

12.11 hrs.

\*DEMANDS FOR GRANTS—Contd.

*Ministry of Transport and Communications.—Contd.*

**Mr. Speaker:** We take up further discussion and voting on the Demands for Grants under the control of the Ministry of Transport and Communications. Shri Jagjivan Ram to continue his speech.

**The Minister of Transport and Communications (Shri Jagjivan Ram):** Mr. Speaker, yesterday evening, I was expressing my thanks to the hon. Members who had made reference to me and said some kind and good words about me. It will be my endeavour in this Ministry also to justify their kind and good words and try my utmost, with the limited resources that we have, to provide, as far as possible, efficient transport and communications service.

Today, the problem in the country is not one of inefficiency or chaotic transport service. But, the problem is one of inadequate transport service. What we are suffering from today is inadequacy, insufficiency of transport services. Whether railways or road transport, waterways or coastal shipping, whichever mode of transport we may examine, we will find that the problem today is one of inadequacy. When any goods are in short supply, there are occasions for complaints from those who want to use that commodity. Inadequacy of transport leads, in certain areas, to the belief that difficulty has arisen out of inefficiency whereas the difficulty that the consumers or users of transport have, has arisen out of inadequacy of transport services.

Questions have been raised, what is the transport policy of the Government of India. Members are aware, and references have been made in this House about that, that a Committee under the Chairmanship of Shri

Neogy was set up with a view to define the long-term transport policy of the Government of India and also to indicate how to co-ordinate the activities of the different means of transport. But, if I were to state generally the transport policy of the Government of India, I would say that, in the given conditions, the only rational and reasonable transport policy can be to make the maximum utilisation of all the available transport resources in the country, to so co-ordinate the different means of transport that there is no misutilisation or non-utilisation of any existing mode of transport, or any transport capacity is not wasted in any sector of the country.

The Neogy Committee was given this terms of reference. The data that it has called from the Transport Ministry and the State Governments are such as were not readily available with them. One can reasonably expect that the Railways, having different departments to maintain statistics, could supply the Committee with the statistics and information that were called for by them. But the Transport Ministry and the various State Governments were not in a position to readily supply the information and statistics that were called for in connection with road transport. Most of the road transport, barring a limited percentage of passenger transport, is managed by the private sector. It is quite obvious, therefore, that most of the data that were required were not being maintained by the private sector, and, therefore, it was difficult for the Transport Ministry and the State Governments to readily supply those data. But, as has been stated by my colleague Shri Raj Bahadur yesterday, the Transport Ministry did its best to supply at the earliest possible opportunity all the information and statistics that were available with that Ministry. So, there was no question of any non-co-operation on the part of the Ministries concerned at the Centre or the Ministries in the

\*Moved with the recommendation of the President.

[Shri Jagjivan Ram]

States, with the Neogy Committee. But, in the very nature of the thing, the data and information that were required by the Neogy Committee could not be supplied earlier. And I am afraid that considering the way in which Mr. Neogy is proceeding and the volume of material and information that it is collecting perhaps, it will not be possible for that committee to submit its final report before the Third Plan period is over.

Therefore, I have said generally that the transport policy of the Government of India is to make the maximum utilisation of all the available transport capacity and to see that no capacity remains utilised or that there is no duplication of transport capacity. While creating additional transport capacity also, proper co-ordination will have to be maintained to see that wherever transport capacity exists, additional capacity is not created which will be more than the traffic requirements of that area.

Having said so, I would again like to reiterate that the problem today is not one of an inefficient or a chaotic transport situation, but it is one of inadequacy, and I am sure that a friend like Shri Hari Vishnu Kamath with his imagination, who some times relapses into flights of imagination which are unrealistic, will be able to grasp that the problem today is one of inadequacy and not one of inefficiency.

**Shri Hari Vishnu Kamath** (Hosangabad): I grasped it long ago. You cannot work without imagination.

**Shri Jagjivan Ram**: Perhaps, my hon. friend has too much of it.

**Mr. Speaker**: On both sides.

**Shri Hari Vishnu Kamath**: I would like to part with some of it to him. If he thinks that I have got too much of it, I shall give a part of it to him.

