration, compunction or conscience will allow such state of affairs to continue. I would invite that attention of the hon. Minister to the Audit Report of Paradip Port for 1970-71 which reveals the complete story.

The time at my disposal is very short and I possibly cannot go into the details. But I wish to invite the attention of the House to some of the salient features in this regard.

It is an unbelievable story that amount exceeding about Rs. 2.50 crores should have been shown as advances and without being accounted for, for all these years.

The Audit Report mentions that the scrutiny of accounts in the F.A. & G.A.O.'s Office as well as Divisions reveals that the

[Shri Surendra Mohanty]

accounts were not being maintained or maintained irregularly. The accounts which ought to be maintained according to the CPWD code were not maintained. The Audit Report has given the examples. I need not go into it.

The port authorities entered into an agreement with Messrs. East Bengal River Steam Services, Limited, for two numbers of tugs and till 1971 as amount of Rs. 92.8 lakhs had been paid. As against 2 tugs, only one tug had been received. It had been stipulated that the tugs had to be delivered within 18 months from the date of the first payment. But, the second tug, according to my information, is yet to arrive. Instead of imposing the maximum penalty according to the clauses of the contract now, the East Bengal River Steam Services Ltd., a private sector company is insisting on receiving from the Port Trust Rs. 6.3 lakhs more. I venture to think that there is a kind of abetment, concealed abetment between this company and the persons concerned. Otherwise, these things could not have happened in such a flagrant manner.

I shall give another instance to show how when the port is declaring loss, its officers are behaving. Even though the officers of the Port Trust have vehicles at their disposal, given by the Port Trust unauthorised free transport from residence to the place of work or duty and back is costing the Port Trust Rs. 48,000 per year. This is an instance to show how while the port is getting silted up, its potentiality is not being developed and its revenue is dwindling, its operation is shrinking, its officers are indulging wasteful expenditures.

The labour relations in Paradip leave much to be desired and the authorities there are setting one union against the other so that this kind of corruption can go on unchallenged.

While I have great regard for this Ministry for the many good works done by it, I only venture to think that due to its peculiar location in a particular State to which I think the hon. Minister has some allergy, it is not receiving the attention that it deserves, as a result of which one of the deepest seaports not only of India but of

the entire South-East Asia is languishing away and is going from bad to worse. I hope the hon. Minister will kindly pay some attention to these matters.

श्री कृष्ण चन्द्र पांडे (झांसीलाबाद) :
उपाध्यक्ष महोदय, मैं नौवहन और परिवहन मंत्रालय के अनुदानों की मांगों का हादिक समर्थन करता हूँ। इसके साथ ही मैं आप के माध्यम से मंत्री जी का ध्यान खास तौर से उस गरीब और पिछड़े हुए प्रदेश की ओर ले जाना चाहता हूँ जोकि हमारे देश का सबसे पिछड़ा हुआ प्रदेश है।

मान्यवर, उत्तर प्रदेश की सरकार ने सन् 1971 में यहां के मंत्री महोदय से निवेदन किया था कि उत्तर प्रदेश के नवनिर्माण के लिए आवश्यक है कि वह उस को 50 करोड़ की अतिरिक्त धनराशि दें जिसमें कि इस प्रदेश की टूटी फूटी सड़कों को मरम्मत करके ठीक किया जा सके और बीहड़ नदियों पर पुल बनाये जा सकें। मुझे पूरा विश्वास है कि मंत्री महोदय इस ओर अवश्य ध्यान देंगे।

मुझे एक निवेदन और करना है। सरयू नदी एक भयंकर नदी है और जब उस में बाढ़ आती है तो बस्ती जनपथ की 16,12,229 जनता बाढ़ से बिलकुल घिर जाती है। आज राष्ट्र को मजबूत बनाने के लिए इस मंत्रालय की बहुत जिम्मेदारी हो चली है। मैंने अभी मंत्री जी से एक निवेदन किया था जिसका कि मुझे उत्तर भी मिला। सरयू नदी में बिड़हरघाट पर अगर एक पुल का निर्माण करा दिया जाय तो यह राष्ट्रीय सुरक्षा के दृष्टिकोण से एक बहुत ही मजबूत कदम होगा।

झांसीलाबाद से काठमंडू तक पहुंचने के लिये हमें दस घंटे ही लगेंगे और आज जो पीकिंग की सरकार इस बढ़ते हुए मुल्क की ओर अपनी निगाह डाल रही है उस को रोकने के लिये यह पुल बहुत बड़ा योगदान सिद्ध होगा।

मैं मंत्री महोदय का ध्यान उस बिड़हर घाट की ओर ले जाना चाहता हूँ जो बस्ती जनपद में स्थित है। इलाहाबाद से फैजाबाद आजमगढ़ होते हुए वाराणसी को सड़क जाती है। बीच में जहांगीरगंज होते हुए सड़क बिड़हर घाट तक जाती है। उसके उत्तर में मुखलिसपुर रोड है। वह सड़क बिड़हर घाट से दो मील दक्षिण तक रह गई है। वह सड़क मुखलिसपुर रोड, केकहरवा होते हुए काठमांडू तक जाती है और यह सड़क मेंहदाबाल फरेंदा होते हुए काठमांडू तक जायेगी। मैं सुरक्षा की दृष्टि से अपील करना चाहता हूँ कि अगर यह सड़क बना दी जाय तो बड़ी ही लाभकारी सिद्ध होगी।

आज देश को आगे बढ़ाने के लिये सड़कों का बड़ा ही महत्त्व हो चला है। जब तक यातायात के साधन नहीं रहेंगे, देश उन्नत नहीं हो सकना। आवागमन के साधन ही इस देश की रीढ़ सिद्ध होंगे। नैशनल हाईवे दिन प्रति दिन बढ़ते जा रहे हैं। इसलिये मैं अपने मंत्री महोदय को हार्दिक बधाई देता हूँ। हमारे पूर्वी उत्तर प्रदेश में एक नैशनल हाईवे बन रहा है, परन्तु उस का निर्माण कार्य इतना सुस्त है कि आज चार साल से चल रहा है फिर भी वह पूरा नहीं हो सका है। हर साल किसानों की फसल काटी जाती है।

श्री राज बहादुर : कौन सी सड़क है ?

श्री कृष्ण चन्द्र पांडे : लैटरल रोड बस्ती गोडा में है। इस बस्ती, गोडा, बहराइच लैटरल रोड को हम लोग बार्डर रोड कहते हैं। यह चार साल से बन रही है, लेकिन निर्माण कार्य इतना सुस्त है कि जब किसान फसल बो देता है, तब उस की खेदाई शुरू हो जाती है। अभी तक यह निश्चित नहीं हो सका है कि इस सड़क का निर्माण कार्य कब तक पूरा हो जायेगा। किसानों की फसल दिन प्रति दिन काटी जा रही है परन्तु उन को उस का कम्पेन्सेशन अभी तक नहीं दिया गया है, दिया ही नहीं जा रहा है। किसान लोग हमारे बस्ती जनपद के खिलाधी

से मिले, प्रान्तीय सरकार को लिखा परन्तु वहाँ के अधिकारियों का कहना है कि यह नैशनल हाईवे है और उस का सम्बन्ध केन्द्रीय सरकार से है। जब तक वहाँ से इसके लिये पैसा नहीं मिलता, तब तक हम पैसा नहीं दे सकते।

दिल्ली में जो बसें चल रही हैं उन को देख कर बड़ा ही तरस आता है। अगर आदमी पैदल चले या स्कूटर में बैठ कर जा रहा हो और एक बम गुजर जाय तो तबियत तो खराब ही हो जायेगी, और न जाने क्या हाल हो जाये। इतना धुआँ उन बसों में है। न जाने कितनी शताब्दी पुरानी आप की बसें हैं। उन में सुधार करने के लिये मैं मंत्री महोदय से आग्रह करूँगा। आज यहाँ पर जो छोटी बसें चल रही हैं, जिनको आप मिनी बस कहते हैं, उनके टिकटों के दाम इतने ज्यादा हैं कि वह साधारण लोगों के बम के बाहर की चीज है। मैं मंत्री महोदय से अपील करूँगा कि वह इन टिकटों की दरों को कम करने की सोचें।

