

National Anthem

1744. { Shri Yashpal Singh:
Shri Bishanchander Seth:

Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that his Ministry has issued directive to all State Governments and Administrations of Union Territories about the playing of the National Anthem; and

(b) if so, the reactions of the State Government thereon?

The Minister of Home Affairs (Shri Lal Bahadur Shastri): (a) and (b). It has been suggested to the State Governments that the playing of the National Anthem in cinema houses at the end of the evening show should be encouraged. The reactions appear to be favourable.

12 hrs.

PAPERS LAID ON THE TABLE

MINISTER'S (ALLOWANCES, MEDICAL TREATMENT AND OTHER PRIVILEGES) AMENDMENT RULES

The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis): Sir, I beg to lay on the Table a copy of the Minister's (Allowances, Medical Treatment and Other Privileges) Amendment Rules 1963 published in Notification No. G.S.R. 431 dated the 8th March, 1963, under sub-section (2) of section 11 of the Salaries and Allowances of Ministers Act, 1952. [Placed in Library. See No. LT-1095] 63].

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

NINETEENTH REPORT

Shri Hem Raj (Kangra): Sir, I beg to present the Nineteenth Report of the Committee on Private Members' Bills and Resolutions.

ESTIMATES COMMITTEE

THIRTY-FIFTH REPORT

Shri Dasappa (Bangalore): I beg to present the Thirty-fifth Report of the Estimates Committee on the Ministry of Steel and Heavy Industries—Heavy Electricals (India) Limited, Bhopal.

12.02 hrs.

DEMANDS FOR GRANTS—Contd.
MINISTRY OF TRANSPORT AND COMMUNICATIONS—Contd.

Mr. Speaker: Further discussion and voting on the Demands for Grants under the control of the Ministry of Transport and Communications. Out of nine hours, three hours have been exhausted, six hours still remain.

Shri R. S. Tiwari.

श्री रा० स० तिवारी (खजुराहो) : अध्यक्ष महोदय, कल में यह कह रहा था कि १ लाख ७१ हजार वर्ग मील लम्बा चौड़ा प्रदेश हमारा है लेकिन वहाँ पर जनरल पोस्ट आफिस नहीं है। मैं चाहता हूँ कि इस पर ध्यान दिया जाय।

इस के बाद में एक और छोटी सी चीज आप के सामने रखना चाहता हूँ कि जो आप के राष्ट्रीय मार्ग हैं वे कहीं पर टूटे हुए हैं, कहीं पर उन पर पुलिया बगैरह नहीं है और कहीं पर कोई और चीज नहीं है। इसलिए जो राष्ट्रीय मार्ग बनाये जायें अगर उन का निर्माण इस प्रकार किया जाय कि मार्ग अच्छे हों और देश के मुख्य भाग पर उस पर आजायें तो यह देश के लिये ज्यादा हितकर होगा। जैसेकि हिन्दुस्तान के पूर्वी भाग नागालैंड से ले कर राजस्थान के पश्चिमी बार्डर तक एक मार्ग पूरा कर लिया जाय और यह मार्ग यातायात के लिये अनुकूल हो जाय, तथा एक मार्ग काश्मीर में लद्दाख एरिया से ले कर कुमायी अन्तरीप तक पूरा कर

लिया जाय । इस प्रकार से चार मार्ग बन जायेंगे । इन मार्गों को हर एक राजधानी से और हर एक बड़े शहर से उपमार्गों के द्वारा मिला दिया जाये । अगर ऐसा कर दिया जाय तो भारत का यह नक्शा यातायात के हिसाब से हर समय के लिए बहुत उपयोगी हो जायेगा । इस में कोई बड़ा खर्च भी नहीं है । मार्ग तो बने हुए हैं, केवल केन्द्रीय सरकार को इन मार्गों को राजपथ कह कर पुकारना है और जहाँ कहीं थोड़ी बहुत व्यवस्था करने की आवश्यकता हो वहाँ उन व्यवस्थाओं को कर दिया जाय । मैं समझता हूँ कि इस से राष्ट्र के इस कोने से ले कर दूसरे कोने तक भारत की हर जगहों तक पहुँचने में बड़ी सहूलियत और आसानी होगी ।

जितने पर्यटक बाहर से आते हैं और भारत की दूसरी जगहों पर जाना चाहते हैं उन को तथा उन के परिवारों को यात्रा करने में बड़ी परेशानी होती है । जब मध्य प्रदेश से रूसी और प्रदेश को चलते हैं तो दूसरे प्रदेश की बाउंडरी पर उन को रोका जाता है । मेरी यह मंशा नहीं है कि उन से जो प्रदेशों को आमदनी होती है उस पर आघात किया जाय, बल्कि मेरी मंशा यह है कि एक दफ्तर ऐसा बनाया जाय जिस के साथ पूरी लिखा पढ़ी हो कर पूर्व से ही पैसा आदि जमा करा लिया जाय । यात्रियों को रास्ते में रोका न जाय ताकि वे लोग ठीक तौर से और समय पर गन्तव्य स्थान को पहुँच सकें ।

हमारे परिवहन और यातायात में काफी बढ़ावा हुआ है, इस में कमी नहीं हुई है क्योंकि आजादी के बाद २ लाख मील से ज्यादा लम्बी सड़क हमारे देश में बनाई जा चुकी है । परन्तु सड़कों की देखभाल अच्छी नहीं होती । जब भी कोई ठेके दिये जाते हैं सड़कों के और सड़कें बनाई जाती हैं तो दूसरे साल ही पुलिसवाँ बग़र बिगड़ जाती हैं मगर उन की देखभाल के लिये कोई कार्रवाई नहीं की जाती है और ठेकेदारों से उन के दुबारा बनाये जाने के बारे में कोई बात नहीं होती है । ऐसे कुछ पुलों

के में नाम भी दे सकता हूँ, लेकिन आप कह सकते हैं कि यह तो प्रादेशिक सरकार का काम है । यह प्रादेशिक सरकार का काम तो है लेकिन इस से यातायात सारे भारत का रुक जाता है, और एक प्रदेश की सरकार दूसरे प्रदेश की सरकार से बात नहीं करती है । अगर आप इस के अन्दर हस्तक्षेप करें और उन की सूचना अथवा हिदायत द तों में समझता हूँ कि वह काम जल्दी से जल्दी पूरा हो सकता है । कहीं कहीं पर यह भी देखा गया है कि कोई बड़ी नदी है । उसके एक ओर एक प्रदेश है और दूसरी ओर दूसरा प्रदेश है, एसी हालत में न तो इस प्रदेश वाले उस को बनवाते हैं और न उस प्रदेश वाले बनवाते हैं । रास्ता बीच में ही पड़ा रह जाता है । इधलिये मैं चाहता हूँ कि इस में केन्द्रीय सरकार बीच में हाथ डाले । कुछ रुपया वह अपना लगाये और कुछ सरकारों से दिलवाये और इस प्रकार बीच के नदी नाले ठीक कराये जा सकते हैं और जो यातायात बीच में रुका हुआ है वह जारी हो सकता है

तार के विषय में मैंने कल कहा था कि बैसे तो जल्दी सारी व्यवस्था कर दी गई है लेकिन जो लकड़ी के लट्टे लगाये हुए हैं उन के सड़ जाने के कारण वे रोज अस्तव्यस्त हो जाते हैं । मैं निवेदन करता हूँ कि अगर आप लोहे के खम्बा उनकी जगह नहीं लगा सकते हैं तो कम से कम दो काष्ठ के खम्बों के बीच में एक लोहे का खम्बा लगा दिया जाय; इस से भी काम चल सकता है क्योंकि इस तरह से तार गिरने के बजाय लोहे के खम्बों में तों कम से कम लगे रह सकेंगे । अगर ऐसा न करना चाह तो यह तार अंडरग्राउंड भी हो सकते हैं आप एक ऐसी योजना बनाय जिस में तारों को भूमिगत कर दिया जाय । भूमि के अन्दर सारे तार डाल दिये जाये तो आप का यह खर्च भी बच सकता है और काम भी चल सकता है । अगर इस तरह की कोई योजना आप लागू करें तो अच्छा होगा ।

[श्री रा० स० विवारी]

आप ने जगह जगह पर होटल बनाये हुए हैं, लेकिन उन में क्लासिफिकेशन बने हुए हैं और उन के रेट भी अलग अलग बन्धे हुए हैं। इन होटलों को क्लासिफिकेशन बनाना कुछ अच्छा नहीं मालूम होता है। आप चाहें तो यह कर सकते हैं कि कोई केवल फर्स्ट क्लास का होटल ही बना दें और उस में कीमती कीमती चीजें दें, लेकिन उस में केवल वही क्लास होना चाहिये, सेकेंड या थर्ड क्लास वहाँ पर नहीं होना चाहिये। इस तरह का क्लासिफिकेशन करना देश के लिये कुछ अच्छा नहीं मालूम होता है।

हम देखते हैं कि जहाँ जहाँ से हजारों बसेज चलती हैं वहाँ पर यात्री आते हैं, लेकिन वहाँ पर यात्रियों के लिये कोई अच्छा इन्तजाम नहीं है। रेलों में चलने वाले यात्रियों के लिये तो सब तरह का इन्तजाम होता है लेकिन बस स्टैंड्स पर उन लोगों की सुविधा का कोई साधन नहीं है। वहाँ पर छाया नहीं है, पीने के लिये पानी नहीं मिलता है और यात्रियों को बहुत दिक्कत होती है। जिस तरह से बड़े स्टेशनों पर रात में यात्रियों के लेटने का प्रबन्ध होता है उसी तरह से बस स्टैंडों पर भी सैंडस वर्ग का और लेटने का इन्तजाम होना चाहिये।

अब मैं दिल्ली परिवहन के सम्बन्ध में कुछ कहना चाहता हूँ। होता क्या है कि जिन बस स्टैंडों पर सवारियाँ खड़ी होती हैं उन पर भी कुछ बसें जगह होते हुए भी नहीं रुकतीं। उन को हिदायत होनी चाहिए कि ऐसा न करें और सवारियाँ ले लिया करें क्योंकि ऐसा न करने से परिवहन को घाटा होता है।

यही मेरा निवेदन है। धन्यवाद।

Shri M. S. Murti (Anakapalle):
Mr. Speaker, Sir, I rise to support

the demands of the Ministry of Transport and Communications. On the whole the performance of the Ministry of Transport and Communications is good, barring certain aspects to which I shall refer presently. The way in which they have met the demands of the emergency really deserves our appreciation.

Coming to the posts and telegraphs department, there is a proposal to lay a proposal to lay a co-axial cable from Bombay to Madras via Poona, Hubli and Bangalore. The length of this line is 850 miles. Later on, there is a proposal to connect Poona and Hyderabad and Bombay and Nagpur. I would like to suggest that the present cable may be linked to Hyderabad from Poona via Bangalore to be taken to Madras, thereby reducing the distance by 433 miles.