**Shri Jagjivan Ram**: I wish that along with his imagination he had some patience too.

There is no doubt that the bulk of the traffic in the country is transported by the railways. And it is but in the fitness of things that a substantial allocation from the Plan allotments has been made to the railways. Some people plead that users should have the option to use whatever mode of transport they wish to use. That may be possible in a country where there is plenty of transport capacity, but in a country where we are suffering from inadequacy of transport capacity, that principle cannot be pursued to any length. We shall have to co-ordinate somewhere and when it is also known that there are certain commodities which cannot be handled by all modes of transport, given this option to the users to use any mode of transport will remain illusory and theoretical. Therefore, somewhere, we shall have to draw a line that for certain commodities, in certain areas, certain modes of transport will have to be used, and there will have to be co-ordination between the various means of transport so that whatever transport capacity is available in the country is utilised to the maximum extent, and there is no wastage of any transport capacity in any area. To that extent, we have agencies which try to co-ordinate the transport, whether it is rail or road. I have always been emphasising; even when I was in charge of railways—then an agitation was organised in the country about unhealthy competition between rail and road—that in our country there is enough scope for all modes of transport.

**Shri Tyagi** (Dehra Dun): Does he hold the same views since he has taken over his present portfolio?

**Shri Jagjivan Ram**: I am coming to that.

Perhaps in no other country can we find such a fine example of co-existence of transport as we find in India. From the mule to the jet, all have scope in this country. We are in the bullock cart age and the jet age and every mode of transport has got full

opportunity to develop itself. The bullock cart cannot be dispensed with. Even when we have the jet, we necessarily require the bullock cart as well.

**Mr. Speaker:** Camel cart also.

**Shri Jagjivan Ram:** Yes, camel cart, horse cart and mule cart.

**An Hon. Member:** Donkey cart also.

**Shri Jagjivan Ram:** Yes, donkey cart, mule cart—I have referred to that.

**Shri Dinen Bhattacharya** (Serampore): Sometimes bullock carts are restricted.

**Shri D. C. Sharma** (Gurdaspur): Do not forget the dog cart.

**Shri Tyagi:** In his constituency.

**Shri Jagjivan Ram:** No comment from me is necessary on Shri D. C. Sharma's remark.

In our country where there is enough scope for the development of all modes of transport, there is no question of any unhealthy competition between any two modes of transport. The only question is to co-ordinate them in such a way that each functions as supplementary or complementary to the other. Therefore, I will reiterate what I have been saying as Minister of Railways that there is enough scope for all modes of transport in our country to co-exist together, without any unhealthy competition, one supplementary to the other.

There are certain agencies which have been trying to co-ordinate. I will not say that the co-ordination has been perfect or ideal. Perhaps it has not been possible in any country, where efforts have been made, to co-ordinate rail and road transport to that extent. Recently in Amercia, they made a very elaborate and thorough study, but they have not reached any conclusion. It has not

been possible for them to make any cut and dried recommendations saying that these are the lines on which perfect co-ordination can be maintained. But in the very nature of things in our country where we are suffering today from insufficiency of transport capacity, efforts will have to be made to co-ordinate as far as possible various modes of transport.

We have a long coastline and there is ample scope for developing our coastal shipping. Most of the vessels that are running on the coastal routes are old and it is necessary that new vessels are put on coastal shipping. The Shipping Corporation is going to enter coastal shipping as well, I must assure the private shipping companies, without detriment to private shipping companies. Inasmuch as they will require help and assistance from Government, it will be made available to private enterprise also but in addition, the Shipping Corporation of India is also going to enter coastal shipping, because we know that for transportation of coal, a long-term policy has to be decided upon, that a certain percentage of coal to distant areas in the south and west will have to be carried by coastal ships. I do not want to go into the details of the statistics. Many statistics have been provided yesterday by Shri Raj Bahadur. But, I want to enunciate the general policy that Government also wants to enter coastal shipping.

Inland water transport has to be developed. According to the Constitution, Inland Waterways are a State subject. But, we can declare certain waterways to be national waterways; but, till now, we have not done so in the case any one. We have set up a consultative organisation to advise the State Governments to develop waterways. And, I have no doubt that if enough interest is taken in the matter, some of the inland waterways could be profitably developed which would solve the transport difficulty to an extent.

[Shri Jagjivan Ram]

A question was raised about some of the minor and intermediate ports. I do not want to go into details; but I would only say that though it is primarily the responsibility of the State Governments concerned, the Government of India has been rendering such assistance, both technical and financial, as has been possible to do; and we will continue to do that.

Shri Yajnik raised the question of habilitating Kandla and especially Gandhigram. From the information we have got, I do not see any reason to feel that the economic activities there have been adversely affected or the people are leaving Gandhidam and it is being deserted. There is no reason for such an apprehension.

I have checked up the rates of water supply and electric supply and I find the rates compare very favourably with those in other places.

**Shri Yajnik (Ahmedabad):** They are very much higher than in Ahmedabad or Bombay.

**Shri Jagjivan Ram:** I do not think the water rates are higher. It is supplied by the Port authorities. And, even the electricity charges are not high. They compare favourably with others. But, what I was emphasising is that certain action will have to be taken for habilitating Gandhidam and that can be done only with the help and co-operation of the State Government. Certain action is being taken. I will only suggest that, leaders like Shri Yajnik, should give their co-operation to habilitate that area than find fault with even the reasonable steps that are being taken there.

