

अध्यक्ष महोदय : निर्णय यही है कि हाउस ने फैसला करना है कि किस डिमांड पर बहस होनी चाहिये, किस पर हम मोंचेंगे किस पर विचार करेंगे।

श्री बागड़ी (हिसार) : क्या हाउस कानून के बरखिलाफ जा सकता है ?

अध्यक्ष महोदय : यह हाउस की मर्जी है, बरखिलाफ जाना नहीं है। अगर यह हाउस का फैसला हो कि हम किसी चीज पर विचार नहीं करेंगे तो हाउस खुद मालिक है (इटरप्पांज) मुझे तो खम्म कर लेने दें। इस तरह से आप बोलें तो न चले जायें।

499 आदमी नहीं चाहते हैं और एक आदमी चाहता है तो एक आदमी को हक नहीं है कि उसके कहने पर उस पर बहस जरूर की जाए।

श्री किशन पटनायक (सम्बलपुर) : क्या कट मोशन दिये जा सकते हैं। अगर एक आदमी कट मोशन देना चाहे तो दे सकता है या नहीं। बहस की बात अलग है।

अध्यक्ष महोदय : मैंने कह दिया। मुझे और कुछ नहीं कहना है। जो चीज डिस्कस नहीं हो रही है उस के ऊपर कट मोशनन्स कैसे डिस्कस होंगे।

श्री किशन पटनायक : वोट के लिये।

अध्यक्ष महोदय : मेरे पास मनिस्टर आफ पार्लियामेंटरी अफेयर्स का टेलिफोन आया था कि वह बीमार हैं और यहां जो सवाल उठाये गये हैं उन का जवाब वह सोमवार को देंगे।

श्री हरि बिष्णु कामत : और आप भी अपना अपना निर्णय देंगे।

12.40 hrs.

DEMAND FOR GRANTS—contd.

MINISTRY OF TRANSPORT—contd.

Mr. Speaker: The House will now take up further discussion and voting on the Demands for Grants relating to the Ministry of Transport.

Shri S. C. Samanta may now continue his speech.

Shri S. C. Samanta (Tamluk): Yesterday, I was referring to the border roads of Rajasthan, when my hon. friend Shri Surendranath Dwivedy interrupted and asked me 'What about the Pakistan side? They have built roads'. It is for this purpose that I am placing this matter before the House and bringing up the question of border roads in Rajasthan. These border roads in Rajasthan will cover five districts there namely Barmer, Jaisalmer, Jodhpur, Bikaner and Ganganagar. There should be one road connecting all the outposts. I would request the hon. Minister to see that the proposal to build roads from Barmer to Bhaksar, and Barmer to Gadra, and from Bhaskar to Manobar is taken up earnestly and executed. The Border Road Development Organisation is doing good work, on the eastern side also. So, if they are asked to do this work, they will do the needful.

Now, I would like to say something about national highways. I would refer in particular to national highway No. 6 which is being rebuilt to connect Calcutta directly with Bombay. There were some disconnections there, and bridges are being built on that highway. I would refer to the construction of a bridge on the Rupnarain river at Kolaghat. The House will be astonished to know that at that spot the railway line goes on the bridge. The Transport Ministry decided that a road bridge should be built. Even at that time I had protested against this and said that there should be a road-cum-rail bridge there, because the railway line also was there. But you will be astonished to hear that year

before last, the railways were constructing a bridge there side by side. So, we laymen find that there is one bridge for passengers, a foot-bridge and another for the railways. I would like to ask why there is no co-ordination. I want that there should be co-ordination, and I protest at what is happening. And I would urge that there should have been a road-cum-rail bridge there. You will be further astonished to learn that in the Second Plan, a decision was taken that there would be a road bridge, but the railways took a decision year before last that there should be a rail bridge. Those bridges would be completed shortly, the road bridge by June, 1966 and the rail bridge by the middle of 1966. You can see the carefulness of the Transport Ministry to expedite the works. I hope the hon. Minister will excuse me for saying this. I have been on several committees and I know the actual position. I would, therefore, request the hon. Minister to expedite the whole thing. But heaven knows whether it will come out in 1966 or not.

Shri D. C. Sharma (Gurdaspur): It will never come out!

Shri S. C. Samanta: I will request the hon. Minister to see to it that it is done.

Then this road is proposed to be connected with Haldia port from Kolaghat. The survey has been done. Everything is complete, but for want of money no construction work has begun. I would make a request to the hon. Minister. Please do not wait for the Fourth Five Year Plan. Just now the Planning Commission should give him some money so that the construction work will begin. This will help the port to do its work.

Why I am pleading for this? On 12th April, 1965, the Board of trade at its meeting at Calcutta under the chairmanship of the Union Commerce Minister, Shri Manubhai Shah, fixed an export target of Rs. 900 crores for

1965-66. That is all right. The Commerce Ministry has arranged for export of goods. But how will they do it? How will export be expedited? For that development of ports is necessary. Government are doing this. Here I am reminded of the question of navigability of the river Hooghly, on the banks of which is situated Calcutta port. We all know that the Calcutta port dealt with more than half the import and export.

Shri Raghunath Singh (Varanasi): Now it is 45 per cent.

Shri S. C. Samanta: Now it is 45 per cent—45 per cent export and 40 per cent import. How can that be done if this navigability is not there?

I am glad that Government have at last been roused from their sleep. For a hundred years, there were so many experts saying that the river Ganga where it has become Bhagirathi and Hooghly should be utilised for this purpose. The only course to do that would be by the Ganga Barrage. I am reminded of a Sanskrit sloka:

“वेदा विभिन्ना स्मृत्य विभिन्ना
नर्मा मुनिर्यस्य मत्तं भिन्नम्”

So many experts over a hundred years were unanimous that there should be Farakka Barrage to save Calcutta port and the navigability of the Hooghly. There was no difference of views among them. But our Government slept, were sleeping.

Shri Hari Vishnu Kamath (Hoshangabad): Even now they are sleeping!

Shri S. C. Samanta: Now they have woken up. I am trying to make them earnest.

The Farakka Barrage has been taken up by Government. This problem of Calcutta port is being taken up for ensuring navigability. Haldia port is going to be set up. I would request the hon. Minister to give thought to this. Even now people are doubting whether Haldia port may come up at

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all. At times we also fear that it may not come up. The question of the World Bank is there. They wanted hydraulic reports. Our Calcutta Port Trust is an efficient body....

Shri Indrajit Gupta (Calcutta South West): Question.

Shri S. C. Samanta: Long before this they had appointed foreign experts to have hydraulic statistics and other things. That has been submitted to the World Bank. They have kindly said: 'You may commence your work'.

So I would request the hon. Minister to tell us whether he is sure that the foreign exchange component that is necessary will come and the plan will be executed.

As regards Haldia port, I would request the hon. Minister to see that this area is made into a free export zone, because the Commerce Ministry is trying to augment the quantum of our exports year by year. In order to handle that, it should be made a free zone. The hon. Minister may say that we are experimenting with this at Kandla. With great respect, I would say that the Kandla free trade zone and the Haldia free export zone I am proposing are different. The latter does not need to be experimented. It is an experimented thing.

The Indian Engineering Association has submitted a proposal to the Commerce Ministry in which it is said:

"Haldia is an ideal site of approximately 125 sq. miles including the Contai region to boost up export. A substantial measure of economic freedom and tax relief should be granted within the zone. The zone should be outside the Indian home market and any goods manufactured or assembled will be freely exported to other countries of the world. Foreign and Indian firms will, according to their demands, with minimum restrictions, be allowed to set up factories and assemble plants in the zone".

I would request the hon. Minister to give some thought to this. Land has been acquired in the Haldia area. About half the land required has been acquired. But you will be astonished to hear about the compensation. The Act gives the compensation according to the price prevalent on the date of the issue of the notification for taking possession of the land. For that, I brought forward a non-official Bill here in December, 1964, but, unfortunately, financial sanction has not been given to it. So, it will not come up for discussion. When the Central Government or the State Government can spend Rs. 50 crores on the scheme, can they not give these displaced persons Rs. 2 crores as compensation? I request the hon. Minister to look into it.

I would request the hon. Minister to see that Mangalore port is utilised for export purposes. There are 200 miles of coast line in Mysore State. It should be expedited. Similarly, Marmagao port should be taken up in right earnest, because it is even now earning foreign exchange by exporting ores etc. There is also necessity of developing Tuticorin and all the major ports including Paradip which is a supplementary port. Calcutta cannot bear the burden of the traffic in the eastern area, Haldia cannot bear the burden, hence the necessity of developing Paradip, so that the eastern region's hinterland of 125 square miles can be really served.

I would request the hon. Minister to take note of these things, so that the eastern side gets facilities for export.

Shri Indrajit Gupta: Within the limited time at my disposal, I only wish to draw rather pointed attention to certain aspects of the Transport Ministry's working, particularly with reference to the eastern region, about which my hon. friend Shri Samanta has also been talking just now.

It is my contention, after reading the Report of the Ministry as well as the recent report of the Estimates Committee on Calcutta and Haldia, that the stories, the sunshine stories, which have been put out in this House from time to time by the Ministry are all designed to breed a false sense of complacency, which is likely to be very, very dangerous in the long run.

My hon. friend, Shri Samanta, referred to Haldia just now. The Report of the Ministry of Transport at least makes this frank admission on Page 7 that the major works envisaged in the Haldia project cannot be started pending finalisation of the World Bank loan. We have been hearing for several years about all the conditions which have got to be fulfilled before the World Bank is satisfied in giving its final sanction for this loan. The hydraulic studies, to which my hon. friend Shri Samanta referred, have also been going on from time indefinite. What position have we reached today? Even now these studies have not been completed, in the sense that the report of the experts is awaited, and the Ministry admits that far from even the hydraulic studies being completed, there is no question of the major works being taken up until the World Bank loan is finalised. In the meantime—this is the main charge I want to make—it now appears that the pitch has been queered somewhat by the failure of the Government to put forward for the consideration of the World Bank—since we are so dependent on the World Bank, we have to satisfy them—any kind of integrated picture of the total requirement of the eastern region in respect of ports on that coast.

13 hrs.

Some new policy has recently been taken up with regard to the development of Paradip port. I have no objection to Paradip being developed, but my point is that if the question of Haldia and Calcutta and Paradip and

this huge hinterland which is served by these outlets, the whole of eastern India with all its mighty industry and business complex, if an integrated picture of that, the viability of that region and the connected ports is not put up as a co-ordinated plan, then the result will be what is happening now. We are told that the World Bank has expressed doubts now as to the viability of Haldia because the total picture of this region, the proportion of traffic which has to be carried by Haldia, by Calcutta, by Paradip, the distribution of this traffic between these different ports, the prospects and the potentialities—all these questions have been raised and brought into doubt now, and the Ministry have not told us what is delaying the finalisation of the World Bank's loan. But the question is precisely here. Surely one would have expected that the Government itself, which is toying with plans and projects for this region for such a long time, would not proceed in a way which makes it very difficult now for us to convince the World Bank about the viability of Haldia. I find that a paper like *Statesman* in an editorial article, I think only yesterday, has commented on this matter saying that the Ministry of Transport is reported—it is a fact—to be firmly of the view that Haldia and Paradip are independent of each other. But the *Statesman* goes on to say that the overall estimates of the eastern region's requirements are wholly interdependent and there will be no future at all unless someone settles the respective roles of Calcutta, Haldia and Paradip to provide a firm basis for external assistance. My complaint is that the whole way this thing is being dealt with and is taken up is absolutely prejudicing the case of the eastern region so much that we may have to wait even more indefinitely for these external loans on which we are so dependent.

Secondly, there is the question of the Calcutta port itself. Everybody knows this old story repeated in this House

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many times how much dependent we are on dredging for keeping the river navigable and the port open. It should be remembered that even after the Farakka barrage is completed, it does not mean that dredging will not be required to keep Hooghly navigable. The expenditure may be reduced somewhat at a future date, but dredging will continue for all foreseeable times at the moment. Now, I have no time unfortunately; otherwise I would have gone into the details. It seems even on this vital question of dredging, the way in which the expenditure is being handled by the Calcutta Port Commissioners is really very deplorable. I find from the figures given to us by the Ministry itself that a whole lot of schemes which are connected directly and indirectly with dredging, new schemes, are lamentably lagging behind. Not only that. I would just give an example of what I will say, the quite irresponsible attitude on the part of the Government. Latterly, there was a strike by the assistant harbour masters which went on for quite a long time. Everybody may regret that strike and so on. I am not going into the merits or demerits of that strike or action by these particular officers, but for many weeks, despite all the official communiques which were put out, we who live in Calcutta know that there was a considerable amount of dislocation; we may debate about the degree of dislocation, but dislocation was there. Now, Sir, in handling this dispute which, the national interests of this port require, should be settled as quickly as possible, what attitude did the Ministry take up? A purely, narrow, technical, administrative attitude was taken that this was an internal matter of the Calcutta Port Trust and therefore the Ministry was not going to interfere in it. I may remind the Minister that a couple of years ago when the Hooghly pilots were on strike also, on an issue relating to their service conditions, this attitude was not taken up; in fact the Ministry not only butted in at that time but interfered quite a lot.

The Minister of Transport (Shri Raj Bahadur): Was the AHM's strike on their conditions of service?

Shri Indrajit Gupta: It was, certainly, on the question of service condition: whether the seniormost officers of that service are to be demoted in that manner or not. I do not want to go into the merits. I would request the Minister not to provoke me on that question; we can discuss it some other time. My point is with relation to dredging—the dredging crisis of the river. When once the Minister assured the port commissioners and other authorities that he was not going to interfere in the matter and they were the sole people to deal with it what did they do? They enlisted the service of the officers of the dredging and despatch service, dredging vessels which are used for keeping the river open. These officers were recruited and diverted to do the work of the assistant harbour masters, in other words to break their strike, because the only thing which was dominating the mentality of these officials was how to teach these assistant harbour masters a lesson. The result was that during these several weeks, dredging operations suffered greatly because the officers were diverted to other work and the salinity of the river at the end of this period had risen to 1500 parts to a million, which is much more than the permissible level. Is this the attitude which should be taken? I consider this to be a highly irresponsible attitude altogether.

Then, I must say a word about labour also because the Estimates Committee has dealt with it and the Minister also makes statements about it from time to time, particularly when there was a heavy congestion last year at the time when food ships were held up. I do not wish to go into as to what all different factors were perhaps responsible for the relatively low output of labour in the Calcutta docks. One point has been admitted, and repeatedly stressed. It is now mentioned

again in the Estimates Committee's report that Calcutta dock labour and Calcutta port labour did not get those incentives for higher output which are available to the labour at Bombay and other ports. This is being repeated *ad nauseam* and yet we do not understand why a proper incentive scheme and a proper provision of incentives is not yet provided to get over this hurdle. There is another factor—I will say with all responsibility, I am holding the Minister here, I hope he will not take it amiss....

Shri Raj Bahadur: You are out of date.

Shri Indrajit Gupta: There is a certain atmosphere of indiscipline I am also connected with labour. Still I will say that a certain atmosphere of indiscipline in certain quarters a certain attitude of irresponsibility in certain labour quarters in Calcutta port is there; I say it is being fostered by this Ministry itself. There is a certain union well known to the Minister. I do not want to take the names here. It has made it a practice of practically every month issuing a strike notice and then promptly, after issuing that strike notice and after it has been given wide publicity, they are immediately summoned to Delhi by the Minister and then some talks take place and something is announced and that strike notice is withdrawn. For these people no code of discipline exists.

Shri Raj Bahadur: I totally repudiate it.