Coming to the minor ports, I have to suggest that in Andhra Pradesh, there is no allocation for minor ports. There are a number of minor ports which require improvement in Andhra Pradesh like Kakinada, Masulipatnam, Krishnapatnam, Narsapur, etc. A special allocation from the central sector may be given for these ports also.

Coming to Hindustan Shipyard, this is the only one of its kind in the public sector. We wish that it should be a successful venture. We are thinking of having a second shipyard also. But the way in which this is administered is causing anxiety, specially after the advent of the present Managing Director. I had occasion to visit the shipyard a number of times. The management of the shipyard is not at all satisfactory.

It is said that the ship construction has been reduced to 18 months. But if we look at the table on page 43 of the Annual Report for 1961-62 it is seen that the actual time taken is not 18 months, but it ranges from 23 to 32 months. If we look at the man days taken, there also we do not find any

reduction. The cost of production has also increased year by year. This shows that there is inefficiency. Modernization and construction techniques have not brought any indication in the improvement of efficiency.

There are so many factors which are responsible for these things. The unnatural rise in the salary groups in spite of the fact that an ordinary worker is not benefited and the partial treatment of the employees is one of the causes. Then, a number of supernumerary posts have been created without the sanction of the Board and without following the usual practice of recruitment by advertisement. The post of Manager Planning and Material Control is not in the notified lists of posts in the shipyard. This post and the post of secretary and other posts are created without the sanction of the Board. I would like to suggest that these matters may be gone into and an enquiry should be made on this issue also.

There is another post created, i.e. The Deputy Controller of Stores. Formerly there was a man who had put in 15 years' service with a clean record. But out of frustration, he had to leave it. Similarly, there are the posts of the Commander of the Yard and Senior Superintendent of Stores. All these posts were not brought to the notice of the Board earlier. They were brought to their notice later and they were asked to ratify these things. In the civil engineering department also, this thing is going on. A dismissed officer of the State Government has been recruited there as Supervisor and during the course of one year, from Rs. 400 he has been given an increment up to Rs. 800 and he has been made the Chief Engineer. This is how things are going on. I think it is time an enquiry is made into all these things.

With regard to depreciation, a thorough investigation into the span of the machinery, spare parts as well as replacements must be carried out. Without a thorough investigation, re-

placements are carried disregarding necessity and utility causing loss to the shipyard. Coming to labour overheads, much overtime is being paid in order to achieve artificial targets. The repairs and maintenance section is also not efficient there. Machinery worth Rs. 1.5 lakhs was installed and dismantled during this period. There was inefficient utilisation of men and material by failing to erect the fabricated tonnage in good time. In order to avoid nil allocation. Machinery imported from Germany was kept in open exposed to sun and rain causing heavy losses and damages. Deliberate delay in ship launching was also there. Then, ship repairs which is one of the lucrative sources of income to the shipyard has also fallen to a negligible figure from 1958 to 1962. These are all things that have led to the inefficient working of the shipyard.

Lastly, there is the question of human relations. The Managing Director of the Shipyard is a military officer. In the name of discipline tyranny is going on there. He is not able to cope up with the civil administration there. Unions, staff organisations and organisations of officers are being denied their rights. Collective bargaining is refused there. Contractual obligations that are guaranteed by the Directive Principles of State Policy enshrined within the Constitution are also at a stand-still there. If you look at the flight of officers from the shipyard you will find that nearly 50 officers have left the shipyard during the course of three or four years. In this connection, I would like to read a passage from the Chairman's Report for the year 1960-61. On page 7 of the report he has said:

"I must say I am disturbed to see the flight of trained technical officers from one industry to another."

This is what the Chairman says in his annual report, Sir, the way in which the officers, staff and labour there are being treated is causing concern and I would request the Government to institute an enquiry into these

[Shri M. S. Murti]

things to see what could be done in the matter with a view to stop the flight of officers from the shipyard.

The management is not able to bring in good relations with the union there. The delay in ship launching is one such instance. Three hours' overtime used to be paid to the workers in the shipyard when a ship was being launched there. Now only two hours' overtime is being paid and one hour's overtime has been refused by the Managing Director. After all, overtime for one hour to the workers will come to Rs. 300 only whereas by delaying the launching of a ship by one hour the loss to the Shipyard will be to the extent of Rs. 500, because on the launching of a ship itself they will get Rs. 45,00,000 and interest on this for a day at the rate of 4 per cent will come to Rs. 500. That is how things are being carried on there. I think it is time that there should be an enquiry into these things and matters set right.

The proposal for the dry dock is pending since 1954. Nearly Rs. 10 lakhs have been spent on consultations to decide whether a graving dock or a floating dock is necessary. Finally they have come to a decision that a graving dock is necessary. The Vishakhapatnam Port authorities also said that there must be a graving dock. The State Government also wanted a graving dock. But now on the advice of some interested persons and on the plea of shortage of foreign exchange and the emergency, they are now trying to purchase a floating dock. That is not good for the shipyard. We are now having bigger tankers of bigger sizes. They need repairs. Unless we have a graving dock it is not possible to carry out these repairs. In the interest of the port also it is necessary that there should be a graving dock. I request that this may be taken up at an early date.

Shri Thirumala Rao (Kakinada):
Mr. Speaker, Sir, this Ministry is one

of the biggest ministries in Government occupying air, land and sea, and it is very difficult to deal with at least a few points relevant to this discussion within the short time allowed to speakers. Nevertheless, I shall try to deal with them in order of priority.

I consider shipping to be the major part of the activities of this Ministry, which rightly deserves a separate Ministry. I feel that proper attention is not being paid to the various aspects of the development of Indian shipping industry; because it is tacked on under one huge, sprawling Ministry, like a huge State where the power from the centre will not radiate to the periphery.

Merchant shipping is the second line of our naval defence. The prestige of every country is dependent on the premier position which it has built up by strengthening its merchant navy as a second line of its naval defence. In the first world war, the United States was deficient in merchant navy. It had to depend on Britain and other countries to carry war supplies during the first world war. In the second world war, that deficiency was made up. When the war was being carried on in the far flung areas, in the seven seas of the world, in all the countries of the east and west, the merchant shipping played a very dominant role as a second line of naval defence. Even today, when we see the disposition of the naval defence of the United States of America in the Far East, in the Pacific and in the Mediterranean, we feel that the merchant shipping fleet has a great role to play in maintaining the peace of the world. When we consider our position in this context we find that India occupies a very poor place in this regard. Our shipping is very small. The percentage of goods we carry on our ships is comparatively small. We carry hardly ten per cent of our total trade in Indian ships. Of this, I think about 25 per cent is carried by liner trade and

hardly 4 to 5 per cent is carried by dry cargo vessels and tankers.

12.22 hrs.

[SHRI KHADILKAR in the Chair]

The Prime Minister—I should like to quote him today—while speaking at the opening function of the National Shipping Board in 1959 said:

“When I have seen the amount of money we have spent on freight, more especially for the carriage of grains, in the past years, I have been horrified. If these vast amounts have been utilised for building our own ships, or acquiring them, there would have been considerable saving of money.”

When the National Shipping Board suggested 1.4 million tons of extra shipping for the Third Plan, the omniscient Planning Commission in its wisdom, experience and knowledge has cut it down to a little over one million tons. I feel that the exigencies of the situation have not been properly gauged as to how much money is flowing out of this country by way of foreign exchange, which is a drain on our resources. When we look at the position we find that the total tonnage in the Indian register by the end of the Second Plan was 8.56 lakhs GRT. In 1962, by the end of 31st December 1962, it has gone up to 10,14,000 GRT. Now the target fixed for the Third Plan has been revised from 3.75 lakhs GRT to 5.5 lakhs GRT. So, by the end of the Third Plan period, we hope to have about 13 lakhs GRT of Indian shipping. It is not much considering the demand of shipping in this country, if we see our export trade. Only day before yesterday, the Minister of International Trade has stated that he has managed to export Rs. 700 crores worth of merchandise to foreign countries. Our imports are in the region of about Rs. 1,000 crores. So, the total of both import and export trade will come to about Rs. 1,700 crores, and almost the whole trade is carried in foreign bot-

tonms; hardly 10 per cent of the trade is carried in our bottoms.

- If we see the traditional exports of tea and jute, we will find that probably they are carried by the liner trade. When we look at the export of iron ore during the last few years, we find that the rise is something phenomenal. In 1962, we exported 34.65 lakhs tons of iron ore, costing Rs. 18.37 lakhs. I should like to know if the Ministry can give me any figures as to how much of this is carried by Indian shipping. Most of them reserved the right of carrying iron ore in their own ships and hardly they allot a little portion to the Indian shipping.

With regard to foodgrain imports, we have planned to import 17 million tons during the Third Plan period and, I think, we have imported nearly 7 million tons so far and 10 million tons have still to be imported into this country. No Indian shipping company offers its ships for carrying the foodgrains cargo. What is the difficulty? The Shipping Ministry wants only the prevailing market rates to offer to these shipping companies and if they want to carry foodgrains from America to India, they have to go in ballast and the position is that the American Government have reserved 50 per cent of its export to their own bottoms. They subsidise their shipping freight upto nearly 60 to 80 shillings a ton and they see that the American ships do not suffer in freight. The Indian Government is not in a position to subsidise the freight. The Indian Government is not in a position to offer attractive rates to the shipping companies. Still most of the other 50 per cent cargo, after allowing the reservation of 50 per cent of the outgoing foodgrains from America, is going to the continental shipping companies and they are able to reap the benefit out of it.

The export target for iron ore in the Third Five Year Plan is 17 million tons and the import target of foodgrains is about 10 million tons and

[Shri Thirumala Rao]

then—I am not able to get at the proper figures—about 7.7 million tons of crude oil are being imported for refineries. So, all these things put together, you would see that nearly 3 crore tons of cargo is being brought into India or exported out of India. And what is the provision for dry cargo vessels? What is the provision for tankers? Hardly 41,000 tons dry cargo vessels are plying on the Indian bottoms. The rest are all trying to take some paying cargo on regular line routes in collaboration with other shipping companies in the world. Therefore, there is no appreciable tonnage in India and that is why the Government of India is urged to put in more money by way of assisting the shipping industry.

In this connection, I want to say how the Government of India has been helping the private enterprise to add to the tonnage. There is no special favour shown to anybody by the Government of India. They are applying the rules strictly in respect of anybody who comes before them for loans and they are very ably scrutinised with a microscopic eye by all the officialdom right from the Superintendent onwards upto the Secretary of the Department. Thus there are no loopholes left in these deals.