Then we have the programme of road development in the country. The transport capacity also depends much on the length of the roads in the country. Our country is a country of distances; and, in many areas, the railway, or road or even the waterways have not been developed. As a

matter of fact, many areas can be reasonably regarded as backward from the transport point of view, because they have no facilities either of road, rail or river transport.

**Shri Tyagi:** Hill areas.

**Shri Jagjivan Ram:** Even apart from the hill areas, there are others.

**An Hon. Member:** There are.

**Shri Jagjivan Ram:** There are other areas in the plains where one has to travel 40 or 50 miles to reach a railway station or to find a suitable road. In those areas, various steps are being taken by the Central Government and State Governments to provide road facilities. But it will take time to cover the arrears of so many years—I would say so many centuries. The progress has been quite reasonable; and any country can be proud of the achievement that we have had in the construction of roads also.

One question was raised whether, for backward areas or areas where transport facilities have not been developed, any special allocation could be made for the construction of roads. Out of the Central Road Fund there used to be some percentage of money, after distribution among the various States, which remained with the Transport Ministry. Out of that, the Transport Ministry used to allocate certain amounts for the development of roads in such areas. I will try with the Planning Commission to see whether we can have some amounts for this purpose, where we find that it was not possible for the State Government concerned to open up such areas, whether hill areas or the plains, to advance some monies, maybe even on the principle of matching grants, so that some roads could be constructed in those areas.

The hon. Member from Garhwal gave a very pathetic account about the conditions in his area. I am afraid he was exaggerating the conditions. He was fortunate in having roads in that area from various agencies.

Being on the border, the Home Ministry is also spending some money over the roads there, and I am sure the hon. Member is aware of the amounts that have been spent by the Home Ministry, by the Transport Ministry and other agencies for the development of roads in Tehri and Garhwal. I am sure he has no reason for any grievance on that score.

I will just in passing refer to civil aviation. Air India International has, by its magnificent work, established a reputation and goodwill for itself in other countries of the world. It is a matter of pride to us that in many countries the nationals of those countries prefer Air India International to their own Air Lines. Therefore, as was said yesterday by some Members, many airlines in the world are not always running at a profit, and even if the Air India International are not in a position today to meet the interests on the loans that have been advanced to them by the Government of India—because they are paying the interest and instalments for the replacement of the loan that they have taken for foreign exchange purposes—I do not think it should be regarded as a financial weakness of the Air India International. We should not forget that Air India International has created a name for the country. I need not say much about it. If there is any further scope for increasing their efficiency, I have every reason to believe that the management of the Air India International will do that. So far as the IAC is concerned, in recent years, the IAC has improved in all directions: in working and in efficiency.

**An Hon. Member:** Booking?

**Shri Jagjivan Ram:** An hon. Member whispers the word 'booking'. Again, the difficulty there is about the inadequacy of seats that the IAC has got. So there is difficulty in booking, and hon. Members and other users have to remain on the waiting-list for days together because the IAC has no seats to spare. The only answer to that is, to increase the fleet

of the IAC. Unless we have more aircraft, people will have to remain on the waiting-list, and they will have to have complaints that perhaps in the matter of booking there is some *bolmal* somewhere.

**An Hon. Member:** What about cooking? Food?

**Mr. Speaker:** That is the next Ministry that we are taking up.

**Shri Jagjivan Ram:** I am glad that some hon. Members are interested in cooking!

**Shri Tyagi:** Because it is lunch-time they are reminded of it!

**Shri Jagjivan Ram:** But the IAC is going to augment its fleet of aircraft. After that, this difficulty or complaint of shortage of seats or difficulty in booking will be resolved.

In passing, I may mention that the question whether Caravelle should be purchased or the number of Viscounts should be increased was raised. Personally I would like to avoid multiplicity of the type of aircraft which any airline maintains. But that has to be decided after taking into consideration various factors. It is always better to maintain the least number of types of aircraft. But as was stated yesterday, a recommendation from the IAC has been submitted to the Government for purchase of Caravelle. We will examine that in all aspects and then come to certain decisions.

But in any case, the fleet of the IAC will have to be augmented. We are having a large number of tourists from other countries. There was a complaint in the tourist department that foreign tourists feel some difficulty in India because they are not in a position to have advance booking for foreign tourists. This year IAC has stated advance booking. I was going through the figures and I find that with the present number of aircraft, the result will be that perhaps very few seats will be available for our own people after meeting the requirements of the foreign tourists. We are having such a large number

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of foreign tourists and therefore, the number of aircraft will have to be increased.