Shri Indrajit Gupta: I am sure he will not admit it, but the Minister must know that the leaders of this union go about openly bragging that they have got and they enjoy the patronage of the Transport Minister. Every week, every two weeks they are threatening strikes only because they know that against them no provision of the law can be used; no code of discipline is invoked against them; they are never called to book; their recognition is never cancelled. What

is the mystery behind this? Today we are told that labour in Calcutta does not co-operate; in the Calcutta docks they are indisciplined; they are this and they are that. I well understand, though of course I cannot support it, there are Ministers in various employing Ministries who for narrow party reasons perhaps sometimes patronise unions of the INTUC. But the peculiar feature in Calcutta port is that the union of the INTUC which is there is being compelled to complain about the peculiar, mysterious connection which exists between the other union—that is not an INTUC union—and this Ministry. Nobody can understand what is the reason for this peculiar friendship. If they are encouraged in this way, the Minister must take responsibility for all this alleged labour irresponsibility and indiscipline which is prevailing there.

Finally, as far as the river is concerned, I would commend for the Minister's special consideration this recommendation which the Estimates Committee has very strongly made, that the maintenance of this river should be taken over directly by the Centre now. This is not a matter which can be left purely to the administrative whims of the Port Trust. The Estimates Committee has said it and if it is to be put and maintained as an integrated plan, then, Haldia, Calcutta, the navigability of the river and Farakka—all these the Central Government should consider how they can be taken over and brought under the overall responsibility and charge of the Central Government.

Then I would like to mention a few words about the recent decision of the Government to take over the control and management of the River Steam Navigation Company. It sounds a very radical and progressive step no doubt, and to the extent that they have moved, I welcome it, but I am afraid there is much more in this than meets the eye. I would just refer briefly to the debate on the grants of this Ministry which took place in 1963—two years ago. On that occa-

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sion, speaking on those grants, I had said this, and I will just quote a few lines:

"A huge amount of money has been granted by way of loans and subsidies to this Joint Steamer Company—

at that time, it was the Joint Steamer Company—

"to carry on their activities, to replenish their fleet, to do maintenance work and on various other grounds which were put forward by them from time to time. I wish to know whether the Government ever bothered seriously to go into the credit-worthiness of this company, and why it has now come to pass that a company which was operating without any competition, a British-owned company which held virtually a monopoly of inland waterways trade on this sector, has folded up—half of it—like this completely out of existence, and what the repercussions of that are likely to be?"

I had raised this point, and in reply to that, the then Minister, Shri Jagjivan Ram, replying to that debate, said—if I may quote him:

"The other thing Shri Gupta raised was about the loans that we have have advanced to that company. He asked whether they were amply secured. I may assure him that all loans that we have advanced to them are amply secured. We advanced Rs. 30 lakhs to the IGNR Co. in 1958. They have so far returned Rs. 12 lakhs, and the balance of Rs. 18 lakhs is outstanding.... Then we further agreed to advance a loan of Rs. 1 crore to them for the rehabilitation of their fleet. The money has to be advanced against the work in progress of the vessel: that they are constructing, and that loan also will be secured

against the vessels that will be constructed." etc., etc,

This was two years ago. The way that this company was being pampered, I would say, by the Government was something amazing. A company which has got 17,000 employees and 300 vessels and annual gross earning of Rs. 6 crores, which operates this whole vital inland waterway from Calcutta to Assam, everytime they asked for as loans and subsidies, they were given. Now, after two years, they come forward and say to the Government, "we cannot carry on any more; we are going out of business; you please help us." What does the Government do? The Government decided to participate in the equity capital of that company. Why do they not take it over, I want to know. It is amply proved that this company is not able to run this. There is mismanagement; there are allegations of defalcation of funds. They have proved totally inefficient. Even now, under the new agreement, this Earl of Inchcape, who is the main shareholder of this company, sitting in London, is still permitted to hold 50,000 shares in this company, and the whole responsibility of management and control has been passed over to our Government. I say this is a hang-over of the old attitude towards this British company. It is high time now that the Government comes forward and nationalise it completely and takes it over. There is no reason why we should proceed in this manner any more.

One word about the Shipping Corporation. On this too, I am relying on the latest report of the Committee on Public Undertakings, and I am just drawing the attention of the Minister to that report. Even this Committee has been forced to point out that the Industrial Policy Resolution....

Mr. Speaker: The hon. Member's time is up.

Shri Indrajit Gupta: I will finish in five minutes, Sir.—that the Industrial Policy Resolution of 1956 declares that shipping is a field in which progressively steps must be taken to strengthen the public sector. But what has the Committee found? Wherever it is a question of competition between the private sector shipper and the public sector Shipping Corporation of India, the Government comes forward and takes a decision which is detrimental to the interests of the public sector; wherever there are unremunerative routes on which the private shippers refuse to operate, the Shipping Corporation of India has been pushed into that even to the extent of coastal traffic, and the rate at which the tonnage of the Shipping Corporation is growing is something lamentable. If it goes on at this rate, even the Committee has said that at the end of the fourth Plan it will be found that the share of the public sector in the total tonnage will be even less than it is today at the end of the third Plan unless it is speeded up. This is the attitude with which this thing is being treated. Therefore, I would plead with the Minister that where it is a question of development of the public sector in shipping, they should be true to the spirit and the letter of the Industrial Policy Resolution and not favour the big private shipping magnates. On this question of Indian shipping and foreign shipping, they should stand firmly on the side of Indian shipping and not allow these foreign oil companies who have browbeaten them into saying that all their oil, both overseas oil, crude oil supplies and the oil supplies on the coast must be carried in their tankers. They have refused to use Indian tankers. The Committee on Public Undertakings has said that the Government has allowed itself to be browbeaten and has surrendered. They should have told the oil companies that every part of their oil cargo should be carried in Indian tankers or you will have to face the music: I am only paraphrasing what the Committee has said. Now, what is this? (*Interruption*). You can read it and see for yourself.

The Committee has used strong language too.

Finally, on the question of tourism. I have only two questions to ask. I find from this report that some 50 air-conditioned luxury cars have been ordered in America for use, I suppose, mainly by the American tourists when they come to this country. I do not know how much this is going to cost. I imagine it is going to cost the exchequer a pretty penny. But I would like to know from the Minister what the impact of this is going to be. Have they studied it? There are other measures taken also for the development of tourism particularly from the United States. But what is the significance of the recent news which has appeared, namely, that the American Government is now insisting that a substantial part of the proceeds, rupee proceeds of the PL 480 sales to us, has to be earmarked and held in this country for the use of American tourists. The whole idea of buying air-conditioned cars and such things is that whatever we spend on it, more than that we will be able to earn from the American tourists who come here. But now we have misgivings because if a part of these PL 480 proceeds in rupee is held here, reserved, earmarked, for American tourists to come and spend, then, what is going to be the impact on our foreign exchange earnings, and have they considered whether it is worthwhile spending so much money on things like these luxury cars and so on for a poor country like ours?

My last question is this: regarding this new Tourism Hotel Corporation which has been set up, is it a fact that the Government has decided to appoint as the head of that corporation the same gentleman who is already holding two other posts, namely, the Secretary of the Ministry of Civil Aviation and also the Chairman of the Indian Airlines Corporation? Is it that same gentleman who is now also going to be made the head of the Tourism Hotel Corporation? If it is a fact, it is a very un-

[Shri Indrajit Gupta]

usual thing. I would like to know what is the peculiar genius attaching to this gentleman that he is capable of discharging so many vital functions. It is bad enough that the Secretary of the Ministry should be the head of the IAC, and that was being discussed the other day here. Now that same gentleman in addition to those two posts is to head this Tourism Hotel Corporation also! All this smacks of something very fishy, if I may say so, and I would like the Minister to tell the House why they are pursuing this peculiar method of choosing people for such important posts.

श्री रघुनाथ सिंह : (वाराणसी) : अध्यक्ष महोदय, माननीय सदस्य, श्री इन्द्रजीत गुप्त, ने बड़े सुन्दर शब्दों में आयल रिफ़ाइनरी के सम्बन्ध में कुछ कहा है। मैं भी उसी विषय को लेना चाहता हूँ। जहाँ तक कोस्टल शिपिंग का सम्बन्ध है, यह एक बहुत पुरानी गाथा है कि कोस्टल शिपिंग भारतीय जहाजों के लिए सुरक्षित रखा गया था, लेकिन हमारे सामने जो प्रतिवेदन है, उस को देखने से जाहिर होता है कि हमारे कोस्ट से जो आयल मूव होता है, उसका करीब करीब अस्सी प्रतिशत विदेशी टैकरों के द्वारा मूव होगा। 1918 में यह सवाल उठाया गया था और हिन्दुस्तान की यह पालिसी तय की गई थी कि जहाँ तक कोस्टल शिपिंग का ताल्लुक है वह केवल हिन्दुस्तानी जहाजों के द्वारा हो। 1923 में फिर यह सवाल उठाया गया कि जहाँ तक कोस्टल शिपिंग का ताल्लुक है इसको सिर्फ़ हिन्दुस्तानी जहाजों के वास्ते रिजर्व रखा जाए। 1929 में इसी मॉडल हाल में एक्. रेजोल्यूशन द्वारा यह बात तय की गई कि कोस्टल शिपिंग केवल हिन्दुस्तानी जहाजों के द्वारा, हिन्दुस्तानी कम्पनियों के द्वारा होगा। यह हमारी पालिसी थी।

आजादी मिलने के बाद 1949 में फिर जब रिफ़ाइनर पालिसी सब-कमिटी शिपिंग

की बनी उसमें भी इस सिद्धांत को माना गया कि कोस्टल शिपिंग का जहाँ तक ताल्लुक है सेंट पर सेंट हिन्दुस्तान का होना चाहिये, हिन्दुस्तान के हाथ में कोस्टल शिपिंग होना चाहिये। उसके पश्चात् मर्चेन्ट शिपिंग एक्ट बना। उस एक्ट के सैक्शन 407 में यह रखा गया कि जहाँ तक कोस्ट का ताल्लुक है सिर्फ़ हिन्दुस्तानी जहाजों का उसमें प्रयोग किया जाएगा।

आज जो एग्जीमेंट हुआ है उसको देखने के बाद हमारे अन्दर बहुत ज्यादा उत्साह का मंचार नहीं हुआ है। उत्साह इसलिए नहीं पैदा हुआ है कि हिन्दुस्तान में करीब 1 करोड़ 50 लाख टन आयल इम्पोर्ट होता है जिसमें ओवरसी को ले कर कोस्ट का तकरीबन 78 परसेंट आयल विदेशी कम्पनियों के द्वारा मूव होता है। हमारे पास जितनी भी आयल रिफ़ाइनरीज हैं सभी पब्लिक सैक्टर में हैं, सब में हमारा रुपया लगा हुआ है। मैं कोई कारण इस बात का नहीं समझता हूँ कि बाहर से आने वाला जो तेल है अपने जहाजों में हम उसको क्यों न लायें। आप देखें तो आपको पता चलेगा कि तेल का जो मूवमेंट है हिन्दुस्तान में चाहे वह ओवरसी का हो या कोस्ट का हो केवल 12 परसेंट ही तेल अपने जहाजों से हम ले जाते हैं। इस एग्जीमेंट को देखने से यह साफ़ जाहिर होता है, श्री हुमायून् कबिर साहब ने एग्जीमेंट किया है, उसको देखने से यह साफ़ जाहिर होता है कि जो 78 परसेंट हमारे आयल का मूवमेंट होता है इसका पेमेंट डालर में इसका पेमेंट पाउंड में इसका पेमेंट स्टर्लिंग में होगा। इस एग्जीमेंट की धारा 10(2) में यह बात साफ़ तौर से लिखी हुई है। जहाँ तक टैकर, आयल वा. सम्बन्ध है इस में हमने कोई अधिक तरक्की नहीं की है।

दूसरे देशों की मिसाल में आपको देना चाहता हूँ। फ्रांस को आप लें। उसने अपने

यहां नियम बना रखा है कि सौ परसेंट जो तटवर्ती आयाल का मूवमेंट होता है वह फ्रेंच शिप्स के द्वारा होगा। जो आयाल वहां ओवरसी से इम्पोर्ट होता है वह करीब करीब 66 परसेंट केवल फ्रेंच जहाज में आयेगा। ये हैं वे रूल, ये हैं वे नियम जो बड़े बड़े राष्ट्रों तक ने बना रखे हैं। लेकिन हमारा कंट्री एक डिवेनोपिंग कंट्री है और यहां पर 78 परसेंट जोकि हमारा फ्रेट है उसको हम विदेशी कम्पनियों को चुपचाप देते चले जा रहे हैं। यह चीज हमारे लिए अच्छी नहीं है। यह जो एग्रीमेंट है यह कानून के खिलाफ है, ला के खिलाफ है और मैं ट्रांसपोर्ट मिनिस्टर साहब से कहूंगा कि उनको ग्रन्डर सैक्शन 407(1) के यह अधिकार है कि कोई भी चीज ऐसी हो जोकि कोस्ट से सम्बंधित हो, कोई भी एग्रीमेंट हो जोकि कोस्ट से सम्बंधित हो उसको वह नाजायज करार दे सकते हैं, उसको चाहे तो लाइसेंस नहीं दे सकते हैं।

कोचीन रिफाइनरी के बारे में जो कुछ एग्रीमेंट आपने किया है और जो यह एग्रीमेंट हुआ है कि हम ईरान से तेल का इम्पोर्ट करने उसमें भी मिनिस्टर साहब आयाल ने जहां तक आयाल के शिपिंग का ताल्लक है बताया है कि वह 50:50 होगा। इसको उन्होंने मान लिया है। क्या हमारे पास टैंकर नहीं हैं? 50:50 के अनुपात का सवाल क्यों पैदा होता है? हम इम्पोर्ट करने वाले हैं, हम अपने जहाजों में सामान लायेंगे और क्यों हम पाऊंड में और डालर में विदेशी कम्पनियों को 78 परसेंट रुक्या दें। समय आ गया है कि आप इस पर गम्भीरता से सोच विचार करें। जितना भी आयाल, जितनी भी चीज हमारे हिन्दुस्तान में आने वाली है, अपने जहाजों के द्वारा आए।

पांच बातों के लिए मैं परिवहन मंत्री जी को धन्यवाद देता हूं। पहली बात तो यह है कि इस सान उन्होंने जहाजी देशों में बर ऊंचा कर दिया है।

अब तक हिन्दुस्तान का 19वां स्थान था जहाजी देशों में और अब 17वां स्थान एक वर्ष में हो गया है। यह बहुत प्रशंसनीय बात है। दूसरी बात यह है कि 5 परसेंट हमारा विश्व टनेज था जोकि अब करीब करीब एक प्रतिशत इस वक्त हो गया है। इसका मतलब यह हुआ कि इस क्षेत्र में हमने दुगुनी तरक्की कर ली है। तीसरी बात यह है कि तृतीय योजना में 11 लाख टन का हमने टारगेट रखा था और उसको बाद में रिवाइज करके 13 लाख टन किया गया और अब करीब करीब पंद्रह लाख टन आपके पास जहाज हो गये हैं। इससे साफ़ जाहिर होता है कि हमारे प्लानिंग कमिशन के अधिकारियों ने बिना दूरदर्शिता दिखाये हुए, बिना अच्छी तरह से अध्ययन किये हुए, बिना समय की गति को पहचाने हुए जो टारगेट स्थिर किया था वह बड़ा ही धूर्त-दर्शिता पूर्ण था। उनको इसके बारे में कोई ज्ञान नहीं था। आपके नेतृत्व में जो टारगेट था वह तीन गुना हो गया है। इसके लिए आप धन्यवाद के पात्र हैं। चौथी बात यह है कि आपने शिपयार्ड खोलने की व्यवस्था की है। कोचीन का करीब करीब आठ नौ साल से मामला पेंडिंग पड़ा हुआ था। उसकी आपने व्यवस्था करके बहुत ही सराहनीय काम किया है। आखिरी बात यह है कि एशिया में ही नहीं, आस्ट्रेलिया, अफ्रीका आदि देशों में मेरीटाइम वातून शिक्षाएँ पहले पहल हिन्दुस्तान में शुरू हो रहा है, इसका कोई यहाँ आरम्भ होने जा रहा है।