I may also, in this connection, tell you something about the Jayanti Shipping Company. The Jayanti Shipping Company which had been registered in February, 1961 and for whom a loan was sanctioned in October, 1961 has brought 15 ships on to the seas by December, 1962. The total tonnage that has been brought into existence is 2,91,089 GRT. One tanker is already plying and it has earned about Rs. 40 to 50 lakhs of foreign exchange during the last one year and the other ships have earned a foreign exchange upto Rs. 57 lakhs or 420,000 during the last three-four months. I may tell you—I do not want to utilise this platform for canvassing or saying anything in support

of any company—still it has been in the public eye, before the Public Accounts Committee, before the Members of this Parliament and before the very honest and upright newspapers that had the courage to black out the Vivian Bose Commission but they are very careful in magnifying small things into big things about the Jayanti Shipping Company. The total income earned from November 1962 uptodate by the Jayanti Shipping Corporation is Rs. 120 lakhs by way of freight. Out of that, Rs. 47 lakhs is by way of foreign exchange. One tanker that has been commissioned in 1961 August, has come only once to Bombay. One of the esteemable gentlemen, an industrialist, a Member of the other House puts a question, why is not the tanker coming round India. I hope he does not think that it is a circus horse that comes and lies down by its bedside. It is a tanker which is intended to earn foreign exchange, carry crude oil and other oils for a foreign British company. It is bound to go wherever that company takes that. Another tanker of 54,000 tons GRT is being built. It will be delivered in January next and it is chartered to the ESSO for 12 years at a reasonable price. These are the activities of the company and the Government of India wants to enhance its foreign collaboration to 40 per cent. On the merits, we do not want to object to it. Let them examine the case of these entrepreneurs, the status of the party that is coming the status of the collaborators that are coming, whether they will deliver the goods. With my experience of the Government of India and its watch dogs of rectitude and rules, I can very well trust the Government of India to see as carefully with regard to any new proposals that comes before them as they are accustomed to do in the past.

Then, a new innovation is being made by this company which is purchasing 3 oil-ore combined steamers. One whole carrier, ore and another oil. From Russia, Government have

contracted to import nearly 5 million tons of crude oil. Not one ton of it is being carried in Indian bottoms. You must find a way of taking this business on to Indian bottoms. If we are to take it, Russia, Rumania, and Czechoslovakia are the countries that can take iron ore from our country. Iron ore and crude oil—both these things can be carried in both the directions. That is the purpose of these three tankers with 16½ knots speed and with 20,000 tons capacity. I do not want to say much about these things. The time has come when the Government of India have to look at this shipping industry with greater attention because a number of ancillary industries are developing.

These shipping companies should have their own shipping repair yard. They should be enabled to manufacture their own spare parts as much as possible within the country. The question of personnel is a major problem of this country. If more ships are sought to be commissioned, if more companies, according to the plan of the Government of India are to be registered and encouraged, we have to train a large number of personnel. We have to train a large number of technical personnel. Even the Shipping corporation of India, which is expanding very quickly and quite efficiently, I should say, under the benign protection of the Government itself, with all the advantages which the Government can provide, requires a large number of persons. I want you to look to these things. From the highest cadre to the lowest crew, training facilities should be created on a large scale.

With regard to the shipbuilding yard, the story of the Vizagapatam ship yard is a sorry tale. Nearly Rs. 7 crores, I think, has been given as subsidy. My previous speaker Shri M. S. Murty has told you all that is happening in the Vizag ship yard. The Ministry has to look to the details of the grievances that have been voiced

by my friend and see that the ship yard becomes a paying proposition.

The Government of India are thinking of another ship yard in Cochin. They should profit by the experience that they have gained and by the pitfalls they have experienced. Why is not the investment on the ship yard going to be enhanced? They must profit by the experience of the past and see that those mistakes are not committed again in bringing the second ship yard into existence. (Bell rings). I may say, Mr. Chairman, at times, the positions reverse. This is the first time I have taken the opportunity to open my mouth on any Demands. Not that. It is just as in a hotel. If I do not take my morning meal, I cannot take both the meals in the evening. I can understand that. Still there is a certain latitude. As a representative speaker, when I want to say something...

Mr. Chairman: May I point out to the hon. Member, I have already shown him a latitude of 5 minutes?

Shri Thirumala Rao: All right; I do not want to take much more time. I will close in a minute. The Government of India, in their zeal to expand all the major ports, should not forget and overlook the minor ports. Sooner than you and I imagine, these major ports are going to be glutted as our business expands, as our industry expands and as our trade expands. In that light, I want you to look to the east coast ports in which I am particularly interested. To Kakinada, I have been, year after year, drawing attention, and I hope the day will dawn when better judgment will prevail in the Ministry when my advice will be listened. Masulipatam is a neglected port. A ship that comes there has to stay 8 days before it is loaded. A dredger is lying un-repaired. Nothing is done. The Japanese recently condemned that port saying that they cannot take iron ore from that port. They do not repair the ports that are available near the iron ore mines.

[Shri Thirumala Rao]

You want to build a new port at Paradip. That is the economy and judgment of the Government. I want you to give more attention to this. Don't try to give me the explanation that minor ports are under the control of the State Governments. Shipping is an all-comprehensive subject under the control of the Central Government. They must evince more interest in these matters.

Lastly, I want to say one word about aviation. We have seen airports all over the world. The Palam airport is a small apology for an airport. It is not in keeping with the capital of this country. This has to be improved and this has to be developed very well. More speedy aircraft are going to come into operation very soon. The run-ways and other equipment have to be modernised completely. There should not be any dual control over Palam, both civil and military. The military may be provided somewhere else or the civil may be provided somewhere else. They should not be there. With regard to Santa Cruz, it is just in the heart of Bombay. I see chimneys rising up as the planes come down. There have been so many serious accidents and many valuable lives have been lost including several foreigners. Round about Santa Cruz, when there is a big fog, the pilots cannot see the hills. Therefore, I want the Government of India to have a complete re-orientation or re-planning of the Santa-Cruz airport and look into all these matters.

Shri P. K. Deo (Kalahandi): Mr. Chairman, it is gratifying that the responsibility of this important Ministry which is so vital for the development of this country has been placed on the able shoulders of Shri Jagjivan Ram and his capable colleagues. I sincerely hope that during his tenure of office, there will be much improvement and it will contribute to the all round economic growth of this country. In this limited time, it would

not be possible for me to dilate on all aspects of this Ministry. So, I will pin-point my observations on certain lacuna in the working of this Ministry.

A survey of the past decade of planning shows that even though there has been railway expansion going on on a large scale, no attention has been paid for the development of road transport or inland waterways or for the development of port facilities or coastal and overseas shipping. It has always been found that parsimonious allocation of funds and also restrictions on operation have been responsible for retarding the development of this vital sector. Even though in foreign countries, road transport is emerging as the modern pattern of transport and is given all facilities for expansion, because of its various advantages over railways, because of its speed, because of its door to door delivery and its flexibility, it is a pity that in this country, the railway has traditionally come to be regarded as an exclusive mode of modern transport and other means of transport have been assigned a minor place. The other means of transport have been assigned a minor place. Apart from inadequate allocation of resources there are other factors which inhibit the growth of road transport. There is a heavy burden of taxation at all levels—Central, State and local levels. We find that all these years as if the Central and State Governments and the local authorities are vying with each other to kill this industry. All sorts of taxable measures are being taken. Tax burdens are being put on this industry. Secondly, there are these interstate restrictions in the movement of road transport. There are various provisions of the Motor Vehicles Act and rules which impede its growth. As I have pointed out earlier transport is the barometer of economic activity in a developing country like India and the availability of cheap

transport is of primary consideration. There are 48,000 miles of road for a total land area of 1 million square miles. Two-thirds of these are un-surfaced and are therefore not all-weather roads. Only 15,000 miles are national highways of which 2300 miles are of dual carriage width. This road mileage is not being fully utilised because of the various missing links. There are so many major rivers which are not bridged and they could not be forded in a modern way. If it is Government's intention that our six lakhs of villages are to be opened up, road communication has to reach every door and a large scale programme of road development should be taken up in right earnest. In this regard I would be failing in my duty if I do not point out that the various roads constructed under the community development and national extension schemes are good for nothing. In the next monsoon after their construction, they are all washed away. No provision is made for their proper maintenance. There could be no two opinion in this House that adequate assistance should be given for road transport and automobile industry in this country. It is a pity that on the one hand we plead for more assistance and on the other hand impose massive taxation on this industry. This is an industry which is contributing more than Rs. 200 crores to the public exchequer and another 54 crores are going to be taxed under the present Finance Bill and it is expected that next year 54 crores more will be realised. In 1951 there were about three lakhs of commercial vehicles which contributed nearly 47 crores. After a decade we find that their number has doubled but the contribution has become four-fold—that is, more than Rs. 200 crores. This is the state of affairs. Strange though it may seem, the operator in this country hails from the middle-class family and the tax will ultimately hit the motor vehicle operators who come from the middle class family.

There is a very interesting statement of the Minister, Shri Raj Baha-

dur on the 22nd of October 1962. While addressing the Road and Inland Water Transport Advisory Committee; he says:

"There is a general feeling that the tax burden is causing severe strain to the Transport industry... Administration will have to balance the immediate return in the form of revenue that any proposal for taxation on motor vehicles may bring against over all benefit to the economy of the State that may be secured if some tax relief is provided."

Thus, he made out a strong case for tax relief. But we find that the Finance Minister has acted quite contrary. It seems as if the Government of India has been breathing hot and cold in the same breadth. There must be some collective responsibility and some co-ordinated approach to a problem like this.

12.46 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

The Transport Minister makes out a case that there is no case for further taxes on this industry but the Finance Ministry comes out with rigorous taxation measures. As early as 1943 the post war reconstruction committee on the future of road transport and road-rail relations remarked that the total taxation on motor transport was discriminatory and contrary to principle that the function of the State is not to favour one means of transport at the expense of the other.

Coming to the road development in this country, if there is a statewise breakup, you will find that there are some States which are very backward regarding road development. States like Madras, Kerala and Mysore have got 33.37, 34.58 and 21.29 mile of road respectively per every 100 square miles. There are States like Rajasthan, Orissa and Assam whose corresponding figures are 5.66, 6.32 and 1.96 respectively. More stress

[Shri P. K. Deo]

should be laid on the development of roads in Rajasthan, Orissa and Assam where road mileage is very poor.

Coming to the Border Road Development, you will find on page 31 of the report on the Ministry of Transport and Communications a reference to the border roads development. So far as the maintenance and construction of roads in the rear region, it continued to be maintained by the P.W.D. Because of the difficult terrain the construction and development of the border roads is being entrusted to the Director General of Border Roads who executes the project departmentally through a civilian force called the general reserve engineering force and the force is organised on military lines and its personnel are subjected to the Army Act for discipline. Many a time there have been questions in this House, and during the Question Hour, many startling revelations have been made regarding the various scandals of the Tuskar project. Serious charges have been made of financial irregularities, falsification of accounts and so on.