Some hon. Member said that we have very excessive staff on the IAC. I was looking into the figures and I can assure the House, without going into statistics, though I have got them, that during the last four or five years, the number of staff in the IAC has remained more or less static. If there has been any increase, it may be 40 or 50, though the number of flights, as the House is aware, have very much increased. Therefore, there is no scope for any complaint on that score that the IAC is over-staffed.

As regards the quality of food, cleanlines and ground services. I have heard complaints from some Members. I will ask the IAC to see that steps are taken so that no room is given to anybody who uses the IAC to complain on that score. Courtesy should not be lacking. Every patron of the IAC should expect a reasonable sense of courtesy and service from the staff of the IAC, whether high or low.

Along with the air services, we have to maintain the airports by the civil aviation department. Some hon. Member asked about Madras Airport. I may assure him that work is in progress and the contract has been given for completing the work. Shri Jaipal Singh, whom I do not find here, asked about the Patna Airport. Certain works have been undertaken to improve the Patna Airport. But situated as it is, it will not be possible to convert the Patna airport into an international airport, because there is no space for expansion. It is proposed that the Bhita Airport, which is 10 or 12 miles from Patna may be developed as an international airport where heavier aircraft can land.

Our staff in the air services, both Air India International and Indian Airlines Corporation, are second to

none in the world. They have established a reputation for themselves, especially our pilots and engineers, for efficiency and skill. The take-off and landing of aircrafts by our pilots is superb and I would like to express my thanks to them for their skill and efficiency.

**Shri Fatehsinhrao Gaekwad** (Baroda): Do not forget the air-hostess.

**Mr. Speaker:** The hon. Member had a chance to pay tribute to them.

**Shri Jagjivan Ram:** I am glad, the hon. Member is interested in air hostesses. I leave it to him to thank them.

**Shri S. M. Banerjee** (Kanpur): Personally?

**Shri Jagjivan Ram:** Perhaps, air-hostesses are the only commodity with which the young Maharaja is not shocked. Yesterday I heard him say that everything that he noticed is shocking for him. Timidity and shock have close affinity. All the remarks that have come from the hon. Member from Barods were replied to by Shri Raj Bahadur. So, I have not much to say about them.

**Shri S. M. Banerjee:** I want to ask only one question. It was stated that it is the intention to close the Nagpur night air service from October 1962. May I know the reasons? I am asking this because the people there feel that it should be continued.

**Shri Jagjivan Ram:** Certain proposals are under examination by IAC. They have not reached any final decision on that point.

Now I come to Posts and Telegraphs Department. A suggestion was made that the powers and functions of the P & T. Board, which has recently been established, should be increased, more or less on the same lines as that of the Railway Board. The P. & T. Board has been established only recently and, I have no doubt, in course of time it will increase its

powers and functions so that it can function in an efficient manner.

**Shri Hari Vishnu Kamath:** Like the railways?

**Shri Jagjivan Ram:** More or less on the same lines. As hon. Members are aware, we have set up an advisory committee for the P. & T. Department also. I had an idea of having meetings of the Post-Masters General of various circles with Members of Parliament. Just as in the railways we have meetings of the Members of Parliament coming from that zone with the officials of the railways so that local difficulties are discussed, in the same way, I propose to have meetings of the Members of this House and Rajya Sabha coming from the jurisdiction of the P. & T. Circle along with Post-Masters General concerned, whom I will call here, so that matters of local importance could be discussed with them and decisions may be arrived at quickly. In addition to that, even though we have advisory boards in the P. & T. Circles, I propose to have advisory committee even at the divisional level so that matter of local importance could be discussed by the Superintendent of Post Offices with the M.L. As and M.Ps. coming from that area and some representatives of chambers of commerce and other local interests. So far as telephones are concerned, we have set up telephone advisory committee at many places so that there will be close contact between the users and the P. & T. Department and the authorities will hear the suggestions and criticisms and try to improve the services.

A suggestion was made that letters should be transported more and more by air and more night air mail services should be introduced. I cannot say anything about the night air mail services, but I can assure the House that I will see that more and more of mails are transported by air services to the State capitals and other important places.

In 1952 we laid down a policy for the expansion of postal, telegraphic

and telephone facilities by increasing the number of post offices, telegraph offices and telephone exchanges. That policy is being followed. But I have noticed that in certain areas, like hilly areas and undeveloped areas, it has not been possible to open post offices with the permissible limit of annual loss of Rs. 750 or Rs. 1,000. I have decided that in exceptional cases, in more backward and under-developed area, post offices could be opened even with a permissible limit of loss of Rs. 2,500.

