

जितने भी सदस्य अभी बगैर उन की इजाजत के बोले हैं, उन सभी के रिमार्क्स हाउस की कार्यवाही में से ऐक्सपंज कर दिये जायें ।

**प्रध्यक्ष महोदय :** ऐक्सपंज करना काफी इलाज नहीं है । माननीय सदस्य श्री बागड़ी से मैंने कहा है कि वह हाउस से बाहर चले जायें ।

**श्री बागड़ी :** प्रध्यक्ष महोदय, जैसी आप की मर्जी ।

(*Shri Bagri left the House.*)

(ii) Annual Raeport of the National Productivity Council for the year 1962-63. [*Placed in Library. See No. LT-2367/64.*]

12.19 hrs.

**PUBLIC ACCOUNTS COMMITTEE  
EIGHTEENTH REPORT**

**Shri Tyagi (Dehra Dun):** I beg to present the Eighteenth Report of the Public Accounts Committee on Delhi Development Authority—Para 109 of Audit Report (Civil), 1963 and Audit Reports on the Accounts of Delhi Development Authority for the years 1957-58 to 1961-62.

12.18 hrs.

**PAPERS LAID ON THE TABLE  
—Contd.**

ARTICLES OF ASSOCIATION AND MEMORANDUM OF ASSOCIATION OF BOKARO STEEL LTD.

**The Minister of Steel, Mines and Heavy Engineering (Shri C. Subramaniam):** I beg to lay on the Table a copy each of the following papers:—

- (i) Articles of Association of Bokaro Steel Limited.
- (ii) Memorandum of Association of Bokaro Steel Limited.

[*Placed in Library. See No. LT-2365/64.*]

REPORT OF INDIAN PRODUCTIVITY TEAM ON PAPER INDUSTRY

ANNUAL REPORT OF NATIONAL PRODUCTIVITY COUNCIL FOR 1962-63

**The Minister of Industry (Shri Kanungo):** I beg to lay on the Table a copy each of the following Reports:—

- (i) Report of Indian Productivity Team on Paper Industry in Japan, Mexico, Venezuela, USA, UK, Canada, Finland and Sweden. [*Placed in Library. See No. LT-2366/64.*]

**BUSINESS OF THE HOUSE**

**The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha):** With your permission, I rise to announce that Government business in this House for the week commencing 24th February, 1964, will consist of:

- (1) Further discussion on the Railway Budget for 1964-65.
- (2) Discussion and Voting on Demands for Grants (Railways) for 1964-65;
- (3) Supplementary Demands for Grants, Railways, for 1963-64;
- (4) Supplementary Demands for Grants (General), for 1963-64;
- (5) Consideration of a motion for reference of the Gold Control Bill, 1963, to a Joint Committee of both Houses;
- (6) Consideration and passing of the Delhi Delegation of Powers Bill, 1963; and
- (7) Consideration and passing of the Dakshina Bharat Hindi Prachar Sabha Bill, 1963, as passed by Rajya Sabha.

As hon. Members are already aware, the General Budget for 1964-65 will be presented on Saturday, the 29th February, 1964 at 5 p.m.

**Shri Hari Vishnu Kamath** (Hos-hangabad): By your leave, I wish to raise an issue which we had discussed in the last budget session, and because of the non-implementation of which we were handicapped at the time of the discussion of the Ministries' Demands. That is, that the Ministries last year, some of them—not all—delayed the presentation of their reports to the House.

Now that discussion will commence about the 10th March or so, I would request you to direct the Ministries to present their reports before the end of next week or early in the week after the next. We would be grateful to you for that.

**Shri Satya Narayan Sinha:** A week in advance of the discussion of the Demands of the Ministry, it will be circulated to all the Members.

**Mr. Speaker:** The reports should be in the hands of Members a week before that.

**Shri Daji** (Indore): With your permission, I would like to make a request. I think the House will join with me in according our warm welcome to Shri M. C. Chagla who has come back from the UN after representing our case so ably there . . .

**Mr. Speaker:** The House has already expressed it.

**Shri Daji:** We expect a statement from him about the discussion there. That should be accommodated in our agenda somehow. We are all anxious to hear him.