The Minister of Transport and Communications (Shri Jagjivan Ram): That has nothing to do with this Ministry.

Shri P. K. Deo: I am very happy that it has got nothing to do with this Ministry. But I would like to ask the hon. Minister why there should be dual control so far as the Border Road Development Board is concerned. It is always dyarchy which creates trouble, and I think that the entire activity should be entrusted to one single organisation.

In this regard, I would like to make some suggestions for the development of roads, namely that all national highways should be thrown open to vehicles of 33,000 lbs on two axles; all national highways should be widened into two lanes; all bridges and missing links should be constructed; the approach to the cities should be wide-

ned, and bypasses should be constructed for every village and town that will come on the national highway. Secondly, I would like to point out that in this rapidly changing industrial and economic geography of this country, there should be a fresh realignment of roads. The major centres of production of steel, cement, coal, jute, cotton, mineral oil and engineering goods should be connected. So, there should be allocation of more funds.

The Chief Engineers in their report for a 20-year road plan have suggested that Rs. 590 crores should be provided in the Third Plan period. I sincerely hope that this amount would be made available in the Plan period. Further, I beg to submit most respectfully that no further taxation should be imposed on road transport, and whatever revenue is being raised from this source should be fully utilised for the development of roads. It should not be switched on to some other expenditure.

Thirdly, the recommendations of the Masani Committee should be fully implemented. At the moment, the Neogy Committee has been appointed, but I think that the former recommendations should not be kept in abeyance till the final picture is given by the Neogy Committee. The production target of 60,000 commercial vehicles should be considered the minimum, and the necessary foreign exchange should be made available for this purpose.

Now, I would like to make a few remarks regarding tourism. Even though there has been some decline in our tourist traffic due to the declaration of national emergency, I still find that there is plenty of scope. Our tourist traffic is mostly the holiday traffic. This country with its variety of landscape and scenery, with its variety of fairs and festivals, sports and shikar, archaeological and anthropological interests, pilgrim centres and pleasure grounds, mountaineering and trekking could attract

more tourists. But in this regard we are very much behind the other countries. During the year 1961-62, only 1.03 lakhs visitors visited this country, whereas in Italy, the number of tourists that visited that country was 180 lakhs. It has been worked out that every tourist spends Rs. 2000 worth of foreign exchange in this country. It has been reported by the Estimates Committee that if we can increase our tourist traffic to half a million we can easily earn Rs. 100 crores of foreign exchange. For this purpose, there should be simplification of the customs rules, and relaxation of liquor permits and various other controls; and hotel facilities and other touring facilities should be provided. This matter should be looked into.

Coming to civil aviation, I would like to repeat some of the recommendations that have been made in the 29th report of the Estimates Committee. The previous speaker has already referred to the Palam and the Santa Cruz air-ports. It is high time that we must have two separate airports in this city, one for the military traffic and the other for the civil traffic. The amalgamation of these two, especially during the emergency period, is not good. So, it is high time that Government should think of having another big aerodrome somewhere near about. Some time back, there was a proposal in the Master Plan of Delhi that in the Ghaziabad side, they are going to have another big aerodrome. As Palam is nearer to Delhi, the Palam air-port should be fully reserved for civilian purposes, and the Ghaziabad air-field may be handed over to the military.

Coming to the terminal buildings at Santa Cruz, Shri Thirumala Rao has pointed out the defective construction of the runway and of the terminal building. The Estimates Committee has rightly pointed out that this monstrously large construction in the shape of the terminal building serves no useful purpose, because it was constructed at a time

when the Director-General of Civil Aviation was a policeman. You cannot expect a policeman to be an expert in civil aviation. So, naturally, that was the difficulty.

Yesterday, while Shri U. M. Trivedi pointed out the low performance of the various public sector undertakings in this Ministry, the Minister retorted and asked what the position was when it was in private hands. In this regard, I would like to make this remark that had this been the state of affairs in private hands, then those persons responsible for this mismanagement would have been ousted from the business, and the shareholders would have correctly dealt with them, or the Company Law Administration would have caught hold of the management by the neck. But as these happen to be public sector undertakings.....

Dr. L. M. Singavi (Jodhpur): Company law of politics is different!

Shri P. K. Deo: I do not know. But if they have got a separate standard for the public sector undertakings, then I have nothing to say on that. But we expect that just as the private sector is answerable to its shareholders, likewise, the public sector undertakings also should be answerable to the general public, that is, the tax-payers of this country.

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

Shri P. K. Deo: I am the first speaker from my party, and about 45 minutes have been allotted to our party.

Mr. Deputy-Speaker: The hon. Member has taken already about half an hour. He should try to wind up now. There are other parties and other Members also waiting.

On Demands, the parties cannot get their due share of time.

Shri P. K. Deo: I think yesterday it was decided in the Business Advisory Committee that.....

Dr. L. M. Singhvi: As a matter of convention time is being given group-wise. Otherwise, why should there be such a large number of speakers from the Congress Party? In practice we do observe it.

Mr. Deputy-Speaker: The hon. Member has taken 27 minutes already.

Shri P. K. Deo: I thought that I had taken 25 minutes.

Coming to the Nagpur air-port, you will find that even though there has been an air-conditioning plant there since the last two years, it has not been fitted there. The precision approach radar instruments which have been given by the TCM to be fitted at Bombay and at Dum Dum are still lying idle, and they have not been fitted.

In this connection, I beg to submit that the manufacture of the various communication instruments should be taken up at the Bharat Electronics Limited.

As I pointed out in my budget speech, the public sector undertakings have become the dumping ground of frustrated politicians; these popular rejections of the party in power are generally rehabilitated in public sector undertakings. In this connection, I would like to point out this. I do not like to give names, but if you insist, take the case of Shri Satish Chandra.....

13 hrs.

Mr. Deputy-Speaker: I did not insist. The hon. Member should not mention names of persons who are not here.

Shri P. K. Deo: I shall not mention. He is Chairman of the Indian Airlines Corporation. This is the state of affairs.

Coming to shipping, I would like to point out that the most disturbing factor in our shipping is the increasing cost of operation. Even though the previous speaker made out a case so well for patronising our shipping, I

would like to point out that our Indian shipping should stand in competition with others. They should be efficiently managed. They should reduce their cost of operation, if they at all want to compete with foreign shipping. Take the case of Calcutta. In the Calcutta port, the continuously falling of draft in the Hooghly river makes operation very difficult. 50 per cent of the load capacity has to be reduced. Wastage of capacity means heavy cost of operation. This has to be looked into.

I am very sorry to note that the previous speaker spoke against Paradip.

Shri Raghunath Singh (Varanasi): I do not think he said anything against Paradip. He spoke about Hindustan Shipyard.

Shri P. K. Deo: He spoke for Vizag port and said that construction work at Paradip should not be taken up. If the intention of Government is to relieve congestion at Vizag and Calcutta, if the intention is that some outlet should be found for the massive iron ore deposits in my State, which is the largest foreign exchange earner now, in my State which has a sea-board of 250 miles, there should be at least one major port. Paradip received the status of a minor port in 1958 and since then has been exporting 2 lakh tons of iron ore by way of mid-stream loading. Then Intermediate Port Inquiry Committee recommended that it should be developed into an intermediate port in the Third Plan period, for which a sum of Rs. 1.58 crores was estimated. Further, the State Government, with its limited resources, have been trying to develop this port so that by 1965, it would be capable of handling 2 million ton traffic. I hope some more funds would be available from the Central resources for the development of this Paradip Port so that it could be developed into a full-fledged major port.

There are other minor ports, Chand-bali and Gopalpur. They should also be developed.

Sometime back, the Estimates Committee recommended, and this House also approved, that the movement of coal has to be taken over by coastal shipping. As there has been already transport bottleneck on the railway; this process has been devised.

If we study the development of inland waterways, we find that most of our inland means of water transport, like the Buckingham Canal in Andhra Pradesh and Madras or the East Coast canal in my State have been silted up. They have not been properly maintained and have turned into swamps. So I would tell the Ministry that the inland water transport should be properly developed. Even though a committee was appointed to make recommendations for this purpose—Shri Gokhale was asked to preside over this committee—and it submitted its report, uptil now it has been kept in cold storage. No action has been taken for the development of inland water transport in this country.

Mr. Deputy-Speaker: Shri Raj Bahadur.

Shri Raghunath Singh: I had given my name. I have not spoken for the last four months except once. I think once in four months at least I should have a chance.

Mr. Deputy-Speaker: He was not here yesterday when he was called.

Shri Raghunath Singh: I came for this purpose. If I am not allowed to speak even once in four months, what is the use of my being in the Lok Sabha?

Mr. Deputy-Speaker: You will have your chance later.

Shri Raghunath Singh: Then I retire. I will not speak.

Mr. Deputy-Speaker: Every Member will have to wait.

Dr. L. M. Singhvi: The difficulty is that he wants the Minister of Shipping to reply to him. So he has to speak before him.

Mr. Deputy-Speaker: Shri Jagjivan Ram will reply.

Shri Raghunath Singh: He will not.

Shri Birendra Bahadur Singh (Rajnandgaon): On a point of order. The Ministry has got four Ministers. If each of them takes about 25—30 minutes at least, how are other Members going to have time?

Mr. Deputy-Speaker: Order, order.

Shri Birendra Bahadur Singh: Is that fair? This should be considered.

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): To start with, I will assure the House that I will take the minimum time possible.

श्री यशपाल सिंह (केरना) : श्रीमन्, भत्ता भी ज्यादा लेते हैं और टाइम भी ज्यादा लेते हैं। T. A. and time both.

Shri Raj Bahadur: If hon. Members want a reply, I would surely give it. Otherwise, I will sit down. We are not fond of speaking. But if certain points have been raised, they have to be replied to.

Dr. L. M. Singhvi: We want him to speak.

Shri Raj Bahadur: The debate on the Demands of this Ministry has rightly shown some concern for the development and progress of road communications and transport generally. I will confine myself to these particular subjects.

To start with quickly, I should like to refer to the observations made by Member who opened the debate, Shri Dinen Bhattacharya, and also Shri R. Barua. They both spoke about the gap in transport capacity, saying that road transport carries only a very little fraction of transport that emanates in the country. To begin with, so far as road transport is con-

[Shri Raj Bahadur]

cerned, the test should be whether it has or has not lifted the traffic so far offered to it. It cannot be said that the traffic offered to it has not been lifted. We can judge the whole thing on three criteria: reliability and efficient service, bearing of the increasing tax incidence and also how it has stood the test of emergency. On all these three counts, it can hardly be denied that road transport has come up to our expectations. The capacity of road transport is limited by and confined to the number of vehicles in the country. One can say that that has not been sufficiently augmented, but facts are otherwise. In the course of the last ten years, if we compare certain facts and figures, it should be clear that the total number of motor vehicles has risen from 306,000 to 692,000 in the course of 11 years, an increase of 120 per cent; goods vehicles have increased from 81,888 to 175,386 and buses have increased from 34,411 to 58,866. This is a very substantial increase. By the end of the Third Plan it is expected the number of commercial vehicles, goods vehicles, will go up to 295,000 and that of the buses will go up to 95,000.