हमारा जो शिपिंग का चित्र है वह बहुत अच्छा चित्र नहीं है। आप देखें कि हमारी स्थिति आज क्या है? हमारा समुद्री व्यापार दो हजार करोड़ रुपये का होता है। आज भी सिर्फ पंद्रह परसेंट हमारा व्यापार अपने हिन्दुस्तानी जहाजों के द्वारा होता है। 85 परसेंट आज भी हमारा जो व्यापार है वह विदेशी जहाजी कम्पनियों के द्वारा होता है।

[श्री रघुनाथ सिंह]

और फेट के रूप में हम उन कम्पनियों को विदेशी मुद्रा में पैसे देते हैं।

13.25 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

आप देखेंगे कि करीब करीब 175 करोड़ रुपया हम प्रतिवर्ष जहाजी कम्पनियों को भाड़े के रूप में देते हैं। अगर 50 : 50 को भी आप-पत हम मान लें तो 87 करोड़ रुपया हिन्दुस्तान के हिस्से में आता है। लेकिन हिन्दुस्तान केवल पचास कराँड़ रुपया ही अपनी जहाजी कम्पनियों को देता है। इस प्रकार से हिन्दुस्तान 37 करोड़ रुपया अपने हिस्से का लूट करता है। आप देखेंगे कि 124 करोड़ रुपया प्रतिवर्ष हिन्दुस्तान विदेशी शिपिंग कम्पनियों को फारेन एक्सचेंज के रूप में देता है। जो देश 124 करोड़ रुपया प्रतिवर्ष फारेन एक्सचेंज के रूप में विदेशी कम्पनियों को, विदेशों को बेगा उस देश की इकोनोमी, उस देश की आर्थिक अवस्था किस प्रकार से सुदृढ़ हो सकती है। पेनी वाइज पाऊंड फुलिश वाली बात नहीं होनी चाहिये। जो आपकी पालिसी है वह ठीक नहीं है। कोयले पर तो आप मुहर लगाना चाहते हैं लेकिन मुहरों की लूट हो रही है। क्यों नहीं दो तीन सौ करोड़ रुपया आप इसमें इनवैस्ट करके शिपिंग की तरक्की करते हैं।

श्री बड़े (खारगोन) : पालिसी इनकी फुलिश है।

श्री रघुनाथ सिंह : पालिसी फुलिश नहीं है। पालिसी तो भ्रष्टा है। अगर भ्रष्टा न होती तो इतनी तरक्की भी न होती। हमारे मिनिस्टर साहब बहुत परिश्रम कर रहे हैं। उनको चाहिये कि वह फाइनेंस मिनिस्टर साहब के ऊपर जोर डालें। जिससे शिपिंग की तरक्की हो उन कार्यों को किया जाना चाहिये।

शिपिंग की तरक्की कैसे होगी ? उसकी तरक्की दो तरह से हो सकती है। या तो आपके पास विदेशी मुद्रा हो या रुपया हो। विदेशी

मुद्रा आपके पास नहीं है। रुपया भी कहीं से आपके पास नहीं आ रहा है। शिपट के रूप में आपको देने वाला कोई नहीं है। आप देखें तो आपको पता चलेगा कि बहुत से देशों ने एक पालिसी बना रखी है। करीब करीब 40 देश हैं जिन्होंने बाईलेट्रल एग्रीमेंट कर रखे हैं। हमें भी चाहिये कि हम बाईलेट्रल एग्रीमेंट करें। हमारे जो बाईलेट्रल एग्रीमेंट हैं वे सिर्फ छः देशों से हैं। लेकिन हमारा ज्यादातर व्यापार यू० के०, यू० एस० ए० और जापान के साथ होता है। उनके साथ भी हमें बाईलेट्रल एग्रीमेंट कर लेने चाहियें। हमारा सामान उनके जहाजों से जाये और उनका सामान हमारे जहाजों से आए। तभी हमारे शिपिंग की तरक्की हो सकती है, नहीं तो नहीं हो सकती है।

अब आप बजट को देखें। हमने मांगी तो रोटी थी लेकिन हमको पत्थर मिले हैं। तरक्की के वास्ते हम को कोई सुविधा नहीं दी गई है। आप देने क्या हैं ? आप 40 परसेंट इनकम टैक्स में रिबेट देते हैं। तीन परसेंट पर आप लोन देते हैं। जहां तक 40 परसेंट रिबेट का ताल्लुक है उसको जहां तक सेकेंड हैंड शिप्स का ताल्लुक है आपने कम करके बीस परसेंट कर दिया है। साथ ही इसको आपने रिट्रोस्पेक्टिव इफेक्ट से कर दिया है। 1958 में पहले पहल 40 परसेंट की बात आई थी। आज देखें कि तब से ले कर अब तक हमने 7 लाख 50 हजार 200 टन के जहाज खरीदे हैं। इन में से 5 लाख 30 हजार 200 टन के पुराने जहाज थे, सेकिड हैंड जहाज थे। इस का कारण यह था कि हमारे पास फारेन एक्सचेंज नहीं था। विदेशी मुद्रा नहीं थी। बूकि पैसा नहीं था इसलिये शिपिंग कम्पनियों ने सेकेंड हैंड जहाज ले कर जो विदेशी मुद्रा थी उस की रक्षा करने की कोशिश की। इस प्रकार से आप देखेंगे कि सात बर्ष के अन्दर उन्होंने 72 परसेन्ट पुराने जहाज

बरीदे और केवल 28 परसेन्ट जहाज नये बरीदे ।

आप ने कहा कि 40 परसेन्ट रिबेट रिट्रास्पेक्टिव एफैक्ट से मिलेगा । इस का नतीजा यह हुआ कि जहाजी कम्पनियों ने, चाहे वह प्राइवेट सेक्टर में हों या पब्लिक सेक्टर में, 40 परसेन्ट रिबेट के आधार पर 4,73,800 टन के जहाजों का आर्डर दिया । आप ने रिबेट को रिट्रास्पेक्टिव एफैक्ट से देने के लिये कहा था । आप ने बचन दिया है, आश्वासन दिया है, आप ने विश्वास दिलाया था । आप के विश्वास के ऊपर जहाजी कम्पनियों ने विदेशों में आर्डर दिये । इतना होने के बाद उस आश्वासन को तोड़ना इस सरकार के लिये, जोकि एक प्रतिष्ठित सरकार है, एस्टैब्लिश्ड गवर्नमेंट है, बहुत खराब बात है । इस गवर्नमेंट के लिये यह शोमनीय या गौरव की बात नहीं है । इस वास्ते मैं प्रार्थना करना चाहता हूँ कि हमारे वित्त मंत्री महोदय मेहरबानी कर के इस 40 परसेन्ट रिबेट को कायम रखें ।

आप दूसरे देशों को देखिये । आप कहते हैं कि हमारे पास रुपया नहीं है । आप बाज़ील को देखिये, आप यू० ए० आ० को देखिये । अगर रुपया नहीं है तो 124 करोड़ रु० हर वर्ष हमें बचाना है । इस के वास्ते यह रूप हो सकता है कि या तो आप ऋण जारी करें, और अगर ऋण जारी नहीं कर सकते तो उस तरह से कीजिये जैसे कि यू० ए० आ० ने किया । वहां यह हुआ है कि जो भी सामान एक्सपोर्ट या इम्पोर्ट होता है उस पर वह 2 परसेन्ट चार्ज करते हैं । पैसेन्जर पर भी वह इसी तरह से चार्ज करते हैं । बाज़ील 4 परसेन्ट चार्ज करता है सामान पर भी और पैसेन्जर पर भी, जो बाहर जाता है । इस तरह से रुपया का अर्जन होता है, जिस को वह शिपिंग में इन्वेस्ट करते हैं । स्वाधीनता के बाद से से कर के

प्रभी तक हम ने 2,190 करोड़ रु० शिपिंग में विदेशी मुद्रा के रूप में दिया है जिसमें से हिन्दुस्तानी कम्पनियों ने सिर्फ 320 करोड़ रु० अर्जित किया है और 1,870 करोड़ रु० जोकि हमारी फ्रस्ट फाइव इअर प्लान का पूरा पूरा खर्च था, आप ने विदेशी मुद्रा के रूप में दिया है । यह इनेज बन्द होना चाहिये । इस वास्ते मैं कहता हूँ कि 124 करोड़ रु० जोकि आप प्रति वर्ष विदेशी कम्पनियों को देते हैं, वह बन्द होना चाहिये । इस देश में 45 करोड़ आदमी रहते हैं । हर आदमी के पीछे आप 2 रु० 12 आ० हाथ जोड़ कर विदेशी कम्पनियों को दे रहे हैं । यह 2 रु० 12 आ० प्रति व्यक्ति आप इन्डाइरेक्टर वे में विदेशी कम्पनियों को दे रहे हैं ।

दो शब्द मैं शिपयाइर्स के बारे में कहना चाहता हूँ । श्री रवीन्द्र वर्मा शिपयाइर्स के बारे में विस्तार से कहेंगे । आज शिपयाइर्स की अवस्था क्या है । आप ने विशाखापटनम में शिपयार्ड स्थापित किया । लेकिन आज भी उस के 70 परसेन्ट कम्पोनेन्ट पाटर्न विदेशी हैं । आप के पास चार स्टील प्लैन्ट हैं लेकिन जो जहाजों की स्टील प्लेट है उसे आप इम्पोर्ट करते हैं । यह देश के लिये शर्म की बात है । हमारे यहां चार चार स्टील प्लैन्ट होते हुए भी हम प्लेट नहीं बना सके, और हमारे जहाजों में विदेशी प्लेटें लगें । हमारे प्रधान मंत्री जी और माननीय श्री राज बहादुर जी ने घोषणा की कि हमारी चौथी प्लैन्ट में 40 लाख का टारगेट होगा । ठीक है । हमारा लक्ष्य तीसरी पंचवर्षीय योजना के लिये 20 लाख का था लेकिन तीसरी योजना के अन्तिम वर्ष में भी हम इस के बारे में निश्चित नहीं हैं । हमारे पास इस योजना के अन्त में 20 लाख टन के जहाज होने ही चाहियें ।

आज विशाखापटनम ड्राई से ले कर तीन जहाज प्रतिवर्ष बनाता है । कोचीन शिपयार्ड में दो वर्ष बाद जहाज बनने शुरू होंगे लेकिन मुश्किल से तीन जहाज बनेंगे । इस प्रकार सारी चौथी पंचवर्षीय योजना के बाद केवल

[श्री रघुनाथ सिंह]

23 जहाज ज्यादा से ज्यादा वा सॉफ़ेंग । आप को अगर 20 लाख टनेज की आवश्यकता है तो इस के लिये आप को 300 करोड़ रु० की जरूरत पड़ेगी । लेकिन हिन्दुस्तान में जो भी जहाज बनेंगे उन के लिये भारत सरकार केवल 40 करोड़ रु० खर्च करेगी । बाकी 260 करोड़ रु० के विदेशी जहाज खरीद कर आप अपना टार्गेट पूरा करेंगे चौथी पंचवर्षीय योजना के अन्त तक । लिहाजा मैं कहता हूं कि 260 करोड़ रु० यह और उस के बाद 124 करोड़ रु० सालाना, जो आप आज दे रहे हैं, यह आर्थिक दृष्टि से हिन्दुस्तान के वास्ते अच्छी बात नहीं है । स्वीडन को आप देखिये, वह एक छोटा सा देश है । वह 10 लाख 38 हजार टन के जहाज हर साल बनाता है । नावें 17 लाख, 11 हजार टन के जहाज हर वर्ष बनाता है । लेकिन हम हिन्दुस्तान में सिर्फ 3 जहाज बनाने का लक्ष्य रखते हैं । मैं आप से कहना चाहता हूं कि आप को एक या दो शिपयार्ड ही नहीं, कम से कम तीन शिपयार्ड्स की जरूरत होगी और इस जहाज के व्यवसाय को आप को इंडस्ट्री के आधार पर चलाना चाहिये । जैसे हमारी टेक्सटाइल इंडस्ट्री है, जैसे और इंडस्ट्रीज हैं, उसी आधार पर शिपयार्ड्स की स्थापना भी होनी चाहिये ताकि हम छोटे छोटे जहाज बना कर जो साउथ ईस्ट एशिया के देश हैं या और दूसरे देश हैं, उन को दे सकें ।

जहां तक पोर्ट्स का सम्बन्ध है, मैं इस के लिये भी दो शब्द कहना चाहता हूं । श्री एस० एन० द्विवेदी इस के बारे में विस्तार से बोलेंगे । मैं यह कहना चाहता हूं कि आप कलकत्ते को देखिये । श्री इन्द्रजीत गुप्त ने कलकत्ते के बारे में कहा । कलकत्ते में लोकोमोटिव्स चलते हैं । लेकिन वह तीस या चालीस वर्ष पुराने हैं । बैन जो आप के पास है इस वक्त, उन में से 20 परसेन्ट ऐसे हैं जो 1900 में तैयार हुए थे ।

श्री इन्द्रजीत गुप्त : लेकिन पोर्ट ट्रस्ट पूरा रुपया खर्च नहीं कर सका ।

श्री रघुनाथ सिंह : इस प्रकार से आप देखेंगे कि 58 परसेन्ट जो रुपया है उसे पोर्ट ट्रस्ट ने खर्च नहीं किया । सेकेन्ड फाइव इयर प्लैन का रुपया लैप्स हो गया । फिर भी पोर्ट ट्रस्ट तीसरी फाइव इयर प्लैन का रुपया जो था उसे खर्च करने में सफल नहीं हो सका । इसलिये मैं श्री इन्द्रजीत गुप्त से कहता हूं कि वह जो पोर्ट ट्रस्ट है, या जो प्रदेश की सरकार है उस को समझायें । अगर वहां से वह लोग पूरी तैयारी कर के यहां भेजें और हम जोर लगायें तो शायद कुछ हो जाये नहीं तो यहां कुछ हासिल होने वाला नहीं है । आजकल आप के जितने भी पोर्ट्स हैं उन की अवस्था अच्छी नहीं है । खास कर के जो सीमेन्ट का मूवमेंट है वह सौराष्ट्र पोर्ट से जहाजों द्वारा होना चाहिये । कोयले के सम्बन्ध में यह कहना है कि 2 मिलियन टन कोयला हम को मूव करना है । श्री पाटिल ने कहा था कि उन्होंने ऐश्री किया है कि अगर कलकत्ते पोर्ट को सुरक्षित रखना है, कोस्टल ट्रेड को सुरक्षित रखना है, तो इस के लिये दो मिलियन टन कोयला और सीमेन्ट तथा नमक का पूरा शिपिंग सौराष्ट्र से होना चाहिये, इस के लिये रेलों का उपयोग करना ठीक नहीं होगा ।

अन्त में मैं दो एक सुझाव देना चाहता हूं । 40 परसेन्ट रिबेट हम को फिर से रिस्टोर करना चाहिये चाहे सेकेन्ड हैंड शिप हो या फर्स्ट हैंड शिप हो । दूसरी बात यह कि शिपिंग में जो रुपया इन्वेस्ट किया जाये वह कर से मुक्त रक्खी जाये । इस तरह से जापान में है, और देशों में है । मैं एक उदाहरण दे सकता हूं कि जो रुपया शिपिंग में लगाया जाता है वह टैक्स फ्री होना चाहिये उसी तरह से यहां भी होना चाहिये । जो भी रुपया हम शिपिंग में लगायें वह टैक्स फ्री होना चाहिये ।

इस के अलावा जो भी अन्नप्रकाउण्टेड मनी है वह शिपिंग में लगाया जाये। आप कहते हैं कि शिपिंग के लिये रुपया कहां से आये। आप अन्नप्रकाउण्टेड मनी बाहर क्यों लाना चाहते हैं। बैंक में तो थोड़ा सा इंटरेस्ट मिलेगा। लेकिन अगर वही रुपया, होर्डेड मनी या अन्नप्रकाउण्टेड मनी, शिपिंग में लगाया जाये तो उस से हमारा बहुत काम चल सकता है क्योंकि शिपिंग हमारी सेकेन्ड लाइन आफ डिफेन्स है। अगर उस के लिये होर्डेड मनी या अन्नप्रकाउण्टेड मनी इन्वेस्ट होता है तो उस का हमें स्वागत करना चाहिये। इस के बारे में हमें पीछे नहीं रहना चाहिये।