जो बिड़हरघाट का पुल है उसके लिये मैं मंत्री महोदय से निवेदन करना चाहता हूँ कि राष्ट्रीय सुरक्षा के दृष्टिकोण को सामने रखते हुए अगर यह सड़क बना दी जाय तो यह एक बहुत ही मजबूत कदम होगा।

इन शब्दों के साथ मैं इस मंत्रालय की मांगों का हार्दिक समर्थन करता हूँ।

श्री भागीरथ नंबर (शाब्दिक) : उपाध्यक्ष महोदय, नीबहन और परिवहन मंत्रालय की मांगों पर चर्चा हो रही है। आज के युग में जो पिछड़े हुए क्षेत्र हैं उनके विकास के लिये सड़कों का बड़ा महत्त्व है और जहाँ सड़कें नहीं हैं, जहाँ आवागमन के साधन नहीं हैं वे क्षेत्र आज भी पिछड़े हुए हैं। वहाँ बरसात के दिनों में लोग आ जा नहीं सकते। मैं चाहता हूँ केन्द्रीय शासन और मंत्री महोदय से कि जितनी भी सड़कों का निर्माण हो, उन का निर्माण विशेषकर ऐसे क्षेत्रों में किया जाय जो पिछड़े हुए हैं, जहाँ पर किसी

[श्री भागीरथ भंडार]

भी तरह के साधन उपलब्ध नहीं हैं, रेलें नहीं हैं? हवाई जहाज नहीं हैं या नौबहन की कोई व्यवस्था नहीं है वहां पर सड़कें ही एक मात्र यातायात की साधन होती हैं। उन्हीं के जरिये वहां के लोगों का और उन क्षेत्रों का विकास होता है।

राष्ट्रीय राजपथ जितने बने हुए हैं उन की हालत बहुत खराब है। कई राष्ट्रीय राजमार्ग ऐसे हैं जो कहलाते तो राष्ट्रीय राजमार्ग हैं लेकिन उन की हालत इतनी खराब है कि बारिश के दिनों में बसें घंटों फंसी पड़ी रहती हैं। कीचड़ में और ट्रैफिक रुक जाता है, जिस से लोगों को काफी तकलीफ होती है और उस से नुकसान भी काफी होता है। मैं चाहता हूँ कि जो मार्ग राष्ट्रीय राजमार्ग पहले से घोषित हो चुके हैं और आज राष्ट्रीय राजमार्ग के नाम से चल रहे हैं, उन का सुधार किया जाये, उन की जो दयनीय दशा आज है उस में सुधार किया जाये।

यदि केन्द्रीय शासन इन राष्ट्रीय राजमार्गों पर बसों की व्यवस्था कर सके तो बहुत ही अच्छा होगा। आज राज्यों में जो बसों की व्यवस्था है, या जो दिल्ली की बस व्यवस्था है, उन के बारे में कई माननीय सदस्यों ने चर्चा की। उन्हींमें बतलाया कि बसों की कैंसी दयनीय हालत है। मैं चाहता हूँ कि जो राष्ट्रीय राज मार्ग हैं उन पर केन्द्रीय शासन अपनी बसें चलाये। इससे वहां की जनता की बड़ी सेवा होगी।

इसके साथ-साथ मैं कुछ मार्गों के बारे में बतलाना चाहूंगा। बम्बई-आगरा का जो राष्ट्रीय राजपथ है यह बहुत ही पुराना राष्ट्रीय राजमार्ग है। लेकिन आज भी उसके बीच में आने वाले पुलों की हालत बहुत खराब है। नर्मदा नदी पर कलघाट का पुल है जहां बारिश के दिनों में चार छः दिनों तक ट्रैफिक बन्द हो जाता है। पानी पुल पर आ जाता है और रास्ता बन्द हो जाता है। इस पुल का निर्माण

होना बहुत जरूरी है साथ ही इस मार्ग का चौड़ा किया जाना भी बहुत जरूरी है। यह मार्ग बम्बई आगरा राष्ट्रीय राज पथ के नाम से प्रचलित है। इस मार्ग को यदि बम्बई दिल्ली राष्ट्रीय राजपथ घोषित कर दिया जाये तो मैं समझता हूँ कि यह बहुत ही अच्छा होगा। मैं एक दो और राष्ट्रीय राजमार्गों के बारे में निवेदन करना चाहूंगा। खंडवा, इन्दौर, रतलाम, नीमच, नसीराबाद और अजमेर तक का जो मार्ग है इस को राष्ट्रीय राजमार्ग घोषित किया जाये। इसका एक कारण मैं बतलाना चाहूंगा। महु में हमारी फौजी छावनी है, नीमच में फौज की छावनी है, नसीराबाद में फौज की छावनी है। इस का आप लोगों के हित के साथ साथ हमारे देश की सुरक्षा से भी सम्बन्ध आता है। इसलिये इस मार्ग को राष्ट्रीय राजमार्ग घोषित किया जाये।

भोपाल से इन्दौर-अहमदाबाद को शायद राष्ट्रीय राजमार्ग घोषित कर दिया गया और इसकी शायद योजना चल भी रही है। यदि ऐसा कर दिया जाता है तो एक प्रान्त से दूसरे प्रान्त राज्य की राजधानी में आने जाने में आम लोगों को काफी आसानी हो जाएगी और इससे लाभ भी काफी होगा।

अब मैं नौबहन के बारे में कुछ कहना चाहता हूँ। इस में बैसे तो काफी प्रगति हुई है। देश में बड़ी-बड़ी नदियां तो हैं ही छोटी-छोटी भी बहुत सी नदियां हैं। नर्मदा नदी भी उन में से एक है। इसकी योजना काफी लम्बे अर्से से बन रही है और चालू है। मैं चाहता हूँ कि इसको जल्दी से पूरा किया जाए यहां भी अगर नौबहन की व्यवस्था कर दी जाए तो मैं समझता हूँ कि उस क्षेत्र के लोगों की काफी भलाई होगी और जो बेकारी मिटाने वाली बात है वह भी कुछ हद तक सिद्ध सार्थक हो सकेगी उसका भी इससे सीधा सम्बन्ध है इस वास्ते मैं चाहता हूँ कि इस योजना को शीघ्रता से कार्यान्वित किया जाए।

[श्री चन्द्रिका प्रसाद]

कमेटी ने 274 लाख रुपया रिफोर्मेट किया था और उस में छः योजनायें थी लेकिन केवल एक योजना को स्वीकृति दी गई और उसके लिए 1.10 लाख रुपया ही रखा गया। आई डब्ल्यू टी डायरेक्टोरेट के अन्दर टेक्नीकल आर्गेनाइजेशन नहीं था और न ही बंगाल की प्रांतीय सरकार में ही कोई टेक्नीकल आर्गेनाइजेशन था। अगर यह होता तो ये सारी योजनायें जो 274 लाख रुपये की थी ये शामिल हो गई होती और इनको शायद स्वीकृति भी मिल गई होती। उत्तर में बहू भी कहा गया था कि प्रदेशों को टेक्नीकल आर्गेनाइजेशन को ठीक से बढ़ावा देना चाहिये। लेकिन आप देखें कि इस मंत्रालय के अन्दर ही आई डब्ल्यू टी डायरेक्टोरेट में ही कोई टेक्नीकल आर्गेनाइजेशन नहीं है। भारत सरकार के मंत्री तो अन्तर्राष्ट्रीय जल परिवहन को बढ़ावा देना चाहते हैं ताकि देश विकास के पथ पर अग्रसर हो सके लेकिन इस मंत्रालय और आई० डब्ल्यू० टी० डायरेक्टोरेट में जंग लगा हुआ है और वे सारी चीजें को प्रदेश पर छोड़ देते हैं। यह उचित नहीं है।