The number of extra-departmental or part-time employees in the postal department are quite sizeable. It has been possible to increase the number of post offices only because we have the system of extra-departmental post offices. And extra-departmental post offices is an institution which is not prevalent only in our country. Even in well-advanced countries in the West this institution functions. Demands were made that the question of increasing the allowance of the extra-departmental employees may be considered. I may assure the House that I propose to examine the question and I want to increase the allowance of the extra-departmental employees.

**Shri S. M. Banerjee:** In this connection, Shri Daji read out a secret letter addressed to the various P.M.G. by the department. I want to know whether there is any truth in the statement that the letters says that the allowance should not be increased by more than Rs. 2 or 3.

**Shri Jagjivan Ram:** I have not checked it up. But I can assure hon. Members that even if some secret letter has been addressed, it has no force.

**Shri Daji (Indore):** Will the officer be pulled up for issuing that letter? That is also important.

**Shri Jagjivan Ram:** I hope the hon. Member will leave that to me.

The housing condition in the P. & T. Department is not satisfactory. We are short of accommodation both offi-

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cial and residential. The difficulty arises because of the very nature of our function. Post offices have to function in the busiest localities in every city and town, and it becomes at times very difficult to acquire any land in that locality. If we go out of that locality, it loses much of its utility and value and would be causing inconvenience to the patrons of the P. & T. Department. Therefore, we have to continue in those areas. So, I want to proceed on a programme basis to provide suitable office accommodation and also to undertake on a reasonably big scale the construction of residential accommodation for the staff.

**Shri Yajnik:** Do you have your own agency for building houses, as we have in the railways? Because, unless you have your own agency, you will not be able to make progress.

**Shri Jagjivan Ram:** I agree with the hon. Member. The P. & T. Department also realises this. We have made a modest beginning. The Ministry of Works, Housing and Supply have agreed to earmark in nucleus of staff for the P. & T. construction work. I propose to pursue the matter with my hon. colleague, the Minister in charge, so that a separate unit could be set apart for civil works of the P. & T. Department.

**Shri Prabhat Kar:** Some of the post offices are almost in a dilapidated condition even in Calcutta. A picture came out in *the Statesman* showing that in the rainy season in the Park Street Post Office of the employee were working with their umbrellas open. Will any improvement be made in those post offices?

**Shri Jagjivan Ram:** Certainly. It does not require the hon. Member to point out to me that condition when I myself admitted that the conditions of accommodation, whether for offices or for residence, are not quite satisfactory.

With regard to telephones.....

**Shri Prabhat Kar:** Before he goes on to deal with telephones, may I ask whether the re-organisation of the RMS which was recommended by the Marathe Committee is going to take place on zonal basis with a view to increase efficiency in work?

**Shri Jagjivan Ram:** I am not in a position to say anything about that because since I took over I have not been in a position to examine that question. I will examine that.

Now I pass on to telephones. There is much scope for complaints as regards telephones. The complaint again arises out of insufficiency of telephones. The demand has increased very much. As a matter of fact, there has been a phenomenal increase in the demand for telephones and in the calls that pass through our telephone system. Unless we create more channels and give more connections, that difficulty is not likely to be overcome. That again is dependent upon what amount is placed at our disposal for the purpose of increasing the number of telephones in the country. We are taking certain steps. When there is too much pressure on the telephones they do not function so efficiently as in normal times. Therefore at times we have this irritating experience of mis-connections, wrong connections, delayed connections.....

**Shri Hari Vishnu Kamath:** It is very, very irritating.

**Shri Jagjivan Ram:** I also get the same experience. Therefore I say that we have the irritating experience of wrong connections.....

**Shri Hari Vishnu Kamath:** Mutual sympathy.

**Shri Jagjivan Ram:** ..... because there is so much pressure on the telephone system and the only remedy is to increase the number of telephones. We have certain plans during the Third Plan period to augment the

number of telephones. But I would like to be very frank with the House and say that with the resources that we have been provided with for providing telephones in the country perhaps the telephone situation will not become so easy unless we are given more money. We have difficulties of equipment. We have difficulties of cables. We have to import them. Then the question of foreign exchange comes in. Then we have to replace all the overhead wires by underground cables. We have certain schemes in hand which are under execution.

When the coaxial cables are laid between Delhi and Calcutta several hundred people can talk at a time. Then the difficulty will disappear. In the same way we are having coaxial cables between Delhi and Bombay and then from Bombay to Madras. We want to cover all important places by coaxial cables. When that scheme is completed, direct subscriber dialling also can be introduced in this country.