**Mr. Speaker:** I do not think I will do that.

**Shri Daji:** The second point is this. Last session, after a great deal of discussion, we passed a Resolution

about the Committee on Public Sector Undertakings. The other House also passed it. I do not see how the formation of the Committee is being delayed. The earlier it is constituted, the better.

**Mr. Speaker:** I am taking early steps to constitute that.

**Shrimati Renu Chakravartty** (Barrackpore): There are quite a number of Bills going to be discussed in the coming week. Will that not again push back the discussion on the Demands for Grants and then we will have difficulty in trying to squeeze them through? The Minister would say that if we wanted more time we have to sit till 7 o'clock, he has to get them through the House within a certain time and so on. Would it not be better if we take up the budget discussions first and then finish the discussions on the Demands well in time comfortably without rushing? Then we can take up the other Bills.

**Mr. Speaker:** Whatever time is at our disposal, during that time whatever Bills can be taken up, would be taken up and disposed of. The Budget would be taken up at the proper time so that we can proceed with the Demands. These Bills would not interfere with that.

**Shrimati Renu Chakravartty:** There is another small point I wanted to make. There is one small Bill, the Advocates Bill. Could that also not be included?

**Shri Hari Vishnu Kamath:** I would seek clarification from you about the remark you just now made that the legislative work will not interfere with the dates fixed for the general discussion of the budget. Do we take it that the budget discussion will definitely start on the 3rd of March?

**Mr. Speaker:** That is what I understand.

**Shri Hari Vishnu Kamath:** And the general discussion will also start in this House first, not in the other place?

12.25 hrs.

**RAILWAY BUDGET—GENERAL DISCUSSION—Contd.**

**Shri Satya Narayan Sinha:** This House is having the general discussion first. It is not going to be changed.

**Shri Alvares (Panjim):** Yesterday, towards the conclusion of my speech I was stressing the necessity of the appointment of a statutory Transport Commission in order to have a unified transport policy for the entire country. It is obvious from a perusal of the statistics that road transport can be highly competitive, and that the railways, because of their physical inability to compete with road transport, are at a great and relative disadvantage. Railways, road transport and inland waterways are complementary to one another, and it is unnecessary in the coming future that they should be allowed to be competitive. There is the question of labour also, which has demanded that such a Commission be set up both from the point of view of the interest of the industry itself and of labour.

**श्री किशन पटनायक (सम्बलपुर) :** अध्यक्ष महोदय, राष्ट्रपति के अभिभाषण पर लोक-सभा में श्री लाल बहादुर शास्त्री के भाषण के बाद सारे देश में तथा अखबारों में यह धारणा बन चुकी है कि शायद सरकार का रख चीन के मामले में बदल रहा है। मैं चाहता हूँ कि इस के बारे में एक वक्तव्य सरकार की तरफ से दिया जायें।

**अध्यक्ष महोदय :** नहीं, यह सवाल इस वक्त नहीं उठ सकता।

We shall now continue the General Discussion on the Railway Budget. Shri Peter Alvares was last on his legs.

**Dr. L. M. Singhvi (Jodhpur):** There is one point on which I wanted some information.

**Mr. Speaker:** When those things were discussed, he did not stand up.

**Dr. L. M. Singhvi:** I could rise only after the Minister had completed his statement.

I find an omission in the Order Paper. According to the Order Paper, the Finance Minister was to lay on the Table a copy of the Economic Survey for 1963-64.

**An Hon. Member:** It has already been laid on the Table.

**Mr. Speaker:** Shri Peter Alvares.

In the 1960 strike of the Central Government employees we have witnessed how any demand from labour, however reasonable it may be, has been taken to mean a challenge to Government. A mere issue of increase of dearness allowance, even if it is for resolution through arbitration, has been taken up and interpreted as a challenge to civil authority. I suggest that Government divest itself of the responsibilities implied in the running of railways, and set up a Transport Commission, so that industry and labour can find satisfactory development.

I do not see any justification for complacency in respect of performance also. From the statistics we will see that it is impossible for the railways to move the traffic, especially the high-rated traffic, as they want to do. The average mileage of broad gauge wagons is about 50 per day, and on metre gauge it is 35 per day. Compare it with the rapid mobility of road transport, and you will find that the complacency in regard to performance is misplaced and entirely