देश के विकास के लिए अन्तर्राष्ट्रीय जल परिवहन, एयरवेज, रोडवेज रेल आदि को महत्वपूर्ण योगदान करना है। जहां देश की आस्था बसती है उन इलाकों को पराधीनता के जमाने में अंग्रेजों ने कुचला और कोशिश की कि वे उठ न पाएं। वे नहीं चाहते थे कि जल मार्ग विकसित हों। पच्चीस बरम की आजादी के बाद भी क्या आप यह उचित नहीं समझते हैं कि टेक्नीकल आर्गेनाइजेशन होना चाहिये? मैं समझता हूँ कि इसके अभाव में देश आगे नहीं बढ़ पा रहा है।

हमारे मंत्री महोदय ने पटना से गाजीपुर के लिए जहाज चला दिया। उसमें सेंट्रल गवर्नमेंट की तरफ से 1.66 करोड़ रुपया बजट में रखा गया। अगर यह जहाज न चला होता तो यह भी छूट जाता। लेकिन विवश हो कर

इसको आपको सेंट्रल बजट में रखना पड़ा है। इसका जिक्र बजट परफार्मेंस के पृष्ठ 34 पर है।

इसी तरह से भगवती कमेटी ने रिबलंगज से दोहरीघाट तक घाघरा नदी में बतौर सर्वेक्षण जहाज चलाने की सिफारिश की थी। पटना से गाजीपुर तक तो इसको चलाया गया लेकिन यह चालू नहीं किया गया। इसका मुख्य कारण आई० डब्ल्यू० टी० डायरेक्टोरेट की लापरवाही है और वह आज तक सोता रहा है। सर्वे भी इसका नहीं करवाया गया है जबकि सर्वे कराने की आवश्यकता भी नहीं है। भगवती कमेटी ने दोहरीघाट से आगे फौजाबाद तक सर्वे करने की बात कही थी। रिबलंगज से दोहरीघाट तक हमेशा पानी बीस फुट के करीब रहता है। मैं चाहता हूँ कि मंत्री जी शीघ्र आदेश दे कर रिबलंगज से दोहरीघाट के बीच माल ढोने के जहाज चलवाने की कृपा करेंगे। अगर उन्होंने स्वयं ऐसा न किया तो ये कभी नहीं चल पाएंगे।

पटना से बनारस के बीच गंगा नदी में एक ड्रेजर था जिस का नाम था ड्रेजर बक्सर। यह टग के साथ रहता था। लेकिन उसको कलकत्ता भेज दिया गया है जबकि यह क्षेत्र सदैव बाढ़ से परेशान रहता है और इसके चैनल में हमेशा मिट्टी भर जाती है : चैनल बनाने के लिए ड्रेजर की बहुत आवश्यकता है। अभी गाजीपुर से मिर्जापुर तक माल ढोने वाले जहाज को ले जाने के लिए मांग की गई है। लेकिन ड्रेजर न होने के कारण शायद इसमें रकाबट पड़ जाए और चैनल न बन सके। मैं मांग करता हूँ कि इस ड्रेजर को शीघ्र ही वहां से यहां लाया जाए।

देश के जो पिछड़े हुए भाग हैं उनकी ओर आपका खास ध्यान जाना चाहिये। विशेषकर उत्तर प्रदेश का मुन्बेलखण्डी हिस्सा मध्य प्रदेश से लना हुआ है, उसका पूर्वी हिस्सा बिहार से

लगा हुआ है, जो हिल्की एरिया है, पहाड़ी क्षेत्र है वह देश के अन्य भागों से लगा हुआ है। यहां पर इंटर स्टेट सड़कें और पुल बनने चाहियें। विशेष कर गाजीपुर में आज कई बरस से पुल की मांग हो रही है लेकिन वह बन नहीं सका है। यह बनाया जाए।

उत्तर प्रदेश के पूर्वी जिलों में पटेल कमेटी ने वहां की बेकारी और बेरोजगारी को दूर करने के लिए बेलमरा बाजार से भागलपुर को जोड़ने के लिए घाघरा पर पुल बनाने की सिफारिश की थी जिस के बन जाने से सीधा लिंक देवरिया, गोरखपुर होते हुए बिहार तक बन सकता था और यह क्षेत्र विकास के पथ पर आ जाता। इस पर ध्यान नहीं दिया गया। आपको इधर भी ध्यान देना चाहिये।

दोहरीघाट में प्रधान मंत्री जी गई थीं और हमारे ओम मेहता जी भी उनके साथ थे। उन्होंने पुल का उद्घाटन किया था। लेकिन दोहरीघाट से ले कर रिक्कलगंज तक, यानी बिहार की सरहद तक कई हजार बगै मील का भू-भाग है वहां पर घाघरा पर कई पुलों की मांग की गई है ताकि उत्तर प्रदेश और बिहार एक दूसरे के नजदीक आ जाते। लेकिन आज तक उनकी ओर ध्यान नहीं गया है। मैं विशेषकर सिकन्दरापुर, मनियर से, दरौलीघाट और गोपालनगर से सिसवन घाट का जिक्र करना चाहिये। इससे उत्तर प्रदेश और बिहार मिल सकते हैं आपस में। इसी तरह जयप्रकाशनगर जोकि जयप्रकाश बाबू का निवास स्थान है वहां पर विदेशी लोग हमेशा आते रहते हैं। इस स्थान को सिन्हाघाट से जोड़ने के लिए जो आरा बिहार में है, गंगा पर पुल बनाया जाना बहुत जरूरी है।

भगवती कमेटी ने गंगा, घाघरा, ब्रह्मपुत्र, मांडवी, जुबारी, कम्जा, गोदावरी, नर्मदा आदि को नैशनल वाटरवेज घोषित करने की सिफारिश की थी। मैं चाहता हूँ कि इसको

शीघ्र नैशनल वाटरवेज घोषित किया जाए। मैं फिर निवेदन करना चाहता हूँ कि हम देश में जिन योजनाओं को कार्यान्वित करना चाहते हैं, बिना टेकनिकल आर्यानाइ-जेशन के वे नहीं चल पायेंगी।

मैं इन भागों का समर्थन करता हूँ।

14 hrs.

श्रीशंकर वेब (बीबर) : उपाध्यक्ष महोदय, इस रिपोर्ट को पढ़ने पर वास्तव में मुझे बहुत खुशी हुई है और मैं दिल से इन डिमांड्स का समर्थन करता हूँ। चूंकि समय थोड़ा है, इसलिए मैं कुछ पार्यन्ट्स ही रख सकता हूँ।

मैसूर स्टेट में जो मंगलोर हार्बर प्राजेक्ट लिया गया है, उसका काम बहुत धीमा है और उसके लिए फंड्स समय पर रिलीज नहीं होते हैं। मैं प्रार्थना करूंगा कि उस काम को आगे बढ़ाया जाये और उस के लिए फंड्स को समय पर रिलीज किया जाये। उस हार्बर का ड्राफ्ट केवल 29 फीट रखा गया है, जो बिल्कुल अपर्याप्त है। वह कम से कम 40, 45 फीट तो जरूर होना चाहिये, ताकि लेटेस्ट माडर्न कैरियरज वहां पहुंच सकें।

वेस्ट कोस्ट—पश्चिमी तट—साइनर पोर्ट्स के लिए बहुत ही उपयुक्त है, जहां मछलियां पकड़ने का काम बहुत अच्छी तरह हो सकता है। वैसे मैं मछलियां पकड़ने के फ्रेम में नहीं हूँ, लेकिन जो लोग खाते हैं, उनके लिए प्रबन्ध तो करना पड़ता है। यह बड़े अप्रसोस की बात है कि गांधीजी के देश में मछलियों का करोड़ों रुपयों का व्यापार होता है और लोग खाते हैं। जब हम अनाज का उत्पादन बहुतायत से कर रहे हैं, तो फिर मछलियों को खाने की क्यों जरूरत पड़ रही है, यह मेरी समझ में नहीं आता है।