**Shri Muthyal Rao (Ma'hubnagar):** What about Andhra Pradesh?

**Shri Jagjivan Ram:** I think when you proceed from Bombay to Madras, Andhra Pradesh comes in between.

About telephones I have to make two announcements. Some hon. Members complained about delay in billing or about incorrect billing of telephone bills. At present we have 45 slabs of tariff for telephones depending upon various distances. I want to simplify that. I want to reduce these 45 slabs to ten slabs. That will simplify the working by the staff and will also be more rational for the subscribers.

Another thing that I propose to do is about the concessional use of telephones. At present we have various rates of concessions for trunk telephones at certain times of the day and the night varying from 30 per cent. to 40 per cent. 50 per cent. and things like that. I want to rationalise that

into two categories only, one period during which full charge will be made for trunk calls and the other period for which only 50 per cent will be charged. So there will be only two rates for trunk calls. From 8 O'clock in the morning till 7 O'clock in the evening will be the period for full charge of trunk calls and from 7 O'clock in the evening till 3 O'clock in the morning it will be only at a reduced and concessional rate of 50 per cent.

**Some Hon. Members:** Very good.

**Shri Jagjivan Ram:** I have done this in order to avoid all the complications which a subscriber had to face in calculations as also the P. & T. staff had to face. It may be that by giving this overall concession of 50 per cent, the Telephone Department loses some amount, but this is one convenience which will be welcomed by all kinds of subscribers in this country and I thought that it was better to give this concession.

**Shri Hari Vishnu Kamath:** Utility concern.

**Shri S. M. Banerjee:** From which date?

**Shri Jagjivan Ram:** With effect from the 1st June.

**Shri Prabhat Kar:** What about reduction of telephone rates?

**Shri Jagjivan Ram:** Telephone rates are already very low in this country and Members of Parliament have not much to complain of so long as they are in Delhi.

**Shri Prabhat Kar:** Members of Parliament represent various other people and it is on their behalf that they are pressing for these things. It is not for themselves.

**Shri Jagjivan Ram:** Telephone charges are not excessive.

**Shri Prabhat Kar:** Not charges, but the rates.

**Shri Jagjivan Ram:** Rates also.

**Mr. Speaker:** When the hon. Minister says that they are already very low, does the hon. Member want them to be raised?

**Shri Prabhat Kar:** No, Sir; the hon. Minister was referring to the charges; so I said about the rates.

**Mr. Speaker:** About the rates too he says that they are already very low.

**Shri Jagjivan Ram:** Complaints have been made that the workload on the P. & T. employees in certain areas has increased. We have laid down certain norms after several experts in the Postal and Telegraphs Departments went into this question. At times it so happens that there is a time-lag between requirement and recruitment of staff. The system at present is that during the course of the current year the officers watch the increase in the traffic and if the assessment is that there has been increase in traffic and staff should be proportionately increased, recruitment will start the next year. Then there is time taken in recruitment and training. So, there is a time-lag between the increase in traffic and the time till the staff comes into position. At peak hours, therefore, there may be in some post and telegraph offices in certain areas that the existing staff might have to work more than the norm that has been laid down. But there is a procedure. We normally have monthly meetings at the Circle level with P. & T. Unions and it can be reasonably presumed that wherever such a situation arises that the staff has to work with a much heavier workload the members of the Unions bring it to the notice of the officers concerned and the officers concerned will take the necessary steps. But I am going to examine whether we can simplify this procedure of assessing the volume of work and recruitment so that the time-lag is reduced and there is no occasion for any complaint on the part of the staff that at times they have to undergo heavier work-load.

**Shri Hari Vishnu Kamath:** Is the Bewoor time test still in force?

**Shri Jagjivan Ram:** In certain categories we have that system. The question was raised about incentive bonus for certain categories of work and workshops. We have already introduced incentive bonus and it is my intention to expand the scopes of incentive bonus for more and more categories of staff.

**Shri S. M. Banerjee:** Could he not introduce the system of rewards as he introduced them in the Railways?

**Shri Jagjivan Ram:** That, of course, I will do—introduce a system of rewards for honest and efficient work among the P. & T. employees.

13 hrs.

This brings me to the question of labour relations. In the first place one or two Members made some wild allegations,—perhaps they were not very properly briefed—that the P. & T. employees were under-paid. Perhaps, the hon. Member was not aware that very recently the Pay Commission went into the question of emoluments of all the government employees, including the employees in the P. & T. Department. Whatever salaries and wages are paid to P. & T. employees are more or less the same as are being paid to the staff of equivalent categories in other government departments. So, there is no case for such allegation that the P. & T. employees are under-paid.