Production of commercial vehicles is also a determining factor in the development of transport; but there also, substantial progress has been made. Whereas in 1953 the number of commercial vehicles produced was only 8,990, in 1960 it was 27,518. For the Third Plan we have a target of 60,000 commercial vehicles per year. So, it should be borne in mind that so far as it lay in the power of this particular industry, which is a nascent industry, it has stood the test of time and has borne its burdens well.

It was remarked that we had not been trying to do away with the inhibitory factors, and that even in times of emergency we were not allowing free transport from one end of the country to the other. The ISTC has been devoting its attention to this, and it has now been decided that long-

distance permits should be allowed between Calcutta and Bombay, Calcutta and Delhi, Delhi and Bombay and U.P. and Calcutta. The necessary directions in this behalf have been issued to the State transport authorities concerned for grant of permits and the criteria for granting these permits have been laid down.

A point was raised about tourist taxis. The States have been advised that 50 taxis and 25 contract carriages may be licensed in each State for plying all over the country without counter signatures. But this depends upon reciprocal arrangements between the State Governments, and therefore model reciprocal agreements have been formulated and forwarded to the States for implementation.

In order to encourage the co-operative movement in the field of transport, a study group has been established to study the problems of organisation and promotion and for formulating a concrete programme for development of the co-operative sector in transport.

It is also proposed that a National Road Safety Council with State and local branches should be set up.

It was said that our road system was inadequate. As hon. Members know, the Nagpur Plan has been fulfilled long ago, and the anxiety of the Government in this context will be evident from the fact that whereas initially in the Third Plan there was a provision of Rs. 80 crores for the national highways, roads in Sikkim and certain Centrally aided State roads, it has been further increased by a dollar loan from the IDA to the extent of Rs. 28.57 crores.

Another provision has been made for roads for coal transport from Bengal-Bihar to Calcutta and from Hazaribagh to Allahabad by road-cum-river route. A provision of Rs. 20 crores has been made for this.

To meet certain urgent requirements in the face of the emergency, another provision of Rs. 22.5 crores has been

made for the improvement of the national highways.

Thus, the total provision for central road programme comes to Rs. 151 crores as against the initial provision of Rs. 80 crores.

Apart from that, special permission has been given by the Planning Commission to go ahead with the construction of nine bridges over certain national highways in Assam, Bihar and Bengal. This brings the total to Rs. 155 crores.

The road programme has thus been considerably extended. And it will be further clear from the Budget estimates that whereas in the revised estimates for 1962-63 there is provision of only Rs. 20 crores, in the present Budget that has been placed for acceptance before this House, the provision is Rs. 35 crores for the national highways. Emergency works arising out of the present emergency are also being attended to. Their execution is being accelerated, and an additional programme of improving nearly 1,000 miles of arterial roads costing about Rs. 34 crores has been undertaken, which would mean improvement of the present roads, widening them, providing the necessary missing links and strengthening of bridges and bridging unbridged rivers.

So far as road transport is concerned, I do not think I need say anything more.

Shri Joachim Alva (Kanara): Apart from this, have you got any specific plan to clear the traffic bottlenecks in the highways, which is a very serious problem?

Shri Raj Bahadur: That is exactly what is being done, but I think, so that I may confine my remarks within my time, these questions may be taken up by member in the course of their speeches or at the end.

Shri Joachim Alva: The hon. Minister is a competent man. He can answer.

Shri Raj Bahadur: I would surely. Then the complaint would be that I am taking more time. That is the only thing. I am absolutely in the hands of the House. I am prepared to answer any and every question, but that will take time, and Members might say we are taking too much time among ourselves. I do not want to do that.

It was remarked that our shipping had been neglected. I never expected the remark from the leader of the Jana Sangh, Shri Trivedi. The following will show how incorrect and mistaken he is in this impression.

We have during the course of the last year crossed the one million GRT mark, which puts our country and the merchant marine of our country amongst the front rank maritime countries of the world. It has also to be observed that during the course of the last six or seven years who have doubled our merchant fleet. This performance is matched only by five other countries in the world. In 1962-63 itself we have made additions aggregating to 1.92 lakh GRT. With scrapings of old ships taken into account, the net addition would come to 1.4 lakh GRT. This is a record increase for any single year in the history of Indian shipping. And to this may be added the fact that against a normal requirement of Rs. 4.12 crores of foreign exchange which might have been needed for this acquisition, the foreign exchange released for this purpose is only of the order of Rs. 1.28 crores. The rest has been provided by a system of deferred payments, credits etc.

Initially, the Third Plan target was fixed at 1.1 million tons. Last year it was raised to 1.3 million tons without involving any increase in the financial provision. Today we have got in operation as much as 10,58,000 tons. There is another 2,88,000 under construction. This brings the total to 13,46,000 which more than fulfils the revised targets.

[Shri Raj Bahadur]

Further sanctions for 19 vessels of 1,58,000 GRT are under active consideration, and I am quite sure that with three years on our hands, we will not only fulfil the target that was laid down or suggested by the National Shipping Board, but might well exceed it.

So far as our share in foreign trade is concerned, it is pertinent to observe that whereas until last year our share was only of the order of 9 per cent in our total trade, it has now risen to 12 per cent. The earnings of our shipping companies have risen in the course of the last two or three years by 22 per cent, and cargo lifting by 20 per cent. In the liner trade, our vessels carry 25 per cent, of our overseas liner trade against our share of 50 per cent, but in many of these trades too we carry as much as 50 per cent also. In India-UK trade, our share has been raised to 40.5 per cent as against 30.5 per cent last year. This will go up to 48.5 per cent by 1971.

We are deficient, of course, in bulk carriers and tankers, and that is why we have to take special steps to make up the shortage. At present we have under construction in Japan eight bulk carriers, out of which one has been delivered yesterday.

Shri Thirumala Rao: One was delivered yesterday.

Shri Raj Bahadur: Another, I am informed by one of the directors of the company that the second one, has been delivered yesterday.

So far as tankers are concerned, one is under operation and two are under construction. An order has been placed for the construction of an overseas super tanker of 51,800 tons by a new shipping company that has come into being.

But we still require ships for our coastal trade, tramp trade, bulk carriers and tankers. Therefore, at the suggestion of certain organisations and bodies, and in consultation with

the National Shipping Board, it has now been decided by Government to permit an increase of foreign participation in new shipping ventures to the extent of 40 per cent against 25 per cent allowed till now.

Shri Vasudevan Nair (Ambalappuzha): Apart from the National Shipping Board, which are the other organisations that you mentioned?

Shri Raj Bahadur: The National Shipping Board and other people who are interested like private shipping companies. We are also anxious and there are new ventures in hand. We have got as many as four proposals for a higher quantum of participation.

Shri Vasudevan Nair: Was Parliament consulted about this decision?

Shri Raj Bahadur: We are taking the consent of Parliament now. Government takes a decision and then comes to Parliament for endorsement. In case Parliament refuses to give its consent, the decision cannot be implemented.

It is remarkable that 66 per cent of our merchant fleet tonnage is less than ten years old and only one per cent is over 20 years old.

As I said earlier, between 1958-59 and 1961-62 our shipping earnings have increased by 22 per cent, and cargo carried by them went up by about 20 per cent.

I would like to make a special mention of the freight investigation bureau which has done commendable work. It has secured reduction in freight rates of 155 items as also abolition of outport additionals on shipments to and from Indian ports in seven trades in addition to the fixation of special token freight rates for samples in 33 cases. I would also like to refer to the shipping co-ordination and chartering organisation which was set up mainly to centralise all Government freight and chartering work in one place in Delhi and to

maximise cargoes to Indian shipping to save foreign exchange. In 1960, the quantity allotted to Indian shipping was 13 per cent; it has gone up to 40 per cent in 1961-62. A shipping exchange has been established in Delhi with representatives of Baltic Exchange Brokers, Indian shipowners, as also interested departments. All chartering work except PL 480 foodgrains is now being done in Delhi. I think this is a very substantial achievement. Added to that is the achievement of securing a 15 per cent rebate over Government goods which has resulted in a saving of Rs. 50 lakhs per annum on our freights.

I will now take up the point raised by Shri Murti about the Hindustan Shipyard Ltd. I would like to assure him that the interests of the workers will be fully taken care of and we shall not allow their interests to be jeopardised on to suffer in any way. If some of them have a feeling that they are not given a fair deal, that feeling has to be removed. So far as the facts regarding dismissals, etc. are concerned, facts are not exactly as he has stated them. No technical officer has been dismissed during the last four years. Only one staff member has been dismissed after the usual disciplinary proceedings were taken. It is true that out of a total of 91 technical officers, 15 have resigned during the last four years, but we also know that members of certain technical services get higher emoluments outside in some other organisations. Maybe, we are not able to offer comparable scales of pay or emoluments and a few people are inclined to resign on the score. But only one officer has deserted during these years and 13 staff members out of a total of 440 deserted during the same period.

I would now refer to the other point which he has made namely that the overheads are going up. I will refer him to the performance graphs given on page 18 of the latest report of the Hindustan Shipyard. It will show

that compared to the increase in ship construction and repairs in terms of value and to the manhours per ton the overheads have really come down since 1958-59 in which year the expenditure thereon reached the peak. From other facts and figures also it can be shown that there has been a considerable improvement in the removing of the shipyard. So far as the value of the output is concerned, so far as the ratio between materials and labour is concerned, or so far as improvement can be shown in terms of mandays spent on the various ships constructed. If I may give just one or two figures, the number of mandays spent on the completion of a ship have come down from, in the case of VC 145, 3,56,250 to 3,18,750 in the case of VC 148. In the case of another type of ship it came down from 3,16,954 to 3,00,179. The materials-labour ratio has also improved. It was 7.90 : 1 in 1960-61 and it has come to 7.99 : 1 in 1962-63. This is a considerable achievement. It is not to say that the shipyard has been able to overcome all its problems. The biggest problem is one of finding all the components and equipment indigenously. There has been improvement in this behalf also. The total value of newly developed indigenous materials procured per ship during the period January 1962 to 30th September 1962 was Rs. 7.15 lakhs. The indigenous element of the total value of materials purchased has increased from 25 per cent in 1960-61 to 36.4 per cent in 1961-62.

I would be failing in my duty if I were not to say a word about the Shipping Corporation of India which has done remarkably well particularly in the context of the observation made by my hon. friend Shri Trivedi yesterday. I do not know on what basis he said that the public sector is sitting heavy and is not prospering. I do not think it can be said about the Shipping Corporation.