शिपबिल्डिंग यार्ड स्टार्ट करने के लिए कारवार एक बहुत ही उपयुक्त स्थान है, जैसा

कि विशाखापत्तनम में बनाया गया है। इससे बहुत फायदा होगा और उस क्षेत्र के लोगों को काम भी मिलेगा।

रोड बिल्डिंग डिपार्टमेंट में उन्हीं लोगों को कन्ट्रैक्ट मिलते हैं, जिनका एप्रोच होता है। मैं मंत्री महोदय से प्रार्थना करूंगा कि ऐसे इन्स्ट्रक्शन्स दे दिये जायें कि शिड्यूल्ड कास्ट्स, शिड्यूल्ड ट्राइंग्ज और बैकवर्ड क्लासिज के लोगों के लिए कन्ट्रैक्ट्स के सम्बन्ध में कुछ परसेन्टेज या रिजर्वेशन निश्चित कर दिया जायें।

देश के रोड्स वास्तव में उन्नति के पथ हैं। अगर राष्ट्र को उन्नति के पथ पर चलना है, तो रोड्स बनाने होंगे। इस लिए रोड्स का डेवेलपमेंट करना बहुत आवश्यक है।

मुझे यह रिपोर्ट देख कर आश्चर्य हुआ है कि मिनिस्टर साहब पार्लियामेंटरी एफेयर्स में बिजी रहने के बावजूद शिपिंग और ट्रांसपोर्ट की ओर काफ़ी ध्यान देते हैं। इसके लिए मैं उन को बधाई देता हूँ और इस मंत्रालय की डिमांड्स का समर्थन करता हूँ।

MR. DEPUTY-SPEAKER: Shri Arvind Netam .. Absent. Shri Indrajit Gupta ... Absent. The hon. Minister.

THE MINISTER OF PARLIAMEN-
TARY AFFAIRS AND SHIPPING AND
TRANSPORT (SHRI RAJ BAHADUR):
Mr. Deputy-Speaker, Sir, I am extremely
grateful to hon. Members who have parti-
cipated in this debate.

श्री ज्योतिर्मय बसु (डायमंड हार्बर) :
कोरम तो है न ?

SHRI RAJ BAHADUR : I think, my
hon. friend, Shri Jyotirmoy Bosu, will
spare me if I make a grievance that he has
not cared to intervene in this debate and yet
he is raising a question which is not quite
relevant.

I would begin with shipping because the
opening speaker in this debate, Shri Gada-
dhar Saha, referred to it and his grievance
was that we in this country have not been
able to build up our shipping. He
also said that we were depending on
foreign technology, that we were still placing
orders for construction of new ships abroad
and were depending upon foreign shipyards,
I would not be harsh, but we have to realise
that, so far as our national shipping tonnage
is concerned, this was, during the days of
foreign domination, reduced to a negligible
quantity. At the dawn of independence we
started with a mere scratch to be called 1.92
lakh GRT, and we know that, in these 25
years, we have increased the tonnage to
2.53 million GRT. This has not been a
small effort and had required all the resources
of planning and of investment in building
up this tonnage. We have followed a
consistent policy to build it up. I would
just state two or three facts about it in order
to demonstrate and underline the point
which I want to make.

First of all, I would say that, by the setting
up of the Shipping Development Fund institu-
tion, we helped shipping in a considerable
way. Secondly, by setting up public sector
organisations, corporations, for shipping, we
again took a major step. I am happy to
say that the public sector shipping corpora-
tions have done well, both the Shipping
Corporation of India and the Moghul
Lines. May I say that in these years, since
the Shipping Development Fund came into
existence, we have sanctioned loans
amounting to Rs. 442.38 crores to the
various shipping companies.

SHRI INDRAJIT GUPTA (Alipore):
In how many years ?

SHRI RAJ BAHADUR : The Shipping
Development Fund was established—I am
speaking from memory—after 1958 or 1969.
Out of that, the amount advanced was
Rs. 169.77 crores; the major share, of
course, has gone to our public sector ship-
ping corporation ...

SHRI DINEN BHATTACHARYYA
(Serampore): How much to Ratnakar of
Birlas ?

SHRI RAJ BAHADUR : I cannot say that. Ratnakar is one of the so many shipping companies. We have not yet taken a decision to nationalise. There are so many—Scindia, India Steam, Great Eastern.

Please do not take my time in that. However, I would say that this is the time when we can say with some degree of satisfaction that our shipping has literally increased 12 times whereas the world shipping has increased by three times. Today in the matter of shipping our country is second only to Japan so far as shipping tonnage is concerned, amongst the Asian nations or the developing nations. I may also say that we have established a very good record so far as public sector management of shipping is concerned. May I just point out how on a capital of Rs. 23.45 crores, paid-up, our Shipping Corporation was able to make a profit, a net profit, of Rs. 6.91 crores last year, *i.e.*, 1970-71, and this profit has risen this year to Rs. 7.25 crores; it is about 33 per cent return on investment which is a very good figure. Again if we take into account the increase in the tonnage of the public sector shipping corporation especially—I have great pleasure in saying that about 50 per cent of our total tonnage today is operated under the public sector—the shipping corporation tonnage amounted to 13.80 lakh DWT on 31 March, 1972. On the basis of the orders already placed, the gross tonnage is expected to exceed 2 million DWT by the end of 1974. Foreign exchange earned during 1970-71 amounted to about Rs. 32 crores out of a total gross earnings of about Rs. 64 crores which is about 50% of the gross earnings. Since its inception *i.e.* 1960-61 it has earned a profit of Rs. 34.74 crores and this is about 11 crores more than the total paid-up capital which is Rs. 23.45 crores. I am stating all these facts because it was contended by some hon. Members that perhaps the Shipping Corporation could have done better. Reserves that it has built up over the years amount to Rs. 30.95 crores. The figure relates to 31st March, 1971. It had an outlay of Rs. 36.01 crores when it started in 1961-62. But now, out of the total outlay of Rs. 175.19 crores, the Shipping Corporation generated resources to the extent of Rs. 65.42 crores. This is the record with which the Shipping Corporation comes before you and I

think the House will join me in giving our best compliments and appreciation to the workers, officers and the management of this public sector shipping. May I also say that this is necessary because public sector shipping is often decried and tried to be maligned that it is not functioning efficiently. The record of the Shipping Corporation compares very favourably with any other shipping company in the country. May I also say that I do not want to be harsh to the private sector shipping and fair to the public sector. They have also done very well and our shipping tonnage would not have grown and developed to the extent that it has done without their co-operation.

Coming to the ship-building, my friend, Mr Saha, again mentioned that we have done nothing, and some other hon. Members are also critical about it. May I just remind them that ship-building is a highly sophisticated industry. We have just to imagine the number of parts, the ancillaries that it requires and we have just to imagine also that the technological skills and the technological know-how are not easily obtainable. Every nation is jealous of its own technological skills and know-hows and does not want to share. Even so, we have established a shipyard which is doing well and I think the performance last year and during this year the Hindustan Shipyard has set before us is quite satisfactory. Last year, it built two cargo vessels, one training ship and another smaller vessel. The target for 1972-73 is three cargo ships totalling about 40,200 DWT besides one dredger for Visakhapatnam Port Trust. The Shipyard is dependent on subsidies directly. There is a basis evolved now and under the new pricing formula that we have evolved by which the shipyard in course of time, say, in the next 7-8 years, is expected to do without subsidies. The new pricing policy as hon. Members might remember is that we make the ship-owners place orders on the Shipyard by paying 5% more on the international parity price, another 5% is paid by the Government, but this will be diminished by 1% every two years so that by 1st April, 1981, all this subsidy will go.

Apart from that, the differential between the indigenous price and the lowest international price of six specified major items of

[Shri Raj Bahadur]

machinery-equipment subject to a ceiling of 10% of the international parity price is also offered. This means that there is a very scientific and rationalised policy of pricing, and I am happy this has found favour with our shipping industry also. The shipyard has orders on hand, as many as 14 of them, and by the time these orders are fulfilled, all efforts are being made to have more orders.