जहां तक कोस्टल शिपिंग का सम्बन्ध है, हमारा सारा आयल का मूवमेंट कोस्टल शिपिंग द्वारा होना चाहिये। साथ ही मैं यह कहना चाहता हूं कि फिलिप रिफाइनरी से जो हमारा ऐग्रिमेंट हुआ है उसे तोड़ देना चाहिये। दूसरे ईरान के साथ जो हमारा ऐग्रिमेंट हुआ है उस में हम को जो पचास पचास परसेन्ट का कंवेन्शन है उस को कम से कम मान लेना चाहिये। आप देखिये कि अमरीका क्या कर रहा है। वह कितना मांग रहा है। अमरीका कहता है कि 60 परसेन्ट हमारे जहाजों से जायेगा, फ्रांस जैसा देश कहता है कि 66 परसेन्ट उस के जहाजों से जायेगा। हमारे यहां अगर 66 परसेन्ट न हो तो कम से कम 50 परसेन्ट पर ऐग्रिमेंट करना चाहिये। ईरान से जो तेल आये वह 50 परसेन्ट तक आप के जहाजों द्वारा आना चाहिये। वह कहते हैं कि हुमायून कविर साहब ने कहा कि कोई शिपिंग कम्पनियां हमारा तेल लाने के वास्ते तैयार नहीं हैं। मैं चाहता हूं कि आप को हिन्दुस्तानी शिपिंग कम्पनीज को एक चांस देना चाहिये। अगर कोई हिन्दुस्तानी शिपिंग कम्पनी हमारा जो ब्राइल का 78 परसेन्ट इम्पोर्ट है उस को जाना चाहे, चाहे वह कम्पनी प्राइवेट सेक्टर में हो या पबलिक सेक्टर में हो, उस को तेल लाने के लिए ठेका देना चाहिये।

हमारा शिपिंग बहुत उपेक्षित रहा है। भारत सरकार शिपिंग के प्रति उदासीन रही है। उसने उसे छोड़ दिया कि वह अपने आप बढ़े, जब कि दूसरे देशों ने इस में बहुत उन्नति की है। इटली जैसे देश ने, जर्मनी जैसे देश ने, जापान जैसे देश ने जो कि युद्ध में ध्वस्त हो गए थे, आज इतनी तरक्की कर ली है दुनिया के सब से बड़े शिप बिल्डर्स में से हैं। उन के शिपिंग की काफी तरक्की हो गयी है। इसी तरह से नारवे, स्वीडन, ग्रीस जैसे छोटे छोटे देशों ने इसमें तरक्की की है।

मैं एक बात और कह देना चाहता हूं कि जो फिलिप रिफाइनरी कम्पनी ने ऐग्रिमेंट किया उस को बोर्ड आफ डाइरेक्टर्स ने पास नहीं किया। ऐग्रिमेंट होने के बाद उसको बोर्ड आफ डाइरेक्टर्स के सामने रखा गया और उन्होंने उस को पास किया। अब उन के सामने कोई चारा नहीं रहा। ऐग्रिमेंट साइन होने के पहले आप को चाहिए था कि उस को बोर्ड आफ डाइरेक्टर्स के सामने रखने और बोर्ड आफ डाइरेक्टर्स उसे स्वीकार करता तब यह ऐग्रिमेंट होता। यह जो नाजायज कार्रवाई हुई है और जिस तरह इस ग्रीक कम्पनी को ठेका दिया गया है, उस की जांच होनी चाहिये, और अगर हिन्दुस्तान की कोई कम्पनी इस काम को करने के लिए तैयार हो तो उसे यह ठेका दिया जाना चाहिए।

अन्त में एक बात आप से और कह देना चाहता हूं। आपने अखबार में पढ़ा होगा कि पाकिस्तान और चीन में शिपिंग के बारे में ऐग्रिमेंट हो गया है। मैं ने कुछ दिन पहले अखबार में पढ़ा था कि चाइना ने तीन जहाज बनाने का ऑर्डर यू० के० के सामने पेश किया है। चाइना की शिपिंग बहुत कम-बोर थी। एशिया और अफ्रीका में हिन्दुस्तान का नम्बर शिपिंग में जापान के बाद दूसरा था। आज जिस तरह से देश को चीन और

[श्री रघुनाथ सिंह]

जापान से खतरा है उसी तरह से जहाज व्यवसाय के विकास में भी देश को इन के द्वारा खतरा होने जा रहा है। आप इस बात से आगाह रहें। चीन कई वर्षों से इस क्षेत्र में आना चाहता है। पाकिस्तान के साथ चीन का आज या कल पेंकट हुआ है। इन बातों से हम को होशियार रहना चाहिए। यह जो हमारी मेकिंग लाइन आफ डिफेंस है, इस को हम आगे बढ़ायेंगे तो देश की तरक्की होगी। हम ने साठ करोड़ रुपये विदेश जाने में बचाने के लिए खर्च पहना। आज हिन्दुस्तान के सामने 124 करोड़ रुपये को बचाने का सवाल है। 360 करोड़ रुपये जो शिपिंग खरीदने के वास्ते हम चौथी पंचवर्षीय योजना में बाहर देने वाले हैं, इस रुपये को जो बचाने का बीड़ा उठावेगा उसी को हिन्दुस्तान बहादुर समझेगा।

Shri A. V. Raghavan (Badagara): Mr. Deputy-Speaker, Sir, there is a state in this country which has been neglected in toto by all the Ministries, including the Ministry of Transport, and that is the State of Kerala. The story of the second shipyard shall ever remain a monument of calous neglect by the Transport Ministry. We are now told that an agreement has been signed with M/s. Mitsubishi Heavy Industries, a Japanese firm, for conducting a basic survey of the site and preparation of a preliminary design and detailed project report, the first essential steps in the construction of the shipyard. Why was this essential requirement delayed for so many years? Today we are asked to wait till the 30th April 1966 when the report is expected to be ready. At this rate, can anybody give a guarantee that this project will be commissioned during this century? If this project was proposed in any other State, this shipyard would have started functioning long ago.

The programme of inter-State roads and roads of economic importance in

the first two Plans provide, among other projects, for the West Coast Road intended for improving road communication facilities for the people living in the coastal belt along the West Coast. This road was designed to pass through the States of Maharashtra, Mysore and Kerala. While the entire portion of the road in Maharashtra has been completed, including all the major bridges, in Kerala not even 50 per cent of the bridges have been completed yet. We do not know when the remaining bridges would be taken up by the Government. As this is entirely a central project, I do not know why this work has been delayed for such a long time.

The question of constructing by-pass roads and approach roads is another dismal story. This is a Centrally-sponsored project and there can be no excuse for the delay in completing this road even during the Third Plan period.

In Kerala a project to extend the West Coast Canal from Badagara to Mahe was undertaken during the Second Plan. Inland water transport has a vital part to play in the State of Kerala. The waterways in Kerala connect several minor ports and the major port of Cochin. Yet, the progress made so far to construct the Badagara-Mahe canal is far from satisfactory.

There are excellent possibilities for developing Beypore in Kerala as an all-weather port. If this work is undertaken the congestion at Calicut port will be relieved to a great extent. Besides, the area from Calicut to Beypore will get a fillip to start new industries. The cost of transport of tiles and timber will come down. Will this project be undertaken at least during the Fourth Plan period?

The construction of a pier and lighthouse at Badagara have not made any appreciable progress. The preparation of the design and approval take undue delay. I would request that those works may be completed without any further delay.

I would now like to focus the attention of the Ministry to the neglect of tourism in Kerala. Kerala has many tourist attractions and if proper attention is shown. I can assure you that we can have a Switzerland in the East. But, due to paucity of funds and lack of proper publicity and air facilities, it has not been patronised by foreigners. If properly developed, it has tremendous possibilities. As yet, in Kerala the Department of Tourism has not introduced regular sight-seeing tours. Can it be that home tourists are lacking in Kerala. Daily tourist coaches from district headquarters to important tourist centres are bound to be popular. To begin with, they may be operated on all holidays.

I find from the Report that the Tourist Department propose to import fifty air-conditioned cars to provide better facilities to overseas tourists. The Report further says that the Indian Tourist Transport Undertaking will operate tourist taxis in Delhi, Bombay, Calcutta and Madras and, if considered necessary, in certain other cities such as Agra, Jaipur, Aurangabad etc. Why, Sir, is this omission of Trivandrum, Bangalore and other important South Indian cities? These Dodge-Cornado air-conditioned cars should be operated in all the States.

The development of transport co-operatives has not made any headway. The provision in the Motor Vehicles Act in the matter of granting licences has to be amended to encourage the co-operative sector in the transport industry. There is a proviso in the Motor vehicles Act which says that, other things being equal, preference shall be given to

co-operative transport societies. But how can a newly formed co-operative society compete with established private operators? Existing operators have many qualifications to get preference over newly-started co-operative societies. They have experience, finance and many other qualifications which a newly-formed co-operative society can never possess initially. Hence, suitable amendment has to be made to the Motor Vehicles Act to encourage co-operative transport societies to play their vital role assigned to them in the Plan.

In conclusion, I must speak out my heart on behalf of the unfortunate people of Kerala who have neither a representative government nor a responsible Cabinet Minister in the Government of India. Therefore, it is up to you to act on behalf of the people of Kerala. You are there for the people and, therefore, your responsibility is great. I, therefore, request you to consider the problems of Kerala sympathetically and to do the needful.

✓ Dr. Sarojini Mahishi (Dharwar North): Sir, the Ministry of Transport embraces many an important activity in the country besides transport itself. I would like to dwell upon the particular aspect of the Department of Tourism handled by this particular Ministry.

India is a country consisting of very beautiful, natural, picturesque spots of beauty throughout the country as also places of historical significance. The Minister has taken a lot of interest and has displayed great enthusiasm also in the activities specially with reference to tourism. But with the interest taken, enthusiasm displayed, money invested and the time taken, I wish we had got spectacular progress in the Department of Tourism. But to our misfortune we are not able to find that and I would like to bring to the notice of the hon. Minister a few points which, I consider, have to be brought to the notice of the Ministry for proper correction.

[Dr. Sarojini Mahishi]

The Department of Tourism in other countries in the east, Egypt, Lebanon, Japan and such other countries, we find has boosted up tourists by 200 to 300 per cent, but in our country, as compared to the figures for 1963, we find that there is hardly a rise of 12 per cent. In spite of the fact that there is no material or physical limitations for this particular thing, the rise is only to the extent of 12 per cent and that also is not reflected in the foreign exchange returns. I wish that foreign exchange had risen simultaneously to the extent tourism has risen in this country.

As my hon. friend in the Opposition just now mentioned, orders have been placed for 50 air-conditioned cars to give better facilities to the overseas tourists in this country. The extent of amount invested in advertisements in America has risen from Rs. 5 lakhs to Rs. 20 lakhs and the expenditure incurred by the Department of Tourism is to the tune of Rs. 2 crores of which 50 per cent is in foreign exchange including, of course, the expenditure on foreign offices, tours, trips and such other things. In spite of all these things, the Department of Tourism which brought in foreign exchange and which stood fifth in the list of items that brought in foreign exchange to the country has gone down to the ninth place whereas cashew nuts, leather goods and other things have shot up in bringing foreign exchange to our country. I appreciate and congratulate the performance of the Commerce Ministry in that regard; but, at the same time, I would have been happy if I were given an opportunity to congratulate the performance of the Department of Tourism also which could have brought in greater amount of foreign exchange. I do not know whether this has come to the notice of the Minister of Transport. Anyway, I wish that better attention had been paid towards this particular thing.

The Report mentions that hotel capacity in this country has arisen in the previous year only by 130 rooms. What a sorrowful picture it is? In such a vast country when we find daily in the daily papers advertisements for construction and opening of new luxury, *de luxe* hotels, which of course ought to have materialised, we find that the capacity has arisen only by a very small extent. This work of construction has been entrusted, I do not know, to how many agencies. The Works and Housing Ministry, the PWD, is also interested in it; the Hotel Corporation is interested in it. If one thing is entrusted to one agency, that agency can be held responsible and the responsibility can be fixed; but if it is entrusted to a number of hands, it will be very difficult to see that things materialise.

We find that a new corporation, called the Hotel Corporation, has been formed. As my hon. friend in the Opposition pointed out, I do not know which hands the work of handling this particular corporation is going to be entrusted to. It is not a matter for amateurs to handle this thing. We wish that the services of experienced hands in the department, who have put in years of service, will be utilised in this department.

I would like to recall the statement made by the Minister on the floor of this House on the 24th March last year saying that there are tenures fixed for certain officers in the Department of Tourism, but the same thing was put in a different way on the 22nd December last year, namely, that there is no particular tenure for an officer in the Department of Tourism. I do not know whether I am capable of grasping the consistency between the two things. Anyway, I wish that the valuable services of experienced people in this field, people who have put in service abroad also, will be made use of.

Any favouritism or partiality will not be an asset to tourism and to the development of tourism.

On this occasion I would like to bring to the notice of the hon. Minister—it may be a mere coincidence—that the top four officials in the Department of Tourism come from one and the same State; the six heads of offices of tourism abroad out of nine offices abroad also come from the same State from which these four officials come. It may be a mere coincidence also, but I am bringing it to the notice of the Minister of Transport. If it is a matter of sending any delegation abroad, say to Korea for the PATA (Pacific Area Travel Association) Conference, it is again the four officers coming from this very State who are sent abroad in spite of the fact that officers who go abroad and attend the conference are required to come back and offer their services for organising such conferences and also help in boosting up tourism in this country. These things are to be properly looked into by the hon. Minister.

Now I come to the soaring prices charged by hotels which may not be a very encouraging factor for tourism. In spite of the regulatory conditions imposed by the Department of Tourism, namely, that any hotel which has received any aid—moral, material, financial; whatever sort of aid—must abide by the regulatory conditions; but in spite of that, we see that a hotel that is going to be scheduled and inaugurated has put in very fabulous charges, exorbitant rates, to the tune of Rs. 50 to Rs. 70 for American style and more than that for the western style excluding the other things. These are only for accommodation. I do not know why, having evidence in the Ashoka Hotel itself that these cannot be more than that and in spite of the fact that the cost of construction of rooms and other things is not more than what we find in the Ashoka Hotel, these should rise to such an extent.

The number of western style hotels which are very popular among tourists is very much less in our country. The number of hotels into which the Hotel Classification Committee went and classified these is only 180 or so out of which hardly seven hotels are five-star hotels and only one is a *de luxe* hotel. With meagre facilities available in our country, only because the demand is great and the supply is less, can we fleece the tourists and charge such exorbitant rates?

Last year when the Price Rise Resistance Movement was on the Prime Minister appointed a Restaurant Pricing Committee. The Minister has not referred to this Pricing Committee in the Annual Report; not a single word has been written about it. I wish that some report would come from this Ministry as it is a body constituted under the guidance of the Prime Minister. I hope, some report will come from that committee.

In order to classify hotels in this country so as to give better facilities to tourists, a special committee called the Hotel Classification Committee was appointed. In his answer to Question No. 464 on the 16th March, last month, the hon. Minister was pleased to say that the Hotel Committee incurred an expenditure of more than Rs. 1,09,000, toured round the whole country, took more than a year and prepared the report. This report is not presented to the House. The report ought to have been presented along with the Resolution of the Government and some thing ought to have been implemented also. The Minister was pleased to say that the recommendations were accepted by the Government, in toto. I do not understand as to what is meant by the words 'in toto', whether any specific recommendations were accepted by the Ministry and if so to what extent they have been implemented. Even if the Committee had gone beyond its terms of reference

[Dr. Sarojini Mahishi]

or even if those recommendations also have been accepted, then of course, it is in the interest of hotel trade in this country. Now, I would like to compare the recommendation made by the Jha Committee which were implemented within a fortnight even though that committee had gone beyond the terms of reference because it was in the interest of the hotel trade in this country. Therefore they were implemented. But anyway, in this case also, I wish that Government would have placed this particular report of the Committee.