Shri Indrajit Gupta (Calcutta South West): What is the total tonnage now with the Shipping Corporation?

Shri Raj Bahadur: The tonnage has increased from 1,09,263 in 1960 to 2,01,869 GRT on 31-3-63 which is about 100 per cent.

Shri Indrajit Gupta: What is its percentage to the total?

Shri Raj Bahadur: This Corporation has 2,00 000 GRT while the total we have in shipping is over a million GRT which comes to 20 per cent or roughly 19·5 per cent. We have got further programme of expansion of tonnage for the Corporation and we hope that in course of time we shall have much more tonnage for the Shipping Corporation. The quantum of cargo carried in 1959-60 by the vessels of the Corporation was 3,82,925 tons while in 1962-63 it was 11,55,642 tons. There has been an increase in operating earnings too which during the same period rose from Rs. 3·91 crores to Rs. 9·60 crores which is roughly 240 or 250 per cent. The net profit earnings increased from a loss of 0·33 lakhs in 1959-60 to a profit of Rs. 107·00 lakhs in 1961-62. We hope that similar profits would more or less be made in the next year, 1962-63. The Corporation is also thinking of entering the India-USA service which I hope they will be able to do with the new acquisitions that they are making.

I would now come to major ports. This time too as in previous years very rightly concern was expressed for dredging Hooghly and for the dredging equipment in the port of Calcutta. Our dredging fleet has been strengthened by a new bucket dredger 'Ajoy' and a new suction dredger 'Churni' during the last year. The port has now six big suction dredges, four bucket dredgers and, one grab dredger and one hopper dredger. Orders have been placed for one estuarian dredger and one more is provided in the Third Plan. River training works have been undertaken and with the completion of the Farakka barrage, we can look forward to a period when the difficulties

we experience today will no more be there.

The plan of the Haldia port has been prepared. The detailed designs and drawings and other documents are under preparation. Boring of the ground for foundations is in progress. Land acquisition will be completed by the end of 1963. The Railways have also completed their surveys for the rail link and detailed plans for land acquisition are under preparation. With these, I hope it should be possible for us to look forward with optimism for a quick progress on this project.

The question of compensation to those who were displaced from the land acquired was raised yesterday. I may say that Rs. 2 crores have been sanctioned by the Central Government for payment of compensation and rehabilitation. The area is 9·73 square miles. I am speaking from memory. This is a substantial amount. The question of rehabilitation was taken up yesterday. I would like to say that essentially this is a question which concerns the State Governments, and I am sure they have got this particular problem on their hands. In fact they have already drawn up a scheme for the rehabilitation of these people, and we will extend all our co-operation that we can possibly do in this particular matter.

Then a complaint was made by Shri Muthiah yesterday about the slowness of the work in the Tuticorin port. I would say that that is not exactly so. We created a field division far back, in May, 1962. The project report and the tentative layout plan has been prepared which is being scrutinised by a technical advisory committee. Land acquisition and construction of staff quarters will be commenced shortly. The land surveys have been completed. The hon. Member said that a Chief Engineer should be posted quickly. A Chief Engineer has already been

posted. So far as the railway siding for the quarries is concerned, it is part of the project. I hope it will be taken up.

So far as the Mangalore port is concerned, the selection of site presented certain difficulties. This problem has been fully studied by the experts, and they have decided that a site north of Gurple river will be more suitable. Borings and surveys at the new site have been carried out and lay-out plans have been prepared. A project report has also been prepared. The lay-out and the project report are under examination by the technical advisory committee. A Chief Engineer has been appointed for the Mangalore port as well.

So far as the Kandla port is concerned, I would like to say that we are very much concerned about the problem of finding employment for those people who used to find work at Kandla port during the construction stage. In this connection, we had a scheme for the establishment of a free trade zone there which has now been approved by the Government. A decision has been taken. A site about six miles north from the port, about three miles from Gandhidham township, has been selected. 700 acres of land have already been acquired, and about 200 plots will be marked out. The selection of industries will be made by an inter-departmental committee to avoid unfair competition against the existing industries. There is a proposal to have a central policy committee and a local advisory committee, and this proposal is under consideration.

So far as the Marmagao port is concerned, I think it is my duty to refer to that. We had asked our Development Adviser to study the whole problem of development of the port. He has drawn up a tentative scheme and we have also made proposals to the Planning Commission for making a provision of Rs. 24.71 crores in respect of certain essential items of development which are now under consideration. The traffic in Goa has

increased considerably. In fact, from 1952 to 1962, the traffic increased from 1.3 million tons to 6.7 million tons, which is as much as about six-fold.

Some reference was made to minor ports also. In this connection, I have to say that they have been doing well, comparatively speaking. The traffic they handled this year has increased, as compared to the traffic of the previous years. It is now 6.5 million tons nearly. We have also acquired six survey vessels which have started their work. Surveys have been completed on the Tuticorin, Mangalore and another port, Dadri, by that particular unit.

I should like to mention about Pondicherry also; this year, we could complete the pier there, and that pier has now been thrown open for the shipping services, and it is being used.

So far as the Sethusamudram project is concerned, as hon. Members might know, the boring operations have considerably advanced. This was undertaken by the State Government. The land survey has been done by the Hydrographic Branch of the Navy, and I hope that as soon as their results are available to the Madras Government they will prepare the required schemes, and then we would be in a position to go ahead with the consideration and approval of this particular project.

A reference was made to tourism by the Members. Some concern about tourists arrivals was expressed by certain hon. Members, to the effect that there has been a decline in tourist traffic. I should admit that there has been a decline in tourist traffic, but we have to consider that it was not entirely due to the emergency. That was because of certain inherent handicaps that we have inherited. Those handicaps are, shortage of transport, shortage of accommodation and also lack of entertainment, and certain other inconveniences that were experienced by the tourists. We have been trying our

[Shri Rai Bahadur]

best to overcome these shortages. But apart from that, let us also appreciate that there are other competing countries in the tourist industry. They are in the near-east like Japan, Hong Kong and Thailand and also Caledonia who are making a very vigorous drive for the promotion and development of their tourist industry; and it is really against that competition that we have to work now. I think that the committee that has been appointed recently will be able to help us with advice in this direction because tourism has been increasing as such. In fact, there has been a 13 to 15 per cent increase over 1961 in the number of tourists in the Pacific region. Japan has increased her tourist traffic by 13 per cent; even Taiwan has increased the tourist traffic by 30 per cent. There are other countries who have increased their tourism from between 10 to 15 per cent during the same period. The most spectacular increase has been in Italy, where the tourist figures have gone up to 21 million tourists. We can say that in this era of fast and easier travelling, tourism has got vast potentialities and we should not lag behind.

I would like to make reference to the hotel classification committee in this connection. It has been doing its work since last year and we hope by the end of June, it would be possible for this committee to submit its report. I would like to add one word of caution. All the time, either in this House or outside, we are complaining about the shortages of aircraft, i.e. capacity of air services, shortage in hotel accommodation or other things. This type of talk or these reports go abroad also, and they unnecessarily and unjustifiably create a sort of apprehension in the mind of the intending tourists to the effect that in case they come here they may go about and find no accommodation on arrival on our air services or in hotels. We do not take note of the fact that hundreds and thousands of tourists are being

catered for in our hotels. We do not take note of the fact that the IAC and Air India have really been doing very well to cater to the needs of those tourists. We do not take note of the fact that they have also placed ready for them aircraft for charter. We also do not take note of the fact that considerable increase is being made in our hotel accommodation capacity all these facts have to be equally emphasized and brought home to the knowledge of the intending foreign tourists who may tour this country.

I think I have been able to confine my observations within the time given to me.

Shri Vasudevan Nair: What about the second shipyard?

Shri Raj Bahadur: The latest position about the second shipyard is that we hope by the end of 15th April, we shall be able to get the report that we are expecting from the Japanese experts. As soon as that report comes, we also hope that they would send one of their experts who had visited earlier or someone else to come and explain to us, and we shall carry on further discussion about it and then; there will be further consideration of the report.

Shri Vasudevan Nair: Have they finally agreed to the port there?

Shri Raj Bahadur: That can be said only after receiving the report, and what they have got to say. They came here, made certain studies, and they went back. They assimilated their studies and then must have come to certain conclusions. Unless and until we get their report and further communication in this behalf, it will not be proper for me to say one way or the other at this stage.

I am very grateful for the patient hearing given to me, Sir.

Shri Joachim Alva (Kanara):
There was one point made by Shri

Thirumala Rao. He made a complaint that the Government of India is not booking enough Indian ships for import or export as against the foreign ships. I should like the hon. Minister to tell us whether you book foreign ships for import and export on greater rates, or you go out to book every available Indian ship for import and export.

Shri Raj Bahadur: I have already referred to that particular point. In fact, when I was speaking about the shipping co-ordination & charting organisation, I said that we have taken steps to ensure that the Government cargoes are booked in our shipping companies to the maximum extent possible. So far as other cargo is concerned, it is the choice of the shipper. It is governed by so many factors including freight rates. So far as the Conference Lines are concerned, the freight rates are governed by the decision of the Conference Lines. So far as the tramps are concerned, they are governed by market conditions. To say that Indian ships offer better rates or that the others offer better rates will be a rather incorrect statement.

Shri Joachim Alva: Mr. Deputy-Speaker, Sir, we should not like to flatter ourselves that our posts and telegraphs department is running well and efficiently. In fact, there are so many scandals in regard to the delays in the posts, telegraphs and telephone, I receive more than 30 calls a day which are bad. I have just now come putting down my telephone, so that nobody can put a call round. If that is my experience, it should also be the experience of other Members of Parliament also. It is time that we tried to put the telephone system in order in Bombay, Madras, Delhi, Calcutta or any city where the telephones are installed, for which we pay heavily and yet we get wrong calls all the time. Something is wrong with our telephone system. It is easier for a man from Boston to telephone to London or from Boston to Bombay than to telephone from here to an-

other part of Delhi. Let us not flatter ourselves that our telephone and telegraph system is in perfect order. I do not mean to say anything personally about the Minister, but I want everyone from top to bottom in the department to put matters right. Unless we work in a systematic way, we cannot put the country right.

Take telegraphs. If someone in my family dies and I send a telegram, the telegram never reaches the relation in time. They cannot come for the funeral in time. It is not so in one case; but there are innumerable such cases. Obituary telegraphs must have the highest priority. Even the telegraph boys must have a sense of responsibility in delivering the telegrams. What is this that a telegram sometimes reaches after four days?

Even letters for Members of Parliament are delivered wrongly. I suggest that you hire out matriculate boys, give them training, pay and dress them well—I wish the Home Minister were present here. The system of *bakshish* for telegraph and postal boys must be stopped. If the post and telegraph boys ask for *bakshish* during Christmas or Diwali, why not the army, navy and air force boys also. ask? It is wrong that one sector of Government servants should ask for *bakshish* and others do not.