Another point was made about Major Ports Commission's recommendations. There was some hint that we have not been able to apply our mind to this particular report. I am happy to say that out of 160 recommendations or conclusions that are contained in this report on practically all aspects of working of the ports, we have already accepted as many as 45 of them. The number of recommendations on which final view has been taken by the Ministry of Shipping and Transport and the concurrence of sister ministries is awaited is 38. The number of recommendations at advanced stage of examination is 57. The number of recommendations still requiring detailed examination is only 20.

A reference was made about Akbar. Since the hon. Member made certain sweeping observations, I think it is necessary to say a few words about this. Akbar was built in Denmark at the Helsingør shipyard. It was delivered to Moghul Lines on 13th November, 1971.

Just after the construction was commended, the Superintending Engineer of the Moghul Lines was deputed there to supervise the construction. This is the normal practice followed by each and every shipping line. It is more so in the case of a passenger ship. They have to be quite sure that the ship that is built is according to their specifications and requirements and needs, and according to the orders, and therefore there is nothing unusual about it. He had to be there till the ship was under construction. The Managing Director was there only to take delivery for 3 or 4 days. There was some snag in the air-conditioning equipment and the Hon'ble Member was rightly informed, but the passengers were never charged the bunker for air-conditioning, and so far as the bunker class accommodation is concerned, it is not

air-conditioned and this does not cause any inconvenience to the bunker class people.

I would now take up the question of minor ports. References were made to Ratnagiri port and the demand was made that we should finance it further. I can only say that we have already helped it and a Committee was set up by the Department of Mines under the Ministry of Steel with a representative of the Maharashtra Government, Bombay Port Trust, Ministry of Shipping and Transport and the Shipping Companies, to go into all the aspects and to make recommendations. Measures for augmenting the Central loan assistance during the Fourth Plan would be decided upon after receiving that port.

So far as Dabhol port is concerned, this is again a matter for Maharashtra Government to decide. It is a minor port. The executive responsibility in regard to its development rests wholly and squarely upon the Government of Maharashtra. We can certainly assist it by means of loans. We have not yet received any proposal from the Maharashtra Government for our assistance as such or for developing Dabhol as a major port. I would not go further into this question except to say that I deeply appreciate the sentiments that have inspired our friend to take up this point.

So far as major ports are concerned, I would like to say that the figure was an all-time high of 59.29 million tonnes, as against 55.64 million tonnes in 1970-71 breaking the record achievement of 55.19 million tonnes in 1968-69. This record in the handling of cargo was achieved in the year 1971-72.

During the eleven-year period from 1960-61 to 1971-72, the total port traffic in India has increased at an average annual rate of about 4.5 per cent. I hope and trust that this answers the requirements of our foreign trade, export and import. The major port traffic in 1971-72 was also a record figure namely 59.2 million tonnes as against 55.6 million tonnes in 1970-71. Minor ports also showed an upward incline in their graph so far as the traffic handling was concerned. From 6.7 million tonnes in 1970-71 they handled as much as 7 million tonnes in 1971-72. The average daily delay per ship at major ports was less than one day.

I would like to congratulate the labour and the management of these ports for all this. Accumulation of cargo, of course, has been experienced at certain ports, but this is due to certain transport bottle-necks with which we are always grappling.

I would like to say a few words about the shortfall in the expenditure or outlay on development programme for Bombay, because a reference was made to that also. The Bombay port is doing very well, as we know, and this shortfall is easily accounted for by delay in the availability of certain essential raw materials like steel and also the placement of orders for the suction dredgers for which the type has yet to be decided by technical experts.

Land acquisition proceedings also in the satellite port of Navashava could not proceed as expected because of the delay in receipt of the Master Plan.

About Calcutta port, a point was made that it was a sick port and it was losing heavily, to the tune of nearly Rs. 6 crores last year. May I say that Calcutta used to be the port which handled the largest quantity and volume of traffic, as far back as 1960-61, and at one time, it touched a high of over 11 million tonnes? Unfortunately or fortunately, we were no longer dependent upon import of foodgrains as also of heavy machinery which was being imported for steel plants and other heavy industries in that area. When that task was completed, it was no more coming to this port. The result was that in 1970-71 it came down to a low figure of 6.01 million tonnes as against 11 million tonnes before. If the traffic dwindles, the expenditure incurred on the establishment of the port does not diminish. It remains at the same level. The port charges, stevedoring charges etc. happen to be the highest in Calcutta. The slowing down of the economy on account of industrial unrest and recession in engineering industries and decline in export of coal or gunnies was another factor which brought down the traffic from 11 to 6.01 million tonnes. As I have said already, even when the traffic falls, there is no proportionate reduction in port expenditure. Implementation of the Wage Board award with effect from 1st January, 1969 involved an extra expenditure of about Rs. 3.5 crores per annum; out of Rs. 6 crores, therefore, Rs. 3.5 crores was spent in that way. Arrears even in regard

to the Wage Board recommendations had to be paid with effect from 1st January, 1969, and they were paid in 1970-71.

SHRI INDRAJIT GUPTA : But that was so in all the ports and not only in Calcutta.

SHRI RAJ BAHADUR : I am not disputing that.

SHRI INDRAJIT GUPTA : Then, what is the point in saying all this ?

SHRI RAJ BHADUR : But this is extra heavy :

Overtime payments and increased wages were also there; whereas the income of the port which was Rs. 6.55 crores in 1947-48 increased to Rs. 26.56 crores in 1970-71, the expenditure also went up from Rs. 6.12 crores to Rs. 32.65 crores, leaving a gap of over Rs. 6 crores. I am happy to say, however, that because of developmental activities, the traffic figures have shown an upward incline and in 1971-72 it has gone up from 6.01 million tonnes to 7.37 million tonnes.

I would say a word about the Sethusamudram Canal before I go over to Paradip to which Shri Mohanty and Shri P. K. Deo referred. We have been working at the Sethusamudram Canal for a long time, but the fact remains that this project can be taken up only in accordance with the priorities the Planning Commission is prepared to give it. It may be useful, but the question is whether there is not, relatively speaking, something more useful which needs our attention urgently. The result is that we remain where we are. Apart from this, there are some other questions also to be settled about this matter. One is, what should be the alignment, and how far it would be acceptable not only from the point of view of the Ministry of Transport and Shipping but also other concerned Ministries.

About the Paradip Port, so much has been said. First of all, let me assure my friend, after all the compliments he paid me, for which I am grateful, that there is no allergy in the Ministry or on my part to Paradip. I have visited it—he knows it—soon after the unfortunate cyclone. The port is being developed to handle 4 million tonnes of

[Shri Raj Bahadur]

ore as against the present 2 to 2.5 million tonnes. Further, development in the Fifth Plan will take into account the Malentola deposits also. A study team with the Adviser to the Planning Commission as Chairman is already engaged in this matter. Let me assure him that so far as the export of iron ore is concerned, Government would not be unfair to this port. But members will also have to appreciate that in the larger interests of the national economy, we shall not take, what may be called, a very charitable or generous view as other ports are also vying with one another to get ore traffic and increase their traffic. Naturally when Haldia comes into being, if I say it will be deprived of iron ore which will be given exclusively to Paradip, I will be wrong; if state the opposite proposition, I will be equally wrong. This has to be decided on the basis of scientific, systematic studies in a calm and quiet manner taking into account the economics involved in the whole question.

So far as rail connection is concerned, the Cuttack-Paradip line is being laid by the Indian Railways. Simultaneously, the port railway system is also under way. A railway linking new mine areas is under consideration by the Railway Ministry. Gopalpur is already selected for improvement with central assistance of Rs. 4.22 lakhs for survey and preliminary works. After traffic data required by the Planning Commission are obtained, the scheme would be taken up for sanction.