14 hrs.

Shri Raj Bahadur: The report of the committee headed by Diwan Chaman Lal was presented and all the action that we took on that report also was presented to the House. I think the hon. Lady Member is referring to the actual classification of hotels which we did not think was advisable on our part to place on the Table of the House.

Dr. Sarojini Mahishi: I would like you to reply when you reply to the discussion. Please do not take away my time.

Mr. Deputy-Speaker: The hon. Member's time is up.

Dr. Sarojini Mahishi: Just five more minutes, Sir. I was referring to the Hotel Classification Committee, Sir. That report is very important, on which the hotel trade was also represented and that is very important from the point of view of the tourists and also the hotel trade in this country as we are trying to boost up tourism in this country.

Shri Basappa (Tiptur): They are having a Reviewing Committee also.

Dr. Sarojini Mahishi: Things which ought not to have come to light, like, for example, the CBI report, have

come to light. Things which ought to have come to light have not come to light. In this annual report there is reference to this particular reviewing committee, which, of course, is not very essential, according to us. I hope the House will appreciate this point and will be favoured with this report of the Hotel Classification Committee also.

Now, Sir, I would like to say a few words regarding the National Highways in my State. The Ministry of Transport embraces many a development activity, and I cannot speak on all the things, but this particular point, I wish to refer to. The hon. Minister for Transport was kind enough to go to the South and inspect certain places and see various spots especially on the West-Coast Road and the other roads, ore-carrying roads in the Mysore State with reference to which the Government submitted an abstract of Rs. 5.57 crores sometime earlier. The estimate of the West Coast Road connecting Bombay with Kanyakumari was without taking into consideration the Kumta-Balaguli Section and the improvement to the same road and also widening of this particular road with 38' formation and 22' B.T. Carriageway. That has now been included in the revised estimate. And the hon. Minister was pleased to appreciate this particular revision in the estimates also. I hope that the technical sanction and necessary financial sanction will be expedited so that the work shall be taken up and be in progress. This West Coast Road which is connecting Bombay with Kanyakumari, is very important. It goes via Goa, Karwar, Mangalore, Cochin and such other ports which are very important and this widening work should be taken up immediately especially because that connects important ports also.

I would refer to two more points and then conclude. The ore carrying roads in Mysore State fetch good amount of foreign exchange and they should be immediately attended to.

With reference to Banasandra-Hasan-Mangalore line, where the formation recommended is 36' and 22' B.T. Carriageway, the proposal has been submitted; and the Ministry, I hope, will appreciate the need for this work. It runs through a very big forest and is in an area of heavy rainfall. Therefore, there is necessity for the widening of this road. I hope the Hon. Minister will appreciate this very well.

The other one is the Talaguppa-Hannavar Road. An abstract of estimate for the formation of the double carriageway was also presented. Even if the Minister is not inclined to accept the double carriage lane I hope he will try to expedite the work of the single carriage lane for carrying ore. I trust he will try to get the consent of the Finance Ministry and expedite the same.

Then I would like to refer to the National Highway, No. 4 which is declared as a highway of strategic importance. I am referring to the diversion of this No. 4 National Highway with these diversions at Greater Bangalore, Kolar, Greater Hubli-Dhrawar and Greater Belgaum. This also must be immediately attended to. This is very important road. I am not taking the time of the House. As it is a very important road and is of national, strategic importance, I am referring to this particular point.

There is one more point which I would like to mention, and that is about the Road Research Station which was promised to us. I think, I am using a strong word. This was communicated by the Planning Commission in a letter to the State Government, and also to the Central Government, that a Road Research Station should be set up in Mysore State for the proper utilisation of the materials available for use for the widening of the road. That has not materialised. I hope the hon. Minister will take all these things into consideration and will be kind

enough to give immediate technical approval and also see that financial approval is obtained immediately.

Shri J. N. Hazarika (Dibrugarh): I congratulate the Minister for his taking up certain schemes in the recent years for the development of the transport system in this country, particularly in the eastern region. Sir, sometime back, one of my predecessors, Shri Gupta said that he could not appreciate the Government's decision to purchase equity shares in respect of the River Steam Navigation Company, but I think, Sir, he is wrong. It is now proper time for the Government that they have come forward with the scheme at least to purchase the equity shares from that company.

The history of the company shows that although they are foreign-managed and sometimes managed well, yet sometimes they failed miserably. During the past trouble from the north, when there was a strike in Pakistan by the crew members there was a great trouble in the State of Assam in respect of supplies. Actually the State suffered quite a lot on account of that strike. The management failed at that time to come up with proper schemes in order to stop this strike. Therefore, Sir, half nationalisation by purchasing equity shares is a welcome gesture for which this Government has come forward in the interest of transport.

In this company most of the personnel are Pakistanis; steps should therefore be taken to nationalise or Indianise the crew members. Where their number is very large, where they control ships at all places, wherever they are, whether in India or Pakistan, they go on strike whenever they like. Therefore, steps should be taken to Indianise the personnel as soon as possible because we cannot depend upon them cent per cent at least at the time of emergency. If there is any trouble

[Shri J. N. Hazarika]

between India and Pakistan, I am sure, the ships plying at that time in Pakistan probably won't be able to come out. Therefore, this aspect of the question should be remembered by our Government, and steps should be taken to see that nationalisation of the company itself is taking place as soon as possible. This Ministry has constituted several transport bodies like Central Road Transport Corporation, Inter-State Transport Commission, Ganga-Brahmaputra Transport Board etc. These are very welcome measures which have been taken in the interest of the transport industry in our country. Particularly, Sir, this has been felt by Assam, Bengal and North Bihar. The activities of these organisations on the roads are very much felt by the people and particularly at the time when the country needed most these kinds of transport facilities. The Ministry came forward and purchased the fleet of vehicles and started plying it between Calcutta and Assam. This will solve the transport problem of Assam and the rest of India.

I also thank the Minister for the new project for which they have sent proposals—to have the inland transport system extended between Brahmaputra and the Ganges. The connection of Brahmaputra and the Ganges should be done as early as possible. Whatever the hurdle, financial or otherwise, is there should be got over. These two rivers should be connected so that we can have a very well-knit river transport system in our country.

I thank the hon. Minister who has shown some grace to have certain river ports developed in Assam. Our friends have spoken for the development of big ports like Kandla, Haldia and all those things. I am talking of the development of small ports on that isolated river Brahmaputra. He has developed two ports, one is Jogigopa and the other is Pandu, for which he has made some provisions.

He has prepared projects and I think the development of port system in Assam will be complete if he develops another half a dozen ports on the Brahmaputra river. He has made a provision in the budget for a dredger-cum-launch pool. This provision has not been utilised, as the Report says, during the last year or so. I think this provision should have been utilised where exactly this should have been utilised. This should have been utilised on the development of Brahmaputra river. The last port of Brahmaputra water system is Dibrugarh which has been closed since the last earthquake in 1950. Since then the Dibrugarh port has not been used at all. Therefore, this dredger should have been used properly there.

Moreover, not only Brahmaputra river but small tributaries also should be used for navigational purpose. There was a multi-purpose project adumbrated by the Government of Assam and later on probably the Irrigation and Power Ministry rejected it on some grounds which I do not know. There was a proposal for the navigation of the Buri-Dihing river. That has two important places, one is Naharkotiya where there is an oil field and the other is Margherita where coal is produced. If the Buri-Dihing river is developed for navigation purpose, it will be very useful for the oil industry as well as the coal industry. I request the hon. Minister, while he is taking special interest in the river transport system in Assam, that he should also bear in mind that small rivers are dredged and they are made navigable so that industries of national importance are given facilities for river transport. Even large quantities of tea can come from those areas by river transport if the river transport facilities are given.

Then, I would request him to start a shipyard in Assam also. A shipyard in Assam, in a small way, will be very useful for the purpose of developing small shipping industry and

river navigation because in times of emergency we cannot depend upon the privilege which is, at present, given to us for river facilities through Pakistan. Therefore, a shipyard, in a small way, in Assam will be of national importance.

I very much thank the Minister for the steps he has taken particularly in the Assam region. But I could not appreciate his work with regard to roads development. I am speaking about upper Assam region which is particularly bad. Since the last two or three years, the roads have become so bad that sometimes it is difficult for vehicles to pass through. These are national highways. Money is not granted in time. If you go to the engineers, they say that Assam Government have not passed orders for financial sanction or administrative sanction. Then, if you go further to the State Government, they say that the Central Government has not given the approval and, therefore, it is being delayed. For the last two or three years, some roads have not been touched for repair work for want of money. They say that the Central Government has not sanctioned the money. This is really a very deplorable condition.

Again, if we complain to the Government of Assam for not developing the roads and for not improving the road conditions, they say, there is no tractor available. When the emergency arose, all the tractors of indigenous origin were frozen for the purpose of defence and also road rollers were not available for civil purposes. Some broken and out-of-date road rollers were requisitioned for Assam and they were not of any use. Therefore, the road system in Assam is very much suffering. Not only the national highways but also the State roads are not being properly looked into. In the circumstances, I request the Minister to see that sanctions are made as timely as possible and that he should also make a good allocation for the State

Government from the Central Road Fund besides giving grants for national highways in Assam.

श्री बड़े : उपाध्यक्ष महोदय, अभी तक यहां जितने भी भाषण हुए हैं जितना भी विवेचन हुआ है, उनमें ज्यादातर जोर पोर्ट्स पर दिया गया है। जो भी मੈम्बर बोले हैं उन सभी ने पोर्ट्स और समुद्र के बारे में बातें आपके सामने रखी हैं। वास्तविकता भी यही है कि किसी भी देश की अर्थ व्यवस्था यातायात पर ही आधारित होती है। अगर यातायात के साधन अच्छे होंगे तो उस देश की आर्थिक अवस्था भी अच्छी होगी। यदि यातायात के साधन अच्छे नहीं होंगे तो फिर फूड क्राइसिस होगा, दूसरे क्राइसिस होंगे और साथ ही जो शिक्षण संस्थाएँ हैं वे सफर करेंगी। इसलिए यातायात का बहुत महत्व है और यातायात मिनिस्टर के ऊपर बहुत भारी जवाबदेही भारत की है।

हमें देखना होगा कि क्या यातायात मिनिस्टर ने जो काम उसको सौंपा गया था उसको अच्छी तरह से निभाया है या नहीं निभाया है, ठीक ठाक काम किया है या नहीं किया है, व्यवस्थित रूप से काम किया है या नहीं किया है। हमारे जो पिछड़े हुए प्रदेश हैं जैसे मध्य प्रदेश, राजस्थान और उसके आस-पास के प्रदेश, उनकी तरफ मैं आपका ध्यान दिवाना चाहता हूँ।

श्री बजराम सिंह (धरनी) : उत्तर प्रदेश भी।

श्री बड़े : उत्तर प्रदेश इतना पिछड़ा हुआ नहीं इस लिहाज से जितने ये प्रदेश पिछड़े हुए हैं। यहां पर यातायात के साधन नहीं हैं, मड़कें नहीं हैं। एक नेशनल हाईवे हमारे मध्य प्रदेश में बना है। उसका नाम है नेशनल हाईवे नम्बर 3, यानी आगरा बम्बई रोड। इस आगरा बम्बई रोड के सिवा और कोई दूसरी अच्छी

[संक्षेप]

रोड़ नहीं है। जब राज्य सरकार का ध्यान उस ओर दिलाया जाता है तो उसकी तरफ से कह दिया जाता है कि हमारे पास फण्ड नहीं हैं। जहां तक बोर्ड रोड़ का सम्बन्ध है उनको प्राथमिकता मिलनी चाहिये। इससे कोई इंकार नहीं करता है। इन पर देश की रक्षा व्यवस्था निर्भर करता है। मगर दूसरी जो रोड़ हैं उन पर सरकार लक्ष्य नहीं करती है। उन पर भी आपको ध्यान देना चाहिये। इस लिहाज से भी विभिन्न प्रदेशों का डिवलेपमेंट होना चाहिये। इसमें सन्देह नहीं है कि पोर्ट्स का डिवलेपमेंट हो लेकिन पोर्ट्स को फीड करने वाले रास्तों का भी तो बराबर डिवलेपमेंट होना चाहिये।

एक कमेटी बनी थी। उसने कुछ फिगर्स दिये थे। उसने बताया था कि अमरीका में एक लाख जनसंख्या के पीछे कुल रोड़ माइलेज 2500 है, फ्रांस में 934 है, यू० के० में 392 है लेकिन भारत में एक लाख की जनसंख्या पर माइलेज केवल 70 है। आप इससे अनुमान जगा सकते हैं कि भारत यातायात के मामले में अन्य देशों से कितना पिछड़ा हुआ है।

एक सेंट्रल रोड़ फण्ड बना था। पेट्रोल वगैरह से जो टैक्स में रुपया आता है उसमें से ढाई आने रुपये में उसमें डालने की व्यवस्था थी। मैं मन्त्री महोदय से कहना चाहता हूं कि अगर ग्राल इण्डिया रूरल कम्युनिकेशन फण्ड आप स्थापित करेंगे और पेट्रोल वगैरह से जो टैक्स का पैसा वसूल होता है उसमें से कम से कम आठ आने और आठ आने नहीं तो चार आने ही डालेंगे तो जो स्टेट्स को पैसे की जरूरत है रोड़ के मामले, उनको वे बना पायेंगी किसी हद तक। मैं आप की रिपोर्ट में रोड़ के डिस्ट्रीब्यूशन को देखा है। मध्य प्रदेश को तो आपने बिल्कुल ही पीछे रक्खा है। पेज 108 पर मैंने देखा है :—

मध्य प्रदेश के लिए एकसपेंडिचर

1963-64 में - . . . कुछ नहीं

एस्टिमेटेड एकसपेंडिचर

1964-65 में . . . 2.50 लाख

इसी प्रकार से आप देखेंगे कि गुजरात के लिये

एकसपेंडिचर 1963-64 में . . . कुछ नहीं

एस्टिमेटेड एकसपेंडिचर

1964-65 में . . . 27 लाख

आपने सबसे ज्यादा महाराष्ट्र को दिया है।

एकसपेंडिचर 1963-64 में . . . 40 लाख

एस्टिमेटेड एकसपेंडिचर

1964-65 में . . . 25 लाख

मध्य प्रदेश के लिये आपने बहुत ही कम रक्कबा है। महाराष्ट्र को आपने सन् 1963-64 में 40 लाख रु० दिया इसका कारण क्या है। वहां कोई बाडर रोड्स भी नहीं हैं। मैं समझता हूं कि आप का जो डिस्ट्रीब्यूशन होता है वह बिल्कुल अरारिबेटरी होता है। इसके लिये कोई क्राइटेरियन नहीं है। क्राइटेरियन यही है कि जहां के मिनिस्टर केन्द्र में ज्यादा होते हैं और जिनका जोर वहां पर होता है उनके मन के अनुसार यह डिस्ट्रीब्यूशन होता है। पेज 108 पर अपेन्डिक्स 14 देख कर मेरी आंखें खुल गईं। मध्य प्रदेश ने आखिर कौनसा पाप किया है कि उसको सन् 1963-64 में कोई रुपया नहीं दिया गया।

इसके बाद दूसरा प्रश्न आता है राष्ट्रीयकरण का। मैं समझता हूं कि आगरा-बम्बई रोड़ पर मात होने वाली ट्रक्स भी चलती हैं साथ में प्राइवेट बसेज भी चलती हैं। उनका राष्ट्रीयकरण करने के लिये रोज नारा लगाया जाता है। मध्य प्रदेश में श्री डी० पी० मिश्र मुख्य मन्त्री हो कर आये। उन्होंने कहा कि हम इसका राष्ट्रीयकरण कर देंगे। इस पर मोटर वाले घबराये कि राष्ट्रीयकरण हो जायेगा तो क्या होगा। हमारे यहां 25 रुट्स पर मोटरें चलती हैं। उनके सम्बन्ध में यह होता है कि जो मोटर वाले कलिस पार्टी के खिलाफ हो गये उनका ज्यादा