**Shri S. M. Banerjee:** It is a general complaint.

**Shri Jagjivan Ram:** Therefore I said that he was not perhaps aware of the situation.

I now come to the question of labour relations which is very important. In the P. & T. we have got several unions working more or less on functional basis. At the top we have got a National Federation. As soon as I took over the responsi-

bility of this Department, the office-bearers of the several unions of the Federation just visited me for a courtesy call and I was very much glad that they did not raise any question about any of their grievances. The only thing they mentioned was that for some time past they had not been able to meet the Director-General. I immediately asked the P. & T. Board that a date should be fixed for a meeting between the Federation and the Board and I understood they are going to have a meeting.

**Shri S. M. Banerjee:** On the 25th.

**Shri Jagjivan Ram:** I want to encourage periodical meetings between the Unions and the Federation and the P. and T. Board. What will be the periodicity of this meeting will be decided later on.

Some hon. Member—perhaps Mr. Banerjee—had given a cut motion about monthly meetings. I am afraid monthly meetings will not be possible and it is also not necessary. There should be periodical meetings between the administration and the Federation where they could discuss and negotiate. If there are any differences they should be settled. Whether it is the officers, or the staff, all of them are engaged in a common enterprise, the common enterprise being to provide the nation with efficient communication service. So, the object is the same and both are the employees of the nation. There should be close cooperation between the officers and the staff so that they can provide what is expected of them by the country.

The same thing will apply to the staff in other departments under my charge whether it is the Civil Aviation, the Air Corporations or the port workers. Wherever there are unions I will see that there are periodical meetings between the administration and the representatives of workers or the unions and whatever differences or grievances they have they may settle them by mutual negotiations. If it is found that at a certain stage intervention of the Minister of Ship-

ping is necessary, or my intervention is necessary, we will certainly welcome any opportunity to offer our services to iron out any differences that many exist between the administration and the employees.

Sir, it will always be my endeavour to see that the employees in the various Departments under the charge of the Ministry of Transport and Communications have a reasonable machinery for negotiation and settling their differences, so that they can function as a corporate whole in the service of the nation and render an efficient transport and communications service.

Sir, I will in the end again take this opportunity to express my thanks and gratitude to the Members of the House for the kind words that they have said about me and my officers and I assure them that it will always be our endeavour to live up to their expectations.

**Shri Hari Vishnu Kamath:** May I put one question?

Is there any proposal before Government to reconstitute for administrative convenience the Central P and T Circle so as to make it co-terminous with the boundaries of the new States?

**Shri Jagjivan Ram:** I am thankful to Mr. Kamath. I here and now give a separate circle to Madhya Pradesh with headquarters at Bhopal as soon as office accommodation at Bhopal is available.

**Shri Muthyal Rao:** From here to Hyderabad there is only one Viscount service. Is it not possible for the hon. Minister to increase the service by one more Viscount?

**Shri Radhelal Vyas (Ujjain):** May I seek a clarification?

**Mr. Speaker:** I shall allow him. But I may take the opportunity to remind the hon. Member that I have a grievance against him. Yesterday he stood up and said that Madhya

[Mr. Speaker]

Pradesh was the largest State, but had not been given opportunity to put forth its case. Let me remind him that yesterday, in the course of discussion on the Ministry of Transport and Communications, Madhya Pradesh got the biggest chunk. Three Members spoke. The time given was also largest among all the States. After all that Shri Radhelal Vyas made a grievance against me. I am very sorry about it.

**Shri Radhelal Vyas:** I am sorry for my part, but I was referring to my Party, the Congress Party.

**Mr. Speaker:** When he talks of Madhya Pradesh all Members are included. That State got one hour and 12 minutes. No other State got as much as that. Three members spoke. Still the hon. Member made a grievance of it. Now he may put a question.

**Shri Radhelal Vyas:** The hon. Minister said that as soon as he got accommodation at Bhopal he would order the establishment of a separate Circle for Madhya Pradesh. Unless Government is prepared to spend some money on the construction of buildings there, no accommodation will be available. But pending this, can he not pass orders for forming a separate circle for Madhya Pradesh even if its headquarters is at Nagpur?

**Shri Jagjivan Ram:** I am afraid the hon. Member does not know the position. The Central Circle is a circle which comprises the whole of Madhya Pradesh and a little portion which was previously in Rajasthan Circle has also been brought from Rajasthan Circle to the Central Circle. The Central Circle today comprises the whole of Madhya Pradesh and a little portion of Maharashtra with headquarters at Nagpur. We are going to acquire land, we are going to spend money. We propose to construct buildings of our own and as soon as it is completed the headquarters will be brought there.