Shri Mohanty had also some complaints about corruption. My information is that the port authorities and the Ministry are already seized of the matter. I am told the question is about the purchase of two tugs. Two tugs were ordered by the Orissa Government in 1964-65 from the East Bengal Engineering Works. Inordinate delay occurred in fitments of foreign exchange and due to difficulties experienced by the yard. One tug was delivered recently with quite some defects. The company is being pressed to expedite repairs, and delivery of the second tug. All payments to the yard have been made by the port with government approval. As I said earlier, whatever complaints about corruption or accounting are there, we shall see they are attended to expeditiously.

About the Haldia project, let me say that the matter has always been before us, and we are doing all that we can to expedite its completion. The oil jetty was commissioned in August, 1968; the dock system is expected to be completed by the end of 1973. I will not go into the details as to why there has been a certain delayed action in regard to certain matters, but suffice it to say that the matter is receiving our best attention, and we shall see to it that the target date for the completion of the Haldia dock system, that is, by the end of the 1973, will be maintained as best as we can.

In regard to Farakka barrage, I would only say that an expenditure of about Rs. 105.88 crores was incurred on the project up to the end of February, 1972. It is a multi-purpose project for ensuring a perennial water supply to the Bhagirathi-Hooghly system so as to enable the maintenance of a draught of at least 26 feet in the port of Calcutta and to reduce the salinity of water in the river Hooghly. The project has been substantially completed and I hope we shall reap the benefit from his project as best as we can.

About roads, let me take up the road system which was referred to by many a Member in this House. I would take up the lateral road. My colleague, Shri Om Mehta, yesterday said something about the general development of the road system in the country. I will not go into the details, nor would I repeat those figures, but about lateral road, may I say that the total length of the lateral road is 873 miles. I will not go further and say how much is in Uttar Pradesh and how much in the other States, but the progress on the road works is approximately 96 per cent at present. What remains to be completed is 70 miles out of 398 miles in Uttar Pradesh; 17 out of 328 miles in Bihar in scattered reaches, which I think both the States would take care of. To the observations of my friend Shri K.C. Pandey, I would say—he referred to the needs of Basti and Gonda—that we shall attend to the requirements pointed out by him, as best as we can.

In West Bengal, out of 89 miles, 15 miles have to be taken care of. In Assam, 36 miles out of 58 miles. In all, 138 miles have to be taken care of out of a total

length of 873 miles. I am also happy to report about the progress in respect of bridges.

SHRIMATI JYOTSNA CHANDA (Cachar): How much remains in respect of the Silchar-Manipur road?

SHRI RAJ BAHADUR: That is a different road. I am now talking about the lateral road. We shall get the information on what exactly is required by you. I shall be grateful to you if you could also write to me.

Now, on this also, it may not be possible for me to refer to each and every stage up to which progress has been made.

SHRI INDRAJIT GUPTA: You cannot drive on all the roads.

SHRI RAJ BAHADUR: Not driving, but I will try to deal with all these roads, and see that they are properly maintained.

The major bridges on this road are 23 in number. I am very happy to say that as many as 21 have been completed. The one at Ronkai and the other at Gandak remain to be completed. (Interruption) Then, out of about 128 medium bridges, we have already completed as many as 116, and out of 151 minor bridges, as many as 149 have been completed. I am not going into details. I am just saying that enough progress has been maintained on this.

The only bottleneck remains to be the Forbesganj-Darbhanga road. This has remained a bottleneck because of engineering difficulties in locating the proper site for the Kosi bridge. Fortunately that has been now fixed, and I hope this bottleneck will also be got over.

Then, reference was made to the Ganga bridge at Patna. I would only say that this bridge falls in the State system of roads. Even so, we have given an assurance that we shall try our level best to find out the necessary finances to the extent possible.

श्री रामाबलार शास्त्री (पटना) : 25 करोड़ में से आप टोटल कितना देंगे ?

श्री राज बहादुर : साढ़े चार करोड़ रुपया

दे रहे हैं चौथी प्लान के लिये इस के बाद कितना देंगे, इसके लिये आप कुछ इंतजार कीजिये ।

There was a complaint that the special roads in Rajasthan had not been taken care of..... (Interruptions) As regards 1972-73 and the period thereafter, the Ministry of Defence discussed this matter at an inter-departmental meeting and I can only say that we have provided, even recently, quite a good amount of money for the repair and maintenance of these roads.

SHRI ISHAQ SAMBHALI: What about the Indo-Nepal roads—Bareilly-Amanganj-Assam road?

SHRI RAJ BAHADUR: That is the lateral road about which I have spoken. So many bridges have been constructed. I knew that many members had been waxing eloquent about this lateral road; now let us come to the central road. So far as the west coast is concerned, they have declared the national highway and we shall take care to see that it is properly maintained.

About the Hooghly bridge, it will be completed in five years' time after commencement of the work. Tenders have already been accepted and the contract had been given and we shall try to assist it financially as best as we can.

SHRI P. M. MEHTA (Bhavnagar): What about the coastal highway? How many missing links are there still?

SHRI RAJ BAHADUR: The West Coast road is more or less complete.

SHRI P.M. MEHTA: Coastal highway from Calcutta to Okha covering both the east and the west coast.

SHRI RAJ BAHADUR: Calcutta-Madras is served by a national highway, ... (Interruptions).

AN HON. MEMBER: That road is not complete.

SHRI RAJ BAHADUR: May be certain bridges are missing; I am not quite sure. But there is a national highway No. 5, if my memory is right.

SHRI P.M. MEHTA : How many missing links have you built during the Fourth Plan ?

SHRI RAJ BAHADUR : I think on that national highway, there are no missing links. Once I travelled on that road from Madras to Vizag ... *(Interruptions.)*

MR. DEPUTY-SPEAKER : These are details which can be taken up separately with the Minister. If each road is to be discussed in detail, there will be no time.

SHRI RAJ BAHADUR : The Hari-daspur-Paradip port road has been declared a national highway in July 1971 as No. 5-A. Shri P. K. Doo's grievance should be there no more; it has been redressed.

About inland water transport, my friend has dealt with it. Let me say that Patna-Ghasipur service has been started with effect from 10 November, 1971; with the co-operation of the State Government of Bihar. The extension of the service towards Mirzapur on the upstream side and Farraka on the downstream side will be considered in the light of the results of this service. My first information is that the service has proved good; I will not say very much more at this stage.

So far as the recommendations of the Bhagwati Committee are concerned, let me assure my friend Mr. Chandrika Prasad that it has not rusted nor is the Ministry unkind to the recommendations of this report. It is giving its best attention to it and as many as 19 schemes costing as much as Rs. 566.60 lakhs have been sanctioned for the implementation during the Fourth Five Year Plan limiting actually the expenditure to the plan provision to Rs. 4 crores. Till 1971-72 an amount of Rs. 66.32 lakhs has already been released to the State Government as loan assistance and a provision of Rs. 116.75 lakhs has been provided in the budget estimate for 1972-73.

I have gone into these details in order to convince Mr. Chandrika Prasad that there is no rusting in this Ministry or any other Ministry. Regarding the resumption of service from Calcutta to Assam,

the position is that, as you know, trade agreement was signed by Mr. L.N. Mishra. Under that agreement, the position is that commerce between the two countries i.e. India and Bangla Desh, is being taken care of. So far as transport is concerned and also the passage of goods and traffic between two points from one country through the territories of other are concerned, they have also been covered. A Protocol has been drafted and it is receiving the attention at the proper level by both the Governments, and I hope ere long these services for which we are awaiting for a long time will be opened and resumed. May I say that this accounts for the fact that we kept the Central Inland Water Transport Corporation going although it incurred losses—no doubt about that. But the fact of the matter was, could we throw out of employment hundreds of people who are working on the river services. We could not have done that and naturally, we thought that some day, there will be peace, and when the peace came and a new country emerged, which we all hail, we hope that this service will be resumed and it will become a source of employment to the people in these areas.