बस्ती राष्ट्रीयकरण हो जाता है, टुकड़े टुकड़े से। इसलिये राष्ट्रीयकरण की जो नीति है उसको छोड़ देना चाहिये। इस का कारण यह है कि जहाँ जहाँ राष्ट्रीयकरण हुआ है रोड्स का बहाँ बहाँ नेशनलाइजेशन के बाद रेट्स बढ़ गये हैं।

श्री चं० ला० चौधरी : (महारा) : उपाध्यक्ष महोदय, मैं आपका ध्यान आकर्षित करके एक व्यवस्था का प्रश्न उठाना चाहता हूँ। माननीय सदस्य ने कहा कि जो बस धोनस सरकार के खिलाफ होते हैं उनकी बसों का राष्ट्रीयकरण सरकार जान बूझ कर करती है। मैं कहना चाहता हूँ कि राष्ट्रीयकरण से हम सारे देश में एक नमूना रखते हैं। प्राइवेट सेक्टर के अन्दर मजदूरों की जो बेकसी की हालत है जब चाहते हैं वे उनको निकाल सकते हैं, ऐसी स्थिति में सरकार उन को राहत देती है। जो डाइवर होते हैं या बस कंडक्टर होते हैं और जो मजदूर होते हैं उनकी तरफ में माननीय सदस्य का ध्यान दिलाना चाहता हूँ।

उपाध्यक्ष महोदय : इस पर कोई व्यवस्था का प्रश्न नहीं उठता है।

श्री बड़े : मेरा कहना यह है कि इस तरह से राष्ट्रीयकरण करने से किराया और भाड़ा बढ़ जाता है। जिस तरह से बम्बई में हुआ कि एक दम से आधा आना से एक आना रेट हो गया। जहाँ जहाँ राष्ट्रीयकरण हुआ है वहाँ वहाँ माल भाड़े और पैसेन्जर्स के रेट्स बढ़ गये। वहाँ पर राष्ट्रीयकरण नहीं हुआ है वहाँ पर आधा आना फी मील पर प्राइवेट बसेज चलती हैं। इस वास्ते मैं समझता हूँ कि राष्ट्रीयकरण से कोई लाभ नहीं है। राष्ट्रीयकरण करने के लिये आप के पास धन भी नहीं है। आपके सामने और भी बड़ी बड़ी प्रॉब्लेम्स हैं। उनमें पैसा लगाइये। राष्ट्रीयकरण के लिये स्टेट्स आप से पैसा मांगती हैं लेकिन आप के पास पैसा नहीं है। राष्ट्रीयकरण के बाद लोग

भूख मरेंगे और प्राइवेट बसों का और ट्रकों का जो धन्धा चल रहा है वह नष्ट हो जायेगा और गरीब लोग मारे जायेंगे। इसके साथ ही लोगों में भी असन्तोष पैदा होगा। इसलिये पैसेन्जर ट्रैफिक और माल ढोने वाली ट्रैक्स के राष्ट्रीयकरण की जो नीति है उस को आप को छोड़ देना चाहिये।

इसके बाद नेशनल हाईवेज के निर्माण की बात आती है। इसके बारे में भी आपने कोई प्रगति नहीं की है। पहले आपके पास 13 हजार मील के लगभग हाईवे थे और अब 14 हजार मील के लगभग हो गये हैं। इस की तरफ आपका ध्यान क्यों नहीं जाता है, यह मेरी समझ में नहीं आता। मैं इस सदन का और विशेष कर मन्त्री महोदय का ध्यान आकर्षित करना चाहता हूँ कि आगरा-वमना रोड पर नर्मदा नहीं है और ताप्ती नदी है। नर्मदा नदी बहुत बड़ी है। वहाँ सन् 1918 में पुल बांधा गया था। उसकी गारेण्टी भी खत्म हो गई है। जब उसमें फ्लड्स आते हैं तो घाठ घाठ रोज तक ट्रैफिक बन्द रहता है। नदी के दोनों बाजू पर बोग पड़े रहते हैं। एक दूसरा ब्रिज जिसको बालघाट ब्रिज कहते हैं बनाने के वास्ते कोर्गेशन की गई। ट्रक वालों से 2४० टैक्स लिया जाता था। वह टोल टैक्स बन्द कराया गया। उस पर वन के ट्रैफिक चलता था। वहाँ पर सात घाठ रोज तक यहाँ कि पन्द्रह पन्द्रह रोज तक ट्रैफिक बन्द रहता है। आगरा से आने वाले सरदार लोग वहाँ पड़े रहते हैं। इस पुल के बारे में कोई फैसला न होने से यह कठिनाई उनको हो रही है। मैं कहना चाहता हूँ कि यह ब्रिज बनना चाहिये। मैं इसके लिये कट मोशन भी दिये हैं। अगर आप चाहते हैं कि वहाँ कोई दुर्घटनाएँ न हो जायें और चालीस पचास आदमी मर न जायें तो आप इसको बनवाने का प्रबन्ध जल्दी करें। मैं ने पिछले साल भी कहा था और इस साल भी कहता हूँ कि नर्मदा नदी पर पुल बनना डिफेन्स के लिये भी बहुत महत्वपूर्ण है।

[श्री बड़े]

अब मैं टूरिज्म के सम्बन्ध में कुछ कहना चाहता हूँ । मैंने देखा है कि टूरिज्म से काफी पैसा हमारे पास आता है । सन् 1962-63 में 9.62 करोड़ आया और 1963-64 में लगभग 20 करोड़ आया । और सन् 1964-65 में जून तक ही 10 करोड़ 80 आ गये । इस हाउस में ही उत्तर देते हुए कहा गया है कि टूरिस्ट ट्रैफिक काफी बढ़ जायेगा और आपका लक्ष्य उपर ज्यादा है । मन्त्री महोदय ने हाउस में कई दफे कहा है कि टूरिस्ट ट्रैफिक बढ़ना ही चाहिये । लेकिन केवल राम राम कहने से कुछ नहीं होगा । केवल करना है करना है, कहने से काम नहीं चलेगा । यह काम तो करने से होगा । आप कहते हैं कि हम होटल बना रहे हैं । सके लिये होटल कारपोरेशन का निर्माण होने वाला है । यह इस शासन की नीति है कि जिस काम को टालना हो उसके लिये कह दिया करते हैं कि कारपोरेशन बना रहे हैं, या कमिटी बना रहे हैं या फिर कमीशन बना रहे हैं । कमीशन, कमिटी, कारपोरेशन, इस को बनाने की बात अन्धाधुन्ध चलती है । जब भी इस के बारे में कारपोरेशन बनाने की बात कहते हैं तो फोरन इसके लिये फारेन कॉलंबोरेशन का सवाल उठा जात है अभी मालूम हुआ कि हिल्टन अमेरिका को वह होटल बनाने का ठेका देने वाले हैं । यह छोटी छोटी बातें हैं जिनमें पैसा बरबाद होता है । क्या अमेरिका वाले ईश्वर के यहां से आये हुए हैं और हम मृत्यु लोक के हैं । हम भी इस काम को कर सकते हैं । किन्तु हमारे ऊपर शासन का विश्वास नहीं है । वह समझते हैं कि अमेरिका की जो हिल्टन कम्पनी है वही इस काम को चला सकती है । इसके लिये सभी मिलों ने कहा है कि जो फारेन कॉलंबोरेशन की बात कही जाती है वह ठीक नहीं है ।

डा० मा० श्री० अश्व (नागपुर) : उन्हीं के लिये तो बना रहे हैं ।

श्री बड़े : उन के लिये क्यों बना रहे हैं । अगर वह यहां आते हैं तो हमारी तरह से रहें । रोटी खाये पटिया पर बैठ कर ।

मैं गांवों की तरफ भी आप का ध्यान आकर्षित करना चाहता हूँ । वहां पर बुलक कार्ट के सिवा कोई और यातायात का साधन नहीं है । वही बुलक कार्ट हमारे बाबा के पिता जी के समय से चली आ रही है । उसके लिये कोई व्यवस्था नहीं की जा रही है । परसों हमारे पास रिपोर्ट आई है कि बुलक कार्ट की एक रिपोर्ट है । लेकिन उस में बुलक कार्ट्स के लिये कुछ नहीं दिया गया है । बहुत दिनों से कहा जाता है कि बुलक कार्ट्स में सुधार किया जायेगा लेकिन उस के सुधार के लिये उस में कुछ नहीं है । मैं जानना चाहता हूँ कि इस के लिये आप ने क्या किया । आप ने टूरिस्ट्स की तरफ ध्यान दिया, फारेन एक्सचेंज कमाने की ओर देखा, लेकिन जो ग्रामीण जनता है जो कि आप को अनाज के मामले में सर्प्लस बनाती है उसके लिये आप ने क्या किया । उस की सुविधा के लिये आप ने कोई सुधार यातायात में नहीं किया ।

इस के बाद मुझे जो आप का माल डोया जाता है उस के सम्बन्ध में कहना है कि आप का जितना माल भी समुद्र से डोया जाता है उस में से 15 प्रतिशत आप के शिप्स से डोया जाता है बाकी का फारेन शिप्स से डोया जाता है । इस के बारे में आप ने क्या किया है । आप के पास विशाखापट्टणम का एक शिपगार्ड है । उस में हर साल छः शिप्स होंगे । शिपगार्ड्स के बारे में भी आप अपना टार्गेट पूरा नहीं कर पाते हैं । उंगली में शहद लगाने की तरह से आप कहते हैं कि आप एक शिपगार्ड कोचीन में बना रहे हैं । जब मैंने देखा कि कोचीन में कौन सा शिपगार्ड बन रहा है तो मालूम हुआ कि एक जापान की मिस्मिनिश इंडस्ट्रीज लिमिटेड है, वह 1-2-1965 तक अपनी प्राजेक्ट

देगी। उस का सब हो रहा है और उस कंपनी से बात चीत चल रही है। अगर जल्दी से जल्दी इस का निर्माण शुरू भी हुआ तो कम से कम 1975 या 1980 तक यह कहीं हो पायेगा।

श्री रघुनाथ सिंह ने शिपिंग के बारे में कहा।

अगर वह यहां होते तो मैं उन से पूछता कि आप कहते तो हो लेकिन इस काम के लिए यहां शिपिंग कहां है। यहां शिपिंग की कमी है। मंत्री महोदय ने उस तरफ ध्यान नहीं दिया।

मैं विजगापट्टम देखने गया था। मैंने जहां की दुर्ब्यवस्था देखी। मैं कलकत्ता बन्दरगाह भी देखने गया था। वहां भी दुर्ब्यवस्था है। जो रेल के डिब्बे हैं वे तो ऐसे मालूम पड़ते हैं कि शायद लार्ड क्लाइव के जमाने के हों। वहां की हालत देख कर मुझे ऐसा लगा कि आज के युग में, जब कि लोग चन्द्रमा को जा रहे हैं, हम खड्डे में जा रहे हैं।

जो कोचीन में दूसरा शिपयार्ड बनाने की बात है, मैं चाहता हूं कि उस को जल्दी बनाया जाए। इस बारे में मंत्री महोदय ने हाउस में तीन प्रश्न पूछे गये। उस वक्त उन्होंने ने कहा कि मिल्स विशी हैवी इंडस्ट्रीज से बातचीत चल रही है, और प्रोजेक्ट सन् 1965 में आयेगा।

उपाध्यक्ष महोदय : आप का समय हो गया।

श्री बड़े : मैं दो मिनट में समाप्त करता हूं।

टूरिस्ट सेंटर के बारे में आप कहते हैं। आप ने टूरिस्ट्स के लिए अजंता, ताज महल, कुनुब मीनार आदि दस बारह स्थान डेवेलप कर रखे हैं। लेकिन आप देखें कि भारत वर्ष में कितने पुराने स्थान हैं जो कि महत्वपूर्ण

हैं, जिन को विकसित नहीं किया जाता। हमारे प्रदेश में नर्मदा नदी के किनारे महेश्वर का बहुत अच्छा स्थान है। मांडू भी बहुत महत्वपूर्ण स्थान हैं लेकिन वहां के लिये यातायात की व्यवस्था रद्दी है। वहां जाने के लिए हवाई जहाज की व्यवस्था नहीं है। मैं ने एक जर्मन यात्री से मांडू जाने को कहा, तो उस ने पूछा कि क्या वहां जाने के लिये हवाई जहाज की व्यवस्था है, मैंने कहा नहीं, तो उस ने कहा कि मैं थर्ड क्लास रेलवे से नहीं जाऊंगा। तो यातायात की ठीक व्यवस्था न होने के कारण यात्री वहां नहीं जाना चाहते। तो यह स्थिति मांडू की है। महाकौशल में इस के प्रतिरिक्त और भी पुराने महत्वपूर्ण स्थान हैं। उन को डेवेलप करना चाहिए और वहां आने जाने के लिए हवाई जहाज की व्यवस्था करनी चाहिए। क्योंकि रेलवे से विदेशी यात्री जाना पसन्द नहीं करते।

इन शब्दों के साथ मैं प्रार्थना करता हूं कि नर्मदा नदी के ब्रिज और महेश्वर टूरिस्ट सेंटर को डेवेलप करें।

Shri Maniyangadan (Kottayam): Mr. Deputy-Speaker, I rise to support the Demands for Grants of this Ministry. Though there are various short-falls to be mentioned, in my opinion the Ministry has done a lot of good work for the development of transport in the country.

Coming to major ports, reference was made to the recent reports of the Estimates Committee. I do not want to go into that, but it is disheartening to see that the progress made for the development of these ports is not satisfactory. I may make special mention of Cochin port. This is the only major port in the State of Kerala, and one of the best natural harbours in the South, perhaps in the whole of Asia. Regarding the Cochin port I feel that sincere efforts are not made by the Government to develop it.

[Shri Maniyangadan]

The Cochin port is now administered under the Major Ports Act, and the facilities that are required there, especially in view of the industrial development of that State, the starting of the oil refinery and also the proposed ship yard, assume very great importance. The additional facilities required include the provision of additional docks, mooring boats, fast pilot launch, better harbour lighting, fumigation facilities, etc. Another thing that is necessary is the construction of additional berths which could accommodate super-tankers and other big and deep draft vessels used for the carriage of bulk cargo. The entrance channel as well as the turning basin also have to be deepened and widened. If these things are done, the Cochin port will be of great use to the State and also to the nation. I request that the Government will take note of these facts and do the necessary things for the development of this port.

Coming to minor and intermediate ports, the Third Plan period has not been a satisfactory one. Schemes included in the Third Plan as per the recommendations of the Intermediate Ports Development Committee are not being properly executed. In the State sector itself, during the Third Plan period, schemes costing Rs. 843.78 lakhs have been included, but up till now the amount spent is only Rs. 236.72 lakhs. This is really miserable. As regards the State of Kerala, regarding minor ports, of the total amount allotted, namely Rs. 155.65 lakhs only Rs. 36.14 lakhs have been spent so far. I do not know why such thrift is shown in the matter of development of these ports. I do not want to go into each port. There is a proposal now pending before the Government regarding the Neendakara lighterage port. The estimates have been submitted long ago, but hitherto the sanction has not been accorded. I request that the

sanction may be given as early as possible.

Regarding the shipbuilding yard, several Members have referred to that, the second shipbuilding yard at Cochin. It has become so scandalous. It was started in the Second Plan, I mean it was included in the Second Plan. What has happened to that up till now? The report of the Ministry says—I think it was referred to by somebody....

Shri Bade: The Congress Party has made capital out of it during the elections.

Shri Raj Bahadur: Rightly.

Shri Maniyangadan: During the recent two or three elections, the Congress Party was in fact handicapped by this Cochin shipyard. My friend says that we were making capital out of it.