**Mr. Speaker:** I will now put all the Cut Motions to vote.

*All the Cut Motions were then put and negatived.*

**Mr. Speaker:** I will now put Demands to vote.

The question is:

"That the respective sums not exceeding the amounts shown in the fourth column of the Order Paper, be granted to the President, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1963, in respect of the heads of demands entered the second column thereof against Demands Nos. 88 to 98 and 136 to 140 relating to the Ministry of Transport and Communications."

*The motion was adopted.*

*[The motions for Demands for Grants which were adopted by the Lok Sabha are reproduced below—Ed.]*

DEMAND NO. 88—MINISTRY OF TRANSPORT AND COMMUNICATIONS

"That a sum not exceeding Rs. 77,15,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Ministry of Transport and Communications'."

DEMAND NO. 89—METEOROLOGY

"That a sum not exceeding Rs. 1,59,00,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Meteorology'."

## DEMAND No. 90—CENTRAL ROAD FUND

"That a sum not exceeding Rs. 3,38,19,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Central Road Fund'."

## DEMAND No. 91—COMMUNICATIONS (INCLUDING NATIONAL HIGHWAYS)

"That a sum not exceeding Rs. 5,67,50,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Communications (including National Highways)'."

## DEMAND No. 92—MERCANTILE MARINE

"That a sum not exceeding Rs. 62,72,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Mercantile Marine'."

## DEMAND No. 93—LIGHTHOUSES AND LIGHTSHIPS

"That a sum not exceeding Rs. 72,78,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Lighthouses and Lightships'."

## DEMAND No. 94—AVIATION

"That a sum not exceeding Rs. 4,24,07,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Aviation'."

## DEMAND No. 95—OVERSEAS COMMUNICATIONS SERVICE

"That a sum not exceeding Rs. 1,20,50,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Overseas Communications Service'."

## DEMAND No. 96—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF TRANSPORT AND COMMUNICATIONS

"That a sum not exceeding Rs. 2,37,72,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Other Revenue Expenditure of the Ministry of Transport and Communications'."

## DEMAND No. 97—INDIAN POSTS AND TELEGRAPHS DEPARTMENT (INCLUDING WORKING EXPENSES)

"That a sum not exceeding Rs. 61,89,55,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Indian Posts and Telegraphs Department (including Working Expenses)'."

## DEMAND No. 98—POSTS AND TELEGRAPHS DIVIDEND TO GENERAL REVENUES AND APPROPRIATIONS TO RESERVE FUNDS

"That a sum not exceeding Rs. 10,44,00,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Posts and Telegraphs Dividend to General Revenues and Appropriations to Reserve Funds'."

**DEMAND No. 136—CAPITAL OUTLAY ON ROADS**

"That a sum not exceeding Rs. 37,66,50,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Capital Outlay on Roads'."

**DEMAND No. 137—CAPITAL OUTLAY ON PORTS**

"That a sum not exceeding Rs. 2,87,86,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Capital Outlay on Ports'."

**DEMAND No. 138—CAPITAL OUTLAY ON CIVIL AVIATION**

"That a sum not exceeding Rs. 3,06,85,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Capital Outlay on Civil Aviation'."

**DEMAND No. 139—OTHER CAPITAL OUTLAY OF THE MINISTRY OF TRANSPORT AND COMMUNICATIONS**

"That a sum not exceeding Rs. 6,72,74,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Other Capital Outlay of the Ministry of Transport and Communications'."

**DEMAND No. 140—CAPITAL OUTLAY ON INDIAN POSTS AND TELEGRAPHS (NOT MET FROM REVENUE)**

"That a sum not exceeding Rs. 19,18,57,000 be granted to the

President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Capital Outlay on Indian Posts and Telegraphs (not met from Revenue)'."

**MINISTRY OF FOOD AND AGRICULTURE**

**Mr. Speaker:** Now we take up the Demands for Grants under the control of the Ministry of Food and Agriculture. Eight hours are allotted to it. There will be the usual time limit, and all those Members who want to send in the number of their cut motions might do so within the next fifteen minutes.

**Shri Warior (Trichur):** Sir, formerly, during every session we had a debate on this. Now for this important subject only eight hours are allotted.

**Mr. Speaker:** Order, order. Probably the hon. Member was not present when the House approved of this.

**DEMAND No. 39—MINISTRY OF FOOD AND AGRICULTURE**

**Mr. Speaker:** Motion moved:

"That a sum not exceeding Rs. 61,56,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963, in respect of 'Ministry of Food and Agriculture'"

**DEMAND No. 40—AGRICULTURE**

**Mr. Speaker:** Motion moved:

"That a sum not exceeding Rs. 2,80,09,000 be granted to the President to complete the sum necessary to defray the charges