May I just say a word about the employment potential to which reference was made from the Benches opposite? The argument was that although road and road transport and other activities that fall within the jurisdiction of this Ministry provide so much of employment, we have not done enough. I would say we have to bring our actions and our programmes and schemes and plans in any particular Ministry in a pattern which is accepted on the national level and the Planning Commission decides about it. Even so, I would say that while it is true that road transport and road services provide a sizeable chunk of revenue both to the Centre and the States a good lot is being spent also on them, although it is not possible for us to accept in principle that all that they earn, all that they bring, can really be brought and can be spent on roads. Whatever we can do, is being done.

I am happy to say that roads as such have been declared to have an employment potential: Of one crore of outlay on road development, 10,000 man-years of employment are generated. On this basis, at the

end of the Third Plan, the level of employment was 3.9 million man-years. When I say million man-years, I would also like to emphasise the point that since these outlays continued from year to year, the employment in the very nature of things becomes somewhat permanent—that means employment opportunities. So this was 3.9 million man-years at the end of the Third Plan. The additional employment created or likely to be created by the end of the Fourth Plan is of the order of 4.23 million man-years taking the total to 8.13 million man-years. Now, this is something which is substantial. We have already achieved this if I may say, so, in the three years of the plan and the fourth year is coming. In these four years, we shall be having an increase in the number of Engineers or technical staff employed on the various roads and road sectors. So far as central roads are concerned, we will require an additional force of 2,600 Engineers. In the States' roads, we shall require 2,000 Engineers. So, the additional potential of Engineers and technical staff is of the order of 4,600 Engineers and technical staff which would be created by the end of 1972-73. If you take with it also the potential for employment of Engineering and Technical staff on investigation of such works, another 2,000 Engineers will find employment on investigation. Lastly, advance action on the fifth plan will also generate a further employment potential of 370 plus 1050 engineers. This brings the total additional employment potential for engineers to 8570 engineers on road-building alone. Apart from that, if we take into account the fifth plan, it is expected that if the outlay is doubled in the fifth plan for roads, an additional employment potential of 5 million man-years will be created in addition to what has been created in the fourth plan.

Coming to Road transport, the average employment per vehicle is 11 persons. On that basis, on 1-4-69, at the beginning of the fourth plan, the employment potential in the public sector was 363,000 persons and in the private sector 572,000. As a result of the additional number of buses that will be put on the roads in the fourth plan, there will be a further employment potential of 330,000. This will bring the total work force on road transport, besides the work force employed on road and road mainte-

nance, will be of the order of 1,265,000. There are also other wings of my ministry which provide employment to hundreds of thousands of our fellow countrymen in ports as seamen, in ships, in shore establishments and light-houses. Let us not forget light-houses, because they are also important. We are all apt to forget them, but I never forget them. In every budget, I have been referring to them. I appreciate the services they render in far off corners under very difficult conditions. Our tributes are due to them and also to the seamen and our brothers employed in the ports and other places.

May I just say a few words about the DTC, because Mr Sambali again referred to it? I would thank him for welcoming the step taken by us. So far as the improvements that have been effected are concerned, my colleague has already dealt with it yesterday. I will just place some basic facts before the House. The average number of trips scheduled daily when this was being run by the Corporation before 3-11-71 was 15,104. Today it is 16,026. Whereas in the pre-takeover days out of the 15,000 scheduled trips only 10,738 i.e. only two-thirds were actually performed, today the situation is much better. Out of 16,000, we perform as many as 13,192 trips. This shows the difference. The average daily number of buses on roads has also increased from 1089 in a fleet of 1576 in pre-takeover days to 1222. The income per bus has increased from Rs. 192 to Rs. 213. Let me refer to the number of accidents also because this has been a very useful study, as we have provided for the first time incentives. On 10,000 KM the number of break-downs has come down from 16.22 in pre-takeover days to 10.76 now. Regarding accidents, per 1 lakh KM the average was 2.32. Now it is 1.59. I congratulate the workers, conductors, drivers, engineers and others who have been able to achieve these results. When we took over this undertaking we did not promise that we will work miracles. In fact, we were modest enough to say that we have no magic wand with us. We humbly claim that something has been achieved for us by our workers, by our engineers and the management of the DTC. Let us give them a pat on the back and let us hope they will do better.

SHRI VASANT SATHL (Akola)
Now you should give them better facilities, they deserve them

SHRI RAJ BAHADUR We are doing it I have positive information with me But I have no time to go into it because I will have to rummage the papers We are not neglecting that, we shall not Whether it concerns our labour in ports, or in the Shipping Corporation or on the Mughal Lines or the DTC, we are trying to function, as far as possible, as ideal employers Because, if their satisfaction lies the satisfactory operation and functioning of these organisations, and in their satisfaction lies our reward The reward that we expect is that they may be happy and they may give their best In that respect we also agree in principle that we should associate the workers' representative with the management of the DTC as best as we can

With these words, I make only a modest claim that the various wings and sections and activities of this Ministry of Shipping and Transport I have been doing fairly well and I can only promise that we shall try to see that they do better I am very grateful to the House for the consideration shown to the Ministry

SHRI INDRAJIT GUPTA Sir, I am thankful to you for allowing me to ask one or two brief questions They are all connected with the same point The Minister when explaining just now the reasons for the decline in traffic in Calcutta port mentioned certain factors But he did not mention as a contributory factor the declining state of the river, that is the navigable depth in the river I would like to know from him firstly, although I know he is not directly concerned with the Farraka Barrage but he is concerned directly with the saving of the Calcutta port

SHRI RAJ BAHADUR We are the indirect beneficiaries

SHRI INDRAJIT GUPTA . whether he is in a position to assure the House that the original purpose for which the Farraka Barrage has been designed, namely, the permitting of the discharge of 40,000 cusecs of water to flush the Hooghly channel so that

the Calcutta port may survive, that purpose still stands Could he assure the House that position is not going to be affected in any way? Because, a number of reports are circulating to the effect that ultimately only 20,000 to 25,000 cusecs of water would be available, which means the port would die out

Secondly, is he aware of the fact that another big crisis is building up in the Calcutta Port? Because, as he knows, for most of the river channels the navigation of a ship has to depend on trained pilots At present, there are 30 vacancies of pilots lying there which cannot be filled up because nobody is answering the advertisements There is no response because people with Master Marine certificates, who are always employed as pilots, are not coming forward to take up the appointments for the simple reason that they have been paid much higher salaries by the shipping companies, both Indian and foreign Does he know that recently the Calcutta Port Commissioners have been racking their brains to find out how to get people to fill up those vacancies because nobody is available? Would he consider the sanctioning of a rise in the salaries of these pilots so that people can be attracted, new people can be attracted, to this service? Otherwise, another big crisis will come pilots will not be available and these ships cannot navigate these rivers at all

While we share with him our pride at the fact that the Indian merchant marine is growing, is it not a fact that most of these big tankers and bulk carriers, which are being purchased by these companies out of the shipping development fund loans and so on, cannot enter Indian ports because there are no berthing facilities for them? On the one hand, ships are being allowed to be purchased and the tonnage is growing, on the other, the Indian ports have not got the berthing facilities to allow these ships to come into the ports So, what is he going to do to overcome quickly this contradiction in terms?

SHRI VASANT SATHE While congratulating the Minister for the excellent work that the Ministry is doing, may I ask whether the Ministry will consider the

question of adopting a rational policy on octroi on the national basis to make road transport more efficient?

श्रीधरी रामसेवक (जालौन) : राष्ट्रीय राजमार्ग नम्बर 25 पर कालपी नामक स्थान पर यमुना नदी पर एक पुल बनाये जाने की योजना सन् 1954 से सरकार के विचाराधीन है, और यह कहा जाता है कि यह पुल टाप प्रायारिटी पर लिखा हुआ है। यह पुल सन् 1954 से ही टाप प्रायारिटी पर चला आ रहा है। मैं जानना चाहता हूँ कि क्या सरकार इस को बनाना चाहती है, यदि बनाना चाहती है तो कब तक काम शुरू करनेवाली है और उस पर कुल कितना खर्च आयेगा।

SOME HON. MEMBERS *rose*—

MR. DEPUTY-SPEAKER : Members tend to go into the details of everything and want information from the Minister. If I allow too many Members to ask questions, it becomes another debate. Therefore, I will put the limit at three—Shri Bade, Shri Shastri and Shri Jharkhande Rai. That is all.