As regards this Cochin shipyard the report says that the State Government has done all that it should do. They have acquired the land and other works are being done by the State Government. As regards the Central Government "an agreement has been signed with Messrs Mitsubishi Heavy Industries, Japan on 1-2-65 for conducting a basic survey of the site and preparation of a preliminary design and detailed Project report, the first essential steps in the construction of a shipyard." And this report is expected by the 30th April, 1966, that is by the end of the Third Plan. So, in respect of a project which was included in the Second Plan, what is going to happen by the end of the Third Plan is that a report is expected, and that report, according to the Government, is "the first essential step in the construction of a shipyard". God

alone knows when this shipyard will come into being! I believe certain necessary steps would be taken to expedite this. I am not speaking as a Member from Kerala. This is of national importance; several Members from the Opposition and also from this side have spoken about the shipbuilding yard, and I believe Government will take the matter more seriously and do whatever is possible to expedite this shipbuilding yard. As I submitted earlier, it has become so scandalous. Wherever you go, especially in the State of Kerala, everybody asks "what has happened to this second shipbuilding yard?" Now certain preliminary works are expected to be started soon as per an agreement entered into with that company and the report is expected by the end, or on the last day, of the Third Five Year Plan. What is going to happen in the Fourth Plan, nobody knows.

Another point which is of great importance as regards Kerala is inland navigation. I am speaking mostly about things relating to Kerala for this reason also that there is at present no elected State Government there and the Centre is responsible for executing the works falling within the State sector also—and also things to be done by the Centre. Kerala State among all the States in India is placed in a very favourable position in regard to inland water transport.

The total length of navigable routes in the States is 1,885 K.M. i.e. about 20% of the inland waterways in the whole of India. There are bottlenecks facing the State's waterways. The renovation of the west coast canal which was referred to by someone is a very important thing.

According to the traffic survey on inland navigation conducted in 1958 by the Inland Water Transport Committee at the instance of the Gov-

ernment of India, they suggested a capital investment of Rs. 49 crores. Only a very very small portion of that has been spent for the works. I suggest that that report may be taken serious note of and all the major items of work may be done. I request the Government to take up Badagara Valapatnam Canal, improvements to the West Coast Canal and some other canals that are of importance there now.

Regarding the road transport in the State, I only want to mention about the National Highway No. 47. It is not yet fully developed. In the Kerala Sector, there are serious bottlenecks in the form of weak bridges and also narrow winding stretches. Of course the bridge at Needakara has been taken up. There are two other bridges which are very old and weak; at Chalakudi and Puthukad. As regards the narrow winding stretches, I may mention that a portion from Arur to Wellington island requires to be improved. Then some other bridges also have to be improved.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri Maniyangadan: Regarding the West Coast Road, part of Bombay-Cape Comerin Road was mentioned. This is a very important road. The portion Challissery—Cannanore portion of this road has to be widened to serve as a dual-line carriage way. My submission is that this West Coast Road is an important road and that has to be converted into a National Highway.

श्री हुकल कन्न कन्नबाय (देवास) :
मैं एक व्यवस्था का सवाल उठाना चाहता हूँ। हाउस में इस समय कोरम नहीं है।

Mr. Deputy-Speaker: Have you finished? The quorum has been chal-

[Mr. Deputy-Speaker]

lenged. The bell is being rung. Now there is quorum. The hon. Member may continue now.

Shri Maniyangadan: Coming to the question of tourism since my time is very short, I do not want to go into every detail about the importance of tourism etc. This is very well realised by the Government and the hon. Minister is very enthusiastic about that. Kerala excels in scenic beauty and it attracts several tourists. I only want to make a mention about a few places of tourist importance in Kerala viz., Tekkadi-Edapalayam, Kovalam and Bolghatty. There are no adequate facilities. There are no modern hotels here. I request the Government to take this up as a Central project as they are responsible for the construction of modern and beautiful hotels. They may provide all the modern amenities to these places. For development of the spots I may also suggest one other place called Kumaragam in Kottayam District. This is also a spot of great attraction for tourists. If that also is taken up and developed, that will attract a lot of tourists and thereby develop Kerala.

Mr. Deputy-Speaker: Shri A. T. Sarma.

Shri A. T. Sarma (Chattrapur): Mr. Deputy-Speaker, Sir, I thank you for having given me the permission to speak a few words on this subject. I wholeheartedly support the Demar of this Ministry. In the aviation age transport forms a very important part but the allotment made does not suffice at all for improvement of all the items which the Transport Ministry is dealing with. It is, therefore, necessary that the allotment should be enhanced. Transport means either by water, road or air. But, my State is lacking in all the three means. The other day I could not speak on the Aviation. My State has no aviation—air transport—facility at all. Only twice in a week

man can travel by air from Dum Dum to Bhubaneswar and vice versa. Orissa has no connection with the rest of the States hence this does not operate satisfactorily. Our people have no opportunity at all to travel by air. So, I would first draw the attention of the concerned hon. Minister to this fact. Secondly, my State requires improvement in transport by water. My State forms part of a coastal area. In the olden days it had so many ports. In our old literature we find that in foreign countries the people of my State used to establish colonies. At present also there are certain temples which are being constructed by the residents of my State. For instance I may mention the places like Jawa, Bali etc. Those old ports have been neglected. The ports at Gopalpur, Puri and Chandwali used to operate. But, nowadays, it is a matter of regret that they have been totally neglected. I therefore urge upon the Ministry to pay a little more attention to these ports—at least to the port 'Gopalpur'. The Government have decided to establish a cantonment at Gopalpur. Gopalpur used to send so many coolies to Burma and other countries. Now it is in a ruinous state. So, I wish to draw the attention of the hon. Minister for the improvement of the port at Gopalpur. Very recently, the Paradip port was constructed. I think that this is the only port which could be constructed within the stipulated time in India. In spite of the fact that there was no encouragement from the Centre, the State has taken the bold step under the able guidance of the former Chief Minister of my State, Shri Biju Patnaik, and thanks to his daring nature, this port could be constructed. But this port has no link at all with the sources of supply. Paradip port is isolated from the sources because of lack of transport. This port is going to function in August, and it has to export manganese and iron ores from the mining sources at

Kendusar, Sukhinda and Nayagarh, but for lack of transport it cannot work satisfactorily. So, it is essential that communication should be developed to this port so that it will work satisfactorily. I want to draw special attention to this matter because we have only that port in our State, and without the development of communications, this port cannot work at all. Of course, the Central Government are going to take over the control of the port. So, in this context, it is essential that the port should be developed, and for this purpose, communications should be developed as early as possible.

In regard to waterways development, I would like to mention the Chilka lake scheme. This was surveyed, and some action was taken on the development of that lake, but I am surprised that till now no action has been taken on this matter. This lake requires development, and if it is developed, the result will be very attractive. It will have a link with other parts of the State and navigation will be available for the residents of three districts. So, I would request the hon. Minister to take proper action on the project, which had been initiated about three years ago.

In regard to tourism I would submit that in these days tourism is very essential. Though my State is very poor, it has attractive scenery. It has lakes, mountains, forests, waterfalls, highlands, lowlands and everything that a tourist is eager to visit. But these places could not be visited for lack of communications. Even in regard to Konarak which has attracted the attention of Government, and in respect of which some amounts were sanctioned, nothing has materialised yet. The construction of the fair-weather road to Konarak has not yet been completed. I do not

know when it will be completed. The Central Government have already proposed to construct a big hotel there and that would be a hotel of the modern type. But I do not know how in the absence of proper communication facilities the hotel would be workable in practice. Konarak stands second only to Taj Mahal, and it will attract people from all parts of the world, but it is lacking in proper transport facilities.

There are many other interesting attractions for tourists in my State. It is full of temples. There are several temples of the Konarak type in the interior of the State, which have not been taken up for development as places of tourist attraction. I would draw the attention of the hon. Minister to the Kiching temple in Mayurbhanj, and temple at Jey-pore constructed during the Nandal dynasty. They are excellent temples which could be visited by tourists. If these temples are made accessible to the tourists the whole State will turn out to be the finest State in India. My State is full of mines. Though poor, it is the treasure of minerals. But because of lack of development, it is not attracting people from different parts. If a sub-office could be established at Bhubaneswar, then I feel that proper steps will be taken in this regard.

श्री हुकम चन्द कछवाय : उपस्थित

महोदय, हाउस में कोरम नहीं है ।

Mr. Deputy-Speaker: Shri A. T. Sarma may resume his seat. The quorum has been challenged. The bell is being rung—Now there is quorum. Shri A. T. Sarma may now continue his speech.

Shri A. T. Sarma: My State is very poor so far as finance is concerned. It had been neglected from the very beginning. It was only after the formation of my State into a separate Province that our leaders began taking keen interest in its development. But unfortunately

[Shri A. T. Sarma]

some adverse action was taken just to check the progress of my State. Of course, the Opposition Party is taking advantage and making the utmost attempts to give a bad name to the Congress and to my leaders. It is in this background that I would request the hon. Minister to take special interest in the matter of the development of my State.

The hon. Minister may help the State in three ways. He may grant a special contribution to the State; he may recommend to the proper authorities to grant loans for the development of my State, and thirdly, he may grant loans interest-free to the State for its development.

In conclusion, I would urge the hon. Minister to turn my State into a tourist attraction, because all sorts of attractive things are available there in abundance. Even the waterfalls are attractive, the highlands are attractive, and all sorts of sceneries are there in my State. So, I would request that special care should be taken for development of tourism in my State.

Shri S. Kandappan (Tiruchengode): The report of this Ministry is quite discouraging, and I have a suspicion that even the hon. Minister is not very much pleased with it. Even though the scope of work of this Ministry is very vast, my grievance is that even the works that have been earmarked have not been implemented and the sanctioned amounts have not been spent, as expeditiously as they ought to have been.

15 hrs.

I would like to draw the attention of the hon. Minister to a specific scheme which I had already referred to him through some letters. In the report for the year 1962-63, there was a scheme taken up under the heading 'Centrally-aided State roads of inter-State or economic im-

portance'. On page 26 of the Report, I find that there was a grant of Rs. 15 lakhs for improvement of the Madras State section of the road connecting Mettur in Madras State with Madheswaram in Mysore State via Kolattur. Mettur is an industrial centre, and Kolattur through which this road goes, is a very backward area. The Madheswaram Koil is a pilgrim centre drawing huge crowds every year. This road is very important. I do not know what has happened to it after two years of sanction. In fact, in March last year, I had written a letter to the hon. Minister drawing his attention to this. Again I wrote to him in June. He assured me through a letter that he was having the matter looked into. I do not know what has happened to that, whether he has forgotten the whole affair, what with his other activities, or whether he has taken up the matter with the State or not. But I would like to tell him that the road is not yet taken up and nothing has been done by way of even a small survey or some such thing. So I would urge upon him to bestow his attention to schemes of this nature where the money has been sanctioned but is lying unutilised.

Then there is another important aspect of highways pertaining to my State. There is some sort of an innovation introduced by the State Ministry whereby all vehicles passing through newly constructed bridges—I do not know whether this system is prevalent in other States—are charged rupee one or two and even more in some cases. It is almost like a daylight highway robbery. I would request the Minister to look into this.

Shri Raj Bahadur: Collection of tolls is highway robbery?

Shri S. Kandappan: Tolls on newly constructed bridges. This is a new system. It did not exist even during the British days. If I have to pass through the Cauvery river in a boat,

I have to pay only one or two annas. If I have to take my vehicle along, that is, my car, I have to pay eight annas. Whereas if I have to pass through a newly-constructed bridge, they charge one, two or even more rupees. At this rate, I am afraid, we cannot move on our highways. This does not look nice or proper. I would request the Minister to see if anything could be done. The excuse offered by the State is that they are in need of funds; they do not have adequate funds for taking up other works of constructing bridges or roads; so they want to collect funds this way. I do not know whether in the existing state of their economy, the Central Government are in a position to provide further funds. Nevertheless, I request the Minister to give sympathetic consideration to our requirements. After all there are not many places where bridges are needed in Tamil Nad—comparatively speaking, that is in other States more bridges are needed.

An hon. Member: How?

Shri S. Kandappan: Because there are not many hilly tracts or rivers cutting into. There are only a few rivers. Among them is Cauvery which may need some more bridges over it.

Specifically I would refer to two places and request the Minister to take that into consideration. One is Poolampatti, near Mettur, and another is Komarpalayam. The national highway from Madras to Calicut now passes through a very old, dilapidated small bridge, which is not in a position to carry the heavy flow of traffic prevalent in that area. That bridge at Komarpalayam can be widened and strengthened or a new bridge can be constructed at that site.

I am heartened by the fact that there is one west coast road construction in that area. I would like to draw attention to the fact that there is a similar necessity for a road on the east coast also. I think this matter has already been taken up by the

State. I hope the Minister will do something with regard to that.

These roads, apart from connecting places in States through which they pass, also help, to a great extent, coastal traffic and shipping. This aspect has been referred to by many speakers preceding me. But I would like to draw pointed attention to a very important factor concerning the Sethusamudram project, which has not been referred to by any Member. I am thankful to Members who have referred to the Tuticorin project, which is a very important one and which Government are taking up now. But it is not expedited as much as we would wish it to be. I hope Government will do something to speed it up.

As regards the Sethusamudram project, a project committee set up by Government in 1955 drew attention in its report to the necessity of taking up the Tuticorin project along with the Sethusamudram project. The Sethusamudram project, apart from the financial implications or the benefits that may accrue out of it, is a very important one and should be given priority on a footing of emergency. I say this for this reason. If we look at the map, we find that the Bay of Bengal meets the Arabian sea at the southern tip of our land through the Indian Ocean. But actually a big vessel has to go round Ceylon and it cannot cut across that shorter route. So in spite of our having a very extended coastline, nearly about 6,000 kms., we are not able to have uninterrupted coastal navigation so far. This is, I think, a reflection on the working of this Ministry. They must see to it that the Sethusamudram project is taken up immediately with all the speed that it requires.

I am insisting on this from another angle also. I am not advocating it simply on the ground that it will be a project in the vicinity of my State. I would say it is an all-India project and very important for the purposes of our Navy. If we cannot reach the

[Shri S. Kandappan]

eastern coast from the western coast without rounding Ceylon, I do not think we can achieve anything substantial by way of defence or otherwise in that particular sector. So I would urge on Government and the Ministry to bestow their immediate attention to this problem and take up this project along with the Tuticorin project which they are now taking up.

Shri Muthiah (Tirunelveli): Mr. Deputy-Speaker, at the outset, I deem it my duty to pay my sincere tribute to the hon. Minister of Transport, Shri Raj Bahadur, for the excellent work that he is doing in his field. He is doing commendable service to the cause of shipping and port development.

The total demands for grants of the Ministry of Transport for 1965-66 amounts to Rs. 101.9 crores. The total outlay on ports is Rs. 9 crores, and the outlay on the Tuticorin Harbour project is Rs. 2 crores.

I will first speak of the Tuticorin port which is in my constituency. We, the people of Tuticorin, are deeply grateful to the Prime Minister of India, Shri Lal Bahadur Shastri, for inaugurating the construction of the Tuticorin harbour on 5th November 1964. We are also thankful to the Minister of Transport, Shri Raj Bahadur, and Shri Kamaraj for participating in the function. The Prime Minister and the Transport Minister were impressed by the quick tempo of work in the harbour area. The Prime Minister announced on that day that the construction of the harbour should be finished by the end of 1968, one year in advance of the target date 1969.

The detailed project report and the revised estimates for the harbour project of Rs. 24 crores including foreign exchange amounting to Rs. 1.78 crores, are being examined and cleared by the various committees and the Ministry. Shri Tarlok Singh, Member, Planning Commission, observed in

Madras in 1964 that the target date of completion should be advanced by one year, and for that purpose, more funds should be allotted in the Third Plan than already provided for.