Shri S. M. Banerjee (Kanpur): Why do you pay *bakshish*?

Shri Joachim Alva: Please do not interrupt me. It must be stopped from top to bottom. It must not be done by any kind of voluntary thing.

Mr. Deputy-Speaker: We are not on the Home Ministry's demands now.

Shri Joachim Alva: If husbands refuse to pay, there are wives who pay *bakshish* to the postal boys because they do not want their letters and telegrams to be thrown away.

If our communication system breaks down, the safety of our State breaks down. I speak with the fullest responsibility. When there was the

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postal strike in Bombay, I offered myself as a post-man. I went round the whole of my neighbourhood behind Eros Cinema in Bombay counting the number of flats. There were 250 flats. I said, I could go and deliver a letter to every house, because I had to go up by the lift and come down after delivering the letters. If I could deliver a letter in 250 flats in 25 different buildings, I do not know why systematically it cannot be done. When there was the general postal strike in Bombay, there was no planning to meet the strike. There were maunds and tons of letters. A leading barrister of Bombay came to me desperately and asked, "Will you give me my letter from my only daughter who is away in England?" The Tatas' representatives came to the G. P. O. and asked for letters. So, we should not put the cart before the horse. Rather, we must plan in such a way that the postal strike is met and we shall have no trouble. I say again that if our postal, telegraph and telephone system breaks down, the safety of the State is also in peril.

I will not forget to pay a tribute to the American system, which is unrivalled in the world in regard to posts, telegraphs and telephones. There if a letter is under-rated, they just throw it at you. There they put the extra postage and send it back. If you want to telephone to a place 2000 miles away, you get it in two seconds. That is the strength of the American property and democracy; they run their telegraph, telephone and postal system so well indeed.

I come to aviation. I was one of those who were here right from the way when the Bill for the nationalisation of the Indian Airlines Companies came up in this House 10 years ago. I think the time has come for a combination of these two corporations—the Indian Airlines and Air India—on ground of efficiency and

on the ground that we shall have a better system of personnel, planes and services. The Pan American and TWA have been combined. They are the second largest air service of the world, the Russian Aeroflot being the largest. The combined strength of Pan American and TWA will cover 80 million miles, with 44,000 employees, the largest number of employees in any airline in the world and with \$1,000 million mark as their total assets. There is a race for the Atlantic. Where do we stand in the race? Are we going to be third, fourth or fifth in the race? Even the other European airlines like Air France, Sabena, Lufthansa, Alitalia, etc. have combined together under the name of European Union. Having been on the Advisory Committee for Air India from the beginning for 5 years—I am not there now—I would earnestly urge that it is time that you combine the Indian Airlines and Air India: with Mr. Tata as Chairman.

There is a great patriot and a great aviator like Mr. J. R. D Tata, who at the age of 60, the other day on the 25th anniversary of his flight, flew a plane from Karachi to Bombay amidst the fear of his friends and admirers. I would like our young men, the leading aviators and even big officers of the airforce and the Indian Airlines to take the personal example of Mr. Tata and fly the planes themselves and not leave it to others, to show an example to others. Why I pay a tribute to Mr. Tata is this. If the IAC and Air India are combined together, with the combined strength we will be able to stand the air attack. I do not have the figures, but I fear to mention that the combined strength of our planes, with our air force that TWA and Pan American have together, apart from the military planes of the United States of America.

I come to management. Why are you so fond of ICS men? We find that

an ICS Chairman of the Indian Airlines goes away and brings his colleague as the General Manager. I have great regard for him, of course, and I have nothing personally against him. But I want to ask, what has happened to the Deputy General Manager and others? There is a man I know in the Hindustan Aircraft Limited—the Deputy General Manager—who was Deputy General Manager of Indian Airlines, who has produced a car for less than Rs. 5,000, on which I sat and he has given trial rides to other also. But that car cannot come out of the Hindustan Aircraft Factory for some reason or other, because there is a mighty combine of 3 big capitalists who would not allow that car to come out, for which only Rs. 1000 worth of parts need be imported, to be put on the road. It is slightly bigger than the Ambassador or Fiat. He is not being called for the airlines. They have the wrong man in the wrong place. It is time that one of the Deputy General Managers becomes Manager, and not an ICS man who is the Jack of all trades, but master of none. The I.C.S. General Manager of Air India has, however, done a good job. Young men who do hard work expect to be called for higher posts, whether it is Air India or Indian Airlines. So, it is time that we shall have no more ICS men either in Board or as Chairman or General Manager, but we shall give a chance to young men, who have had special training.

In regard to Palam and Bombay airports, they are going to blow up one day in explosion. These are not my words, but these are the words of the great Mr. Tata before the Estimates Committee. I take particular care to quote exactly. Recently there was a fire in Bombay airport and the loss was more than Rs. 50 lakhs. But there will be a time when the entire Bombay airport will go ablaze. There will be a time when the civil jet and the military jet in Palam may clash in the time of emergency and we shall have no aeroplanes left. We are taking these things complacently.

कल करेंगे, परसों करेंगे, एक साल बाद करेंगे, दो साल बाद करेंगे ।

We are a race given to lethargy and putting off things. We have such a complacency in our attitude that we put off things. It is time that we attended to the Palam Airport. The world is moving in a stage when London or other capitals of the world will have not one, but five airports. London is getting ready for automatic landing of aeroplanes. The Trident and the VC-10 are planes commissioned to land in a blind system. The pilot can close his eyes and the plane will land! These planes were expected to come by the end of sixties. But we are still debating whether we should have a plane here or a plane there, and by that time the explosion takes place. Sir, the fire fighting equipment in Bombay, Delhi and all our other airports is of the second class, it is not of the international standard. If we want to claim to be of the highest standard like New York, London, Beirut, Rome, Tokyo, Moscow, Tashkent and other places, it is time that we put our fire fighting machines in excellent order. I raised this question when there was an air crash, but no answer was received.

Mr. Deputy-Speaker: The hon. Member should try to conclude now.

Shri Joachim Alva: Sir, give me only three, five minutes.

Mr. Deputy-Speaker: Do not go to five.

Shri Joachim Alva: What is the state of Bombay airport. It is a glorified garage. The contractors who built it did not know that certain amenities had to be provided. I say this because in the *Times of India* (Bombay) dated 19th December, 1962 an Australian by name Mr. John Stroud has written—I would have read his letter, Sir, if you had given me the time—that it is a wonder to fly with the Maharaja, but the moment one reaches the airport all the idyll of Bombay disappears because of the darkness of corridors and lack of amenities like hotel, shopping and restaurant and

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resting facilities. There are very important things for foreign exchange earnings.

My hon. friend Shri Inder J. Malhotra talked of the maharaja. The maharaja has become a very popular and lovable creature. It is a symbol and you cannot erase it out in a minute. It is a symbol of air superiority in all capitals of the world. I was in a Communist city like Belgrade. The companion with me was my interpreter from the foreign office. I asked him to interpret all the sign boards. He pointed out to Air-India. He rated it as the second or at the most third best poster. That is the prestige we enjoy everywhere, whether it be in a Communist country or a non-Communist country. The Maharaja is a popular and reliable chap. National symbols are national symbols. You have adopted the peacock to be the national bird. A peacock has some characteristics, even though the peacock has become a sign of arrogance, conceit and beauty. We have chosen that bird and that is why we cannot change things.

In regard to accidents, the judge, the prosecutor and the court are all in the Directorate of Civil Aviation. When an accident takes place, the plane has to be sealed and the formalities have to be gone through. He sends out an officer who goes and enquires into the accident. He then submits a report. Is the report being read by any? We have not yet got the report of the Alitalia air crash. Why? We must be quick about it. A man like Sachin Chaudhuri who was associated with the Bose Commission can handle it better. These accidents must be judged by somebody else from another Ministry. We must look into the accidents quickly. Men who are involved in it cannot be entrusted with the job. Doctors do not handle their own cases or the cases of their wives and children. So also the Director of Civil Aviation in this

case. He was a police-man ten years ago. The Director of Civil Aviation must be a strong and efficient man and a man of drive and energy. These things are very necessary for us. Sir, our aviation will be in a very bad state if we do not put these things right.

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

Sir, I have much to say. I am not getting any time. But I shall now be content with having raised a few points, and I hope I shall be lucky enough to get more time on the next occasion.

Shri Indrajit Gupta: Mr. Deputy-Speaker, Sir all of us are quite gratified to hear of whatever expansion is taking place in the various transport activities of this country, though all of us may not be equally satisfied with the rate of progress. Nevertheless, there is a considerable expansion taking place, and that is all to the good. It is only in that context that I wish to refer briefly to certain misgivings which I have regarding the allocation of public funds for certain of these transport projects.

Sir, I would like to remind the House that on many occasions, not very long ago too, this House has had an opportunity to discuss or at least to hear questions and answers relating to the Joint Steamer Companies which, as you know, is a very important or was a very important inland waterways, link a highway or an artery between Bengal and Assam. It was a company which practically held a monopoly position. Only recently, two or three months ago, a prolonged strike had taken place by the Pakistani crew. It was the subject matter of several questions in this House. Today, I find, when we are debating the Demands for Grants of this Ministry, a new development has taken place, and the Joint Steamer Companies have ceased to exist. That company no longer exists as a joint steamer

company. It was a combine of two companies of which one has recently, within the last month or so, gone out of existence, gone into liquidation, on the plea of trading losses. Nothing has been said about this either in the report of the Ministry nor has any mention been made of it. A sum of Rs. 2 crores was given as loan by the Government of India to this Joint Steamer Company to carry on their transport activities in Eastern India. Now, the strike which took place by the Pakistani crew was settled some time in December. The consequences of it and the possible aftermath of it was discussed and mentioned in this House several times in January also when this House was sitting. I would like to know from the Minister whether even at that stage, only a couple of months ago, the Government was or was not in a position to know that one of these companies was on the point of going out of business altogether.

I have here a copy of a notice issued by the IGN & R. Co., which has gone out of existence, saying that they regret to advise their staff that consequent upon the losses arising from the strike the company's financial position deteriorated to an extent which indicated that it could no longer function independently and it has gone out of existence completely. All the functions have been taken over by the other twin company, the R.S.N. Co.

I only wish to raise this question. A huge amount of money has been granted by way of loans and subsidies to this 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 do not know yet. Certainly the assets which this company must have acquired or renovated at the expense of the public exchequer will be there, though they will not be completely retained and some portion of it will be lost. The Minister of Shipping has, of course, finished his speech. I would have liked, if I had an opportunity, to ask him this question, because on the 22nd of January he had given an assurance in this House in the context of the settlement of that strike that the Indian staff of these companies would not suffer in any way directly or indirectly as a result of the strike by the Pakistani crew. That is on the record of the Lok Sabha. Now I find, though somewhat indirectly, the companies are saying that a result of the strike one company has to go out of existence and the remaining company has issued a notice, informing the staff that now some form of work-study methods will have to be employed on matters connected with redundancy and there can be no question of retaining in service staff in excess of the actual requirements, as revealed by the work-study. So, within a month or two of the settlement of the strike, we have been brought to a position where an undefined number of staff, Indian staff, are now facing threat of retrenchment. So, I would submit that this Government, in so far as it gave its approval to the terms of the settlement of the strike is committed to safeguard the working conditions and employment position of the Indian staff, no matter whether the company is now trying to bring in retrenchment by an indirect method, which is a consequence of the strike itself. Therefore, on these two points, whether the public funds which have been channelled through this company have been wisely spent or whether a part of it has gone down the Ganges or the Hooghly and also on this point of safeguarding the position of the Indian staff, who are now threatened with retrenchment, I

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would like to know what the Government intends to do.

14 hrs.

Regarding shipping I have to mention only one thing, because the Minister has said quite a lot about it. He has made an announcement—I take it as an official announcement, because I have seen nothing in the press, which I have been following very carefully,—to say that the Government has really taken a final decision on the basis of the recommendations of the National Shipping Board regarding an increase in the participation of foreign capital in Indian shipping.

Shri Raj Bahadur: I said "in consultation with them."

Shri Indrajit Gupta: I take it that the final decision has been taken, though it has not been announced publically yet.

Shri Jagjivan Ram: Yes, a final decision has been taken.

Shri Indrajit Gupta: I would like to know whether, as a part of it, Government is also prepared to give an assurance that the very important safeguards, which also formed part, an integral part, of the recommendations of the Indian National Shipping Board, the safeguards and pre-conditions on the basis of which alone the Shipping Board recommended that an increase might be permitted, whether the Government has decided or not decided to accept in toto those safeguards, as proposed by the National Shipping Board. Because, it will not do to take only one part of the recommendations, the operative part of the recommendations, out of the Shipping Board's resolution and to ignore the other parts. I do not say they are going to ignore them, but I want a clear announcement on that too.

May I remind the House very briefly that six important safeguards were laid down by the National Shipping Board. The first was that des-

pite any alteration in the quantum of foreign participation in capital there cannot be any alteration in the provisions of the Merchant Shipping Act relating to management, control and manning. Secondly, since we are still short of officers and foreign officers have to be employed, whose reliability cannot always be counted upon in times of emergency, therefore, special caution should be exercised to check up on the reliability of the foreign shipping officers employed in our ships. Thirdly, there should on no account be any kind of increase in foreign participation in coastal and liner trades. Fourthly, the increase should be confined to tramp and tanker trades, and that too on a selective basis on the basis of merit, so that those foreign collaborators to whom permission is given to come in will be parties about whom we are quite satisfied that they will promote the interests of Indian shipping and not do anything which will be harmful to our interests. Fifthly, there should be no impingement on existing routes on which Indian shipping already operates. Sixthly, all these measures should be carried out by Government through administrative measures under the licensing powers which it possesses.

Now a blanket announcement has been made that in consultation with the National Shipping Board Government has decided to permit an increase up to 40 per cent in foreign participation. But I wish to know clearly whether along with it, side by side with it, these six safeguards are going to be accepted or not, because, many of us, I have no hesitation in revealing it here, many members of the National Shipping Board only agreed willynilly to the operative part because of these safeguards. Without these safeguards, maybe many members might not have agreed to it. Therefore, I would like to have a categorical statement regarding this.

Then, while I am on the subject of shipping, one word about a subject which is a hardy annual, which comes up before this House every now and then, the Jayanti Shipping Company. One of its directors is a Member of this House; unfortunately, he is not present here at the moment. We are not satisfied, after reading the report of the Public Accounts Committee, with the terms and conditions on which this quite unprecedented sum of rupees twenty crores from the public exchequer has been granted as a loan to this company. It is a most unusual method, and the replies which the Government has given to the Public Accounts Committee are not at all convincing, to put it at the mildest. I would just raise this point before the House, because the Government seems determined to go ahead, for some reason or another, with its patronage of this Jayanti Shipping Company. But the point that should cause concern to everybody is that Government is practising some form of discrimination here, as between the Jayanti Shipping Company and other companies. The other companies, I hold no brief for them as employers may have a legitimate grouse on the ground that they were never given an opportunity, or no offers were ever made to them, by Government to provide them with facilities of this scale, of this magnitude, which, if it had been made available to them, might have enabled them also to go in and get even better terms of foreign collaboration, but it has never been done. Secondly, for advancing this huge amount of money, Government has, as far as I know, secured itself only up to the current value of those ships which the Jayanti Shipping Company will acquire. Since the current value of the ships will be much less than the original value of the ships, in case this Company defaults, or something goes wrong, enormous losses may be suffered by the Government, because the current value of the ships by that time may be much less than the original value. We are also told that the foreign

collaborator of this company is himself in considerable trouble, of his own of course with the United States Government, his liabilities running into millions of dollars which he is not able to meet, and as a result of it certain assets of his have been frozen and taken over by the American Government, including one or two vessels which are in Indian ports at the present moment, and it is on the basis of the standing, or the so-called standing, of this foreign collaborator that Jayanti Shipping Company put forward its proposals, and this sum of Rs. 20 crores has been extended to it by the Government, really quite out of proportion and out of line with its previous policies with regard to allocations from the Shipping Development Fund. So, this matter continues to plague the Government as well as the House, because we are not satisfied, the Public Accounts Committee also, I believe, is not completely satisfied with the position and if any more light would be shed on that we would be grateful.

Shri Raj Bahadur: Sir, at this stage, there is one point of clarification that I would like to make. If any reply is to be made to the observations made by the Public Accounts Committee, as the Chairman of the Public Accounts Committee has stated here --which seems to have been accepted--any reply in regard to the points made by the Committee cannot be made here but it has got to go to the Committee first. So, we cannot answer any of those objections raised in the report of the Committee. It is a very embarrassing position. I do not know what can be done about it.

Shri Indrajit Gupta: The specific points which were raised by the Public Accounts Committee be replied to, I agree, but there are some general observations also.

Shri Jagjivan Ram: All right. You will have a general reply.

Shri Indrajit Gupta: Then, when the hon. Minister finally replies, I

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hope he will join with me in paying a tribute to the work that has been put in during the period of emergency by all the employees who come within his Ministry's scope. I am referring particularly to the workers in ports and docks. Regarding civil aviation staff, we know what work they did in Assam and NEFA when they were requisitioned for special duties. The staff of other departments of the Ministry, including Posts and Telegraphs, did splendid work during the emergency.

I have no time to go into the details of many legitimate grievances, long-pending grievances and demands of theirs but I hope that in all fairness to them, in exchange for the wonderful work that they have done, it is high time that Government should take a little more energetic interest and active interest in trying to satisfy them in regard to the grievances which they have. I have indicated many of them in the cut motions which I have tabled, and I have no time to go into the details of those cut motions, but I hope Government will pay due attention to them.

One last word. I take this occasion to bring it up here. Though the Finance Minister is the real culprit, this Minister is here in front of me. It is the 5 nP post-card that is going to become a casualty because of the Finance Minister's desire to raise an extra amount of Rs. 3.15 crores by way of indirect taxation. I find that all the postal charges which are meant to be increased. . . .

Shri Jagjivan Ram: Our Ministry would not like to be absolved of the responsibility.

Shri Indrajit Gupta: I do not want your Ministry to be an accomplice of the Finance Minister in this matter.

Shri Raj Bahadur: It is a joint responsibility.

Shri Jagjivan Ram: It is equally my responsibility.

Shri Indrajit Gupta: That is why the whole point precisely in raising this is that there is still time to go into the matter and give a second thought to it. I would plead with the hon. Minister that a total amount of Rs. 3.15 crores is relatively small, which is to be raised from all the different types of postal rates which are to be increased.

Shri Raj Bahadur: What about the loss?

Shri Indrajit Gupta: The incidence on the post-card is naturally much less than this. I find from the Audit Report that there are so many things happening which if controlled and checked, would amount to much more saving than a paltry sum of Rs. 3.15 crores.

Shri Jagjivan Ram: I do not think so.

Shri Indrajit Gupta: Here is your own Audit Report which shows—I cannot read out all the different heads—wastage, over—expenditure, losses, defalcations, etc. that are enumerated here. Therefore, I would plead that this 5 nP post-card which is essentially a poorman's means of correspondence should be spared.

Shri Raj Bahadur: You just now praised the workers and you are now blaming them.

Shri Indrajit Gupta: This is something about which ultimately he—and not the Finance Minister—will be held responsible by the people of this country. Please do not be an accomplice in this and at least spare the Post-card from this increase and keep it at 5 nP and do not unnecessarily increase it just for the sake of getting a paltry amount of money. This is my last appeal to him. Because my time is up, I conclude.

श्री रघुनाथ सिंह : उपाध्यक्ष महोदय, आप ने मुझे समय दिया. इस के लिए मैं आप को बहुत धन्यवाद देता हूँ ।

इस मिनिस्ट्री ने १२ लाख टन शिपिंग के टारगेट से ज्यादा प्राप्त किया है. इसलिए वह बहुत धन्यवाद की पात्र है । लेकिन मैं यह भी निवेदन करना चाहता हूँ कि १९४७ में शिपिंग का टारगेट करीब २० लाख टन का था, लेकिन सोलह वर्ष के बाद भी हम उस टारगेट तक नहीं पहुँच पाए हैं । माननीय सदस्य, श्री इन्द्रजीत गुप्त, ने कहा कि बहुत ज्यादा लोन दिया जाता है । उन को बताना चाहता हूँ कि एक समय ऐसा था, जबकि सरकार शिपिंग की उन्नति के लिए लोन देना चाहती थी और लोन देने वाला कोई नहीं था । जब शिपिंग प्राइवेट सैक्टर में है और प्राइवेट सैक्टर ने सोलह बरस के बाद भी १९४७ के २० लाख टन के टारगेट को पूरा नहीं किया तो यह स्वाभाविक था कि सरकार भी इस व्यापार में आती । सरकार इस व्यापार में आई और काफी उन्नति हुई है ।

चालीस परसेंट पार्टिसिपेशन का जो घोषणा आज हुई है उस का हम स्वागत करते हैं । सारा शिपिंग वर्ल्ड इस का स्वागत करेगा, क्योंकि अगर हम चाहे कि बिना पार्टिसिपेशन के शिपिंग की उन्नति हो तो वह सम्भव नहीं है ।

शिपिंग के संबंध में हम को यह याद रखना चाहिए कि चीन के युद्ध के पश्चात् जापान और पाकिस्तान में शिपिंग का एक समझौता हुआ है