SHRI R.V. BADE (Khargone) : For the last so many years the question of making Delhi a dry port is pending. What has the Government decided; is Delhi becoming a dry port or not?

SHRI BISWANARAYAN SHASTRI (Lakhimpur) : With the emergence of Bangla Desh, the Minister has assured that inland water transport services will be resumed from Calcutta to Assam. But there is a press report in Assam that the freight will be double of what is charged by the railways. In that case, how will it operate as a commercial concern?

श्री झारखंडे राय (बोसी) : लेटरल रोड प्रोजेक्ट को बनते हुए बरसों हो गये। उस काम के लिये पड़ा हुआ काफी सामान बोरी चला जाता है और इस से बहुत नुकसान होता है। क्या सरकार को दिमाग में कोई समय निर्धारित है जब तक यह सड़क जरूर बन जायेगी?

SOME HON. MEMBERS *rose*—

MR. DEPUTY SPEAKER : I had already said that I would put a limit. We have reached that limit. Now, the hon. Minister.

SHRI RAJ BAHADUR : I never knew that my Ministry was so popular. I am grateful to hon. Members for the questions they have put.

First of all, a question has been put, which is of a highly technical nature, by my hon. friend, Shri Indrajit Gupta. In all fairness, the question should have been addressed to my hon. friend, Dr. K.L. Rao. But I would say that Dr. K.L. Rao as a distinguished Minister and engineer, will certainly bear in mind the requirements of Calcutta Port for which Farakka Barrage was established. Whatever the technological requirements would be, I am sure, he is going to bear that in mind. At least, I have no apprehension and I should not have any apprehension about that.

About trained pilots, I will certainly look into the problem and suggestions. How we can attract them and what is the position, I will have it inquired into and, if necessary, write to him about it.

About the big tankers, let me assure him that the development that we are undertaking in respect of the ports of Vizag, Madras and Mormugao will enable us to entertain bulk carriers and tankers at least up to 100,000 DWT.

SHRI INDRAJIT GUPTA : When?

SHRI RAJ BAHADUR : Very shortly; by the time they come. We hope that in course of time ports like Haldia and Paradip will at least entertain up to 50,000 or 40,000 tonnes if not 100,000 tonnes. Haldia will go up to 50,000 tonnes or so. But we are taking care of that. After the development schemes are completed, Vizag outer harbour is expected to entertain up to 200,000 tonnes, But that is far off.

15.00 hrs.

So far as Shri Sathe's point is concerned, it is closest and dearest to my heart. I

[Shri Raj Bahadur]

wish, we could, by a magic wand, abolish the system of charging octroi. It is really a periculous system, if I may say so and I have no hesitation in saying that. But we have got to find alternative resources and make up the ways and means position of the concerned municipalities, local bodies and others.

The Transport Development Council has been more or less unanimous in recommending it. I understand that Maharashtra Government has already taken some step in this direction and I would congratulate the Maharashtra Government if they have done so with all my heart; I wish the example they have set will be followed by others also.

So far as Mr. Ram Sewak's point is concerned, may I say that we have sanctioned an estimate amounting to Rs. 156 lakhs for the construction of a bridge at a site 804.8 metres up-stream of the railway bridge at Kalpi. The total length of the bridge is 767 metres and will provide a 7.5 metres clear roadway to serve two lanes of traffic with two footpaths of 1.5 metre each. Tenders were invited and have been received by the Government and they are being evaluated. I think he should be happy to know that.

So far as Mr. Bade is concerned, let him know that I am in-charge of sea-ports and not dry-ports and I would not like to say much on this. This concerns the Home Ministry or the Ministry of Foreign Trade. If it concerns me, I will certainly ask my colleagues, but I do not think it concerns me.

Mr. Shastri has spoken about the resumption of IWT services through Bangla Desh. I think for some time we may have to put up with higher freights. But when the traffic picks up and when it really comes into its own, it might be able to withstand the competition that is offered to it by the road or railway. I think we should not be pessimistic about it. In any case, this is a very convenient mode of transport and at that, if properly organised, also the cheapest. But that depends on so many ifs and buts and conditions. (Interruptions). We shall keep a vigilant eye.

Mr. Jharkhande Rai, my good friend, whom I know from my Nepal days, has spoken about his scepticism of lateral road. At least for 5 minutes, I have spoken about this and he was not present at that time. (Interruptions). I think my hope that all these works will be completed by the end of 1973 or 1974 will be fulfilled.

MR. DEPUTY-SPEAKER: There are a number of cut motions moved by Shri Gadadhar Saha, Shri Bhogendra Jha and Shri B. S. Chowhan. I will put all of them together to the vote of the House.

All the cut motions were put and negatived.

MR. DEPUTY-SPEAKER: The question is:

"That the respective sums not exceeding the amounts shown in the fourth column of the order paper be granted to the President to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1973, in respect of the heads of demands entered in the second column thereof against Demands Nos. 69 to 74, 126, 127 and 128 relating to the Ministry of Shipping and Transport."

The motion was adopted.

[The Motions for Demands for Grants which were adopted by the Lok Sabha, are reproduced below-Ed.]

DEMAND NO. 69: MINISTRY OF SHIPPING AND TRANSPORT

"That a sum not exceeding Rs. 1,44,14,000 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, 1973, in respect of 'Ministry of Shipping and Transport'."

DEMAND NO. 70: ROADS

"That a sum not exceeding Rs. 21,14,95,000 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, 1973, in respect of 'Roads'."

DEMAND NO. 71: SHIPPING

"That a sum not exceeding Rs. 7,58,36,000 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, 1973, in respect of 'Shipping'."

DEMAND NO. 72 : LIGHTHOUSES AND LIGHTSHIPS

"That a sum not exceeding Rs. 1,12,09,000 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, 1973, in respect of 'Lighthouses and Lightships'."

DEMAND NO. 73: PORTS

"That a sum not exceeding Rs. 4,44,14,000 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, 1973, in respect of 'Ports'."

DEMAND NO. 74 : ROAD AND INLAND WATER TRANSPORT

"That a sum not exceeding Rs. 40,83,000 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, 1973, in respect of 'Road and Inland Water Transport'."

DEMAND NO. 126: CAPITAL OUTLAY ON ROADS

"That a sum not exceeding Rs. 71,35,88,000 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, 1973, in respect of 'Capital Outlay on Roads'."

DEMAND NO. 127: CAPITAL OUTLAY ON PORTS

"That a sum not exceeding Rs. 8,50,08,000 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, 1973, in respect of 'Capital Outlay on Ports'."

DEMAND NO 128: OTHER CAPITAL OUTLAY OF THE MINISTRY OF SHIPPING AND TRANSPORT

"That a sum not exceeding Rs. 14,66,93,000 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, 1973, in respect of 'Other Capital Outlay of the Ministry of Shipping and Transport'."

15.05 hrs.

MINISTRY OF WORKS AND HOUSING

MR. DEPUTY-SPEAKER : The House will now take up discussion and voting on Demand Nos. 82 to 84 and 132 to 134 relating to the Ministry of Works and Housing for which 2 hours have been allotted.

Hon. Members present in the House who are desirous of moving their cut motions may send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move.

DEMAND NO. 82 : MINISTRY OF WORKS AND HOUSING

MR. DEPUTY-SPEAKER : Motion moved:

"That a sum not exceeding Rs. 2,54,80,000 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, 1973, in respect of 'Ministry of Works and Housing'."

DEMAND NO. 83 : PUBLIC WORKS

MR. DEPUTY-SPEAKER : Motion moved:

"That a sum not exceeding Rs. 35,72,37,000 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, 1973, in respect of 'Public Works'."