I shall now refer to the funds allotted in 1963-64 and 1964-65. Before the policy decision was taken, the amount allotted was Rs. 10 lakhs. After the decision was taken, Rs. 100 lakhs was announced. The hon. Minister of Transport announced at Tuticorin in May, 1963, the sanction of Rs. 100 lakhs for 1963-64. Depending on that announcement, the harbour authorities spent Rs. 115 lakhs in 1963-64, but the Ministry sanctioned only Rs. 73.8 lakhs.

To expedite construction, it was proposed in November, 1963, that Rs. 4 crores should be spent in 1964-65, but the Ministry sanctioned only Rs. 113.5 lakhs for 1964-65. Again, a revised estimate of Rs. 290 lakhs was submitted to the Ministry for 1964-65, but only Rs. 174 lakhs was sanctioned in all for the year 1964-65 by the Central Government.

The minimum amount required for 1964-65 was Rs. 200 lakhs, and this amount was spent in that year in anticipation of sanction. So far, a sum of Rs. 225 lakhs has been spent on the project up to the end of 1964, but no work has been undertaken since December, 1964, for want of funds. I would request that the allotment for 1964-65 should be revised to Rs. 200 lakhs from Rs. 174 lakhs; and the allotment for 1965-66 should be revised to Rs. 400 lakhs from Rs. 200 lakhs, so that the Third Plan expenditure might come to Rs. 7 crores against Rs. 5 crores allotted. Only then the work can be advanced and the target date can be reached.

I will now come to the construction work. The major work on the project has yet to begin. The harbour construction work has practically not yet been commenced. The breakwaters and the berths are yet to be built. Only the northern breakwater has

commenced and constructed up to 700 feet, up to a depth of 9 feet in the sea. The southern breakwater construction has not yet been commenced. Each breakwater is to be 9,000 feet long. The two breakwaters with noses are estimated to cost Rs. 11.64 crores, but only Rs. 31.24 lakhs has been sanctioned so far for the two breakwaters.

In addition to more funds, three cranes are immediately required for the construction of the breakwaters. They have not been bought yet. A sum of Rs. 22.75 lakhs has been sanctioned for this purpose in March, 1965, involving a foreign exchange component of Rs. 55,000. I submit that the necessary foreign exchange should be released and the three cranes should be purchased without delay.

Then I come to the Budget estimates for the project for 1965-66. Rs. 200 lakhs has been allotted for 1965-66. The break-up of the expenditure of this sum is as under:

(1) Preliminary expenses ..	Rs. 1.7 lakhs
(2) Land acquisition ..	" 2.5 "
(3) Works ..	" 143.0 "
(4) Establishment ..	" 9.0 "
(5) Tools and plant ..	" 31.0 "
(6) Miscellaneous ..	" 1.6 "
(7) Suspense ..	" 10.0 "

The item of Works should cover the construction of the two breakwaters, the second stage of staff quarters—142 in number, a dispensary, an elementary school and a post office. The construction of the breakwaters should commence in May or June, 1965, long before the northeast monsoon sets in. The sum of Rs. 200 lakhs provided for 1965-66 is most inadequate. At this rate, the project may go up even to the end of the Fifth Plan, i.e., 1976. Such a delay is not beneficial either to the Government or to the country.

The break-up of expenditure, according to the revised estimates in the

Detailed Project Report, is as under:

1963-64—work to the value of Rs. 1 crore	
1964-65—	" " " 2.5 "
1965-66—	" " " 4.0 "
1966-67—	" " " 6.0 "
1967-68—	" " " 6.0 "
1968-69—	" " " 4.49

The total is Rs. 23.99 crores or Rs. 24 crores. This break-up should be adhered to in the annual allotments, and according to it, Rs. 4 crores should be allotted for this year, namely 1965-66.

The Minister of Transport made in reassuring statement in the meeting of the Consultative Committee for Transport on 22nd March, 1965. He said:

"It is the objective of the Government to push ahead with the project as fast as possible."

I appeal to him with all the earnestness at my command to speed up the Tuticorin harbour project.

I come next to the Sethusamudram project. This is a project of great national importance, and it is of great value commercially and strategically. Shri Kandappan has just referred to this. This will save a lot of distance, time and money for ships which otherwise will have to go round Ceylon. This will save for India all the money that now ships have to spend at Colombo harbour.

The Sethusamudram project and Tuticorin harbour project are both interlinked and inseparable as was well stressed by the Ramaswamy Mudaliar Committee. One cannot flourish without the other.

The revised estimate for this project is Rs. 22 crores, including Rs. 4.5 crores in foreign exchange. A detailed project report, prepared by the Madras Government, under the scrutiny of the high-level technical committee

[Shri Muthiab]

appointed by the Union Transport Ministry. The revised estimate for 1964-65 for this project is Rs. 1 lakh. The Budget estimate for 1965-66 is Rs. 3.5 lakhs. The Madras Government is most earnest about this scheme and is most helpful. Land acquisition is in quick progress. The preliminary survey is over. The scheme is to be implemented in the Fourth Plan. The Prime Minister gave us an assurance at Tuticorin and Madras in November, 1964, that the Sethusamudram project would be included in the Fourth Plan. The Transport Minister was also kind enough to give assurances to the same effect.

The Sixty-ninth Report of the Estimates Committee is worth mentioning in this context. They have recommended that the Sethusamudram project should be taken up for execution without avoidable delay if it is found economic and feasible.

A Chief Engineer has to be appointed immediately to take up the work of the Sethusamudram project.

Now I come to roads. Rs. 68 crores has been allotted for 1965-66 for national highways and border roads. In this connection, I would like to submit to the hon. Minister that the East Coast Road from Madras to Kanya Kumari should be taken up as a national highway in the Fourth Plan. He has given heartening assurances to that effect several times in the meetings of the Consultative Committee. This road should be taken up as a national highway in view of the Tuticorin harbour project and the Sethusamudram project.

The allocations in the Fourth Plan for roads are not enough. Rs. 1,150 crores was recommended by the working group, but only Rs. 750 crores is likely to be approved.

A Rural Road Fund, as stressed by our Minister, is very essential, and this should be set up in order to develop rural roads.

One word about tourism. The Minister is doing a lot to develop tourism. The Ministry is setting up two corporations—India Tourism Hotel Corporation and India Tourism Corporation. With regard to the first, I want to submit that it is a welcome move on the part of the Ministry. The Government of UAR are building a number of first class hotels in Cairo, Alexandria and other places, and they are earning a lot of foreign exchange thereby. This information was given to me by Members of Parliament of UAR in October, 1964, when I was in Cairo. So, our Government is making a good move, and I am sure that the Central Government will earn a lot of foreign exchange and income by building first class hotels with all the modern facilities to attract foreign tourists, and Indian tourists.

Lastly, I appeal to the Minister to develop Kanyakumari as a tourist centre, to construct a good hotel there with all modern facilities in order to attract tourists, both foreign and Indian, and also to take steps to build the proposed lighthouse there.

Shri D. B. Raju (Narsapur): I rise to support the Demands of the Ministry of Transport.

Even though the progress achieved in the construction of border roads and national highways is quite considerable, I wish more could have been achieved in this field in this Emergency.

The establishment of a Directorate of Inland Water Transport in the Ministry of Transport is noteworthy. We are in great need of developing the inland water transport system in the country to ease the transport problem. I hope the newly created Directorate will fulfil its task with efficiency and develop an inland transport network in the near future.

Sir, I strongly feel it is my duty to draw the attention of the Ministry about the importance of the rail-cum-road bridge over Godavary river at

Rajahmundry. Many representations have already been made by the public regarding the wisdom and the necessity of the construction of the rail-cum-road bridge at Rajahmundry both to the central and State Governments. The importance of the bridge and the demand from the public for it was personally explained to the hon. Prime Minister on 24th December, 1964 by thirty Members of Parliament from Andhra Pradesh. The hon. Prime Minister was kind enough to promise to consider the matter. In one of the informal consultative committee meetings of this Ministry, I wanted to know the latest position of this bridge. To my surprise I was informed by the hon. Minister on 22nd March, 1965 that he had no information about the representation of thirty Members to the hon. Prime Minister on this subject. I wondered with what great co-ordination our departments were functioning. It is surprising to me to note that a memorandum submitted to the hon. Prime Minister by thirty members of Parliament could not reach the hon. Minister concerned even after a period of three months. I earnestly hope at least by this time, it would have reached the Minister and he will throw some light on the Government's views on this subject.

Sir, now I submit to the House the importance and urgency for the construction of the above rail-cum-road bridge. Rajahmundry is on the bank of the sacred river Godavary with a population of 1.5 lakhs and is an important centre of pilgrimage from times immemorial lying in the age-old pilgrim route from Banaras to Rameswaram. The grand southern trunk road right from the time of Asoka who first conceived of trunk roads in this country was passing through this town. The roads on either side of the Godavary river near Rajahmundry have not been linked by the bridge so far and all the road traffic on this route

is either being detoured through the Dawaleswaram Anicut for about three months during summer or being transhipped through ferries across Godavary, causing considerable waste of time and great monetary loss to the nation.

The following figures will roughly give the magnitude of the annual traffic crossing Godavary at Rajahmundry. The number of vehicles transhipped by ferry is 50,000; goods transhipped exclusive of foodgrains come to about 1.5 lakh tons; the number of passengers crossing the river, excluding long distance passengers comes to about 16 lakhs. This area is contributing to Government revenues substantially. Income derived by the Government by commercial taxes comes to Rs. 2.75 crores; income tax for the Centre comes to Rs. 3.5 crores; sugarcane cess, Rs. 1.25 crores; central excise duty on tobacco Rs. 1.35 crores, direct and indirect taxes paid by the road transport Rs. 1.95 crores. The above figures are exclusive of revenues such as land tax, water tax, etc.

Naturally the people of this area have a right to request the Government to link the missing gap of the national highway which is passing through their land. They are very much agitated to get the longfelt desire to be fulfilled now. This bridge will shorten the distance of Madras—Calcutta national highway by nearly thirty miles. This is estimated to effect a saving of one million literes of petroleum products every year, which itself is considerable saving to the nation, especially during the emergency periods. It is further estimated that it will bring in a saving of nearly 2.5 lakhs of transport vehicle hours and less wear on tyres equivalent to 20 million miles. These are stupendous advantages when compared to the investment of only Rs. 2 crores.

[Shri D. B. Raju]

The construction of the second railway bridge over Godavary at Rajahmundry has been taken up just now. Since the piers are going to be thirty feet wide with a foundation of 110' depth an 18 feet roadway can be easily planned with the new rail bridge even at this stage. So, it is the most appropriate time for the Government to take a decision to convert the rail bridge into rail-cum-road bridge as this combination will bring in considerable saving to the nation. If this decision is not taken now, the Government may have to unwisely spend more money on constructing a separate road bridge in the very near future, as otherwise the traffic demands of the region cannot be met with by the existing facilities.

The idea of the rail-cum road bridge was highly commended by our beloved late Prime Minister, Shri Jawaharlal Nehru. Opening the rail-cum-road bridge over the Ganges at Mokamah in Bihar in 1960, he expressed himself as follows:

"I commend this idea of a road cum-rail bridge and I wish to say that in future whenever we plan a rail bridge a road way must also be included on it to meet the needs of the local people. A small fee by way of tolls can be levied if necessary on the vehicles using the bridge to meet the costs of construction."

A great leader like the late Shri Jawaharlal Nehru could correctly visualise the importance of the rail-cum-road bridge long back and it will be a folly of the Government if they cannot correctly assess the importance of such a bridge now and lose the advantages of such a combined bridge. Failure to take this advantage at this opportune time, will never be forgiven by posterity. Considerations other than merit were perhaps brought into this simple problem and one cannot

help thinking that this is a very good example of very bad planning.

Even the popular press in the South is very much in favour of taking up this rail-cum-road bridge at Rajahmundry. The most popular English daily of Madras, *The Hindu*, has editorially commented on this subject on 17th April, 1964. This is what the *Hindu* has written in its editorial:

"ANDHRAS will have just cause for grievance if, for any reason, the road part of the proposed rail-cum-road bridge across the Godavari near Rajahmundry is given up. It is true that this bridge, as originally conceived by the Union Railway Ministry, was to be only a railway bridge. But it was soon obvious that this fertile region badly needed a road bridge also across the Godavari, to link by road Rajahmundry and Kovvur. Such a bridge would improve communications between the two coastal districts of East and West Godavari now separated by the wide river. It will also have an important place in the Madras-Calcutta highway. That was why the Railway Board was prevailed upon to make its proposed railway bridge a combined rail and road bridge at the additional cost of about Rs. 1½ to Rs. 2 crores, on the understanding that the Andhra Pradesh State Government should bear part of the extra cost. The State Government itself needed considerable persuasion to agree to contribute a sizable sum for the project, not because it was unaware of the advantages of a road bridge at that point but because the precarious condition of the State Government's finances would not easily permit such a commitment. Still it finally agreed to bear its share as local public opinion also became quite vocal in its insistence on the road part of the bridge being included. That was supposed to have settled finally the question in favour of a rail-

cum-road bridge until it was reported the other day that some hitch was developing as the Centre was having second thoughts about being able or willing to find its share of the cost of the road project. Even in relation to the Emergency and defence preparations, there is something to be said for a well-developed coastal highway. The sum involved, said to be barely a crore of rupees, is so meagre in relation to the benefits that would be derived from the project that it would be nothing but penny wisdom to shelve it on the plea of lack of financial resources. There are bound to be a number of economies in a Combined scheme of this kind rather than building an exclusive railway bridge now and later on constructing a separate road bridge. It would be unwise and ultimately wasteful to ignore this scheme at so late a stage might also go far to deepen a sense of regional neglect.'

Sir, I wish to appeal to our hon. Prime Minister and the hon. Ministers of Finance, Transport, Railways, and Planning that they should give due consideration for this bridge and sanction the project immediately.

श्री यशपाल सिंह : (कैराना) : उपाध्यक्ष महोदय, सरकार ने वर्ड फाइव-थीस्रर प्लान में 375 मिलियन टन सामान ढोये जाने का टारगेट रखा था। इस में से सड़कों से सिर्फ 20 मिलियन टन ढोया गया, रेलों के द्वारा 245 मिलियन टन ढोया गया और 10 मिलियन टन कोस्टल वाटर से ढोया गया।

अब 100 मिलियन टन सामान ऐसा है, जिस के बारे में सरकार बिल्कुल खामोश है और वह यह नहीं बताती है कि वह कैसे ढोया जायेगा। ट्रांसपोर्ट के पास इतनी सहाय्य नहीं है कि वह उस को ढो सके। सब से पहले जरूरत इस बात की है कि यह 100 मिलियन टन माल को ढोने की जरूरत पूरी की जाये।

हमारे देश में सड़कों बहुत कम बनी हैं। सड़कों का कुल एरिया सवा मिलियन स्क्वेयर मील है। कुल सड़कें 480 हजार मील लम्बी हैं, जिन में अभी तक 15,000 मील नेशनल हाईवेज बन सकी हैं। लेकिन देहात में अभी तक सड़कों का कोई इन्तजाम नहीं हो सका। माननीय श्री राज बहादुर राज के मामले में तो बहादुरी दिखला रहे हैं, लेकिन मेरी विनती है कि वह पब्लिक और जनता के मामले में भी बहादुरी दिखलायें। हमारे लाखों देहातों में सड़कों का इन्तजाम किया जाये।

उपाध्यक्ष महोदय : माननीय सदस्य अपना भाषण अगले दिन जारी रखें।

15.32 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

SIXTY-THIRD REPORT

Shri Muthiah (Tirunelveli): I beg to move:

"That this House agrees with the Sixty-third Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 12th April, 1965."

Mr. Deputy-Speaker: The question is:

"That this House agrees with the Sixty-third Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 12th April, 1965."

Shri Shree Narayan Das: (Darbhanga): I have an amendment. I beg to move:

That at the end of the motion, the following be added; namely,—

"subject to the modification that the time allotted for the discussion of the Legislative Councils (Composition) Bill, 1962, be increased by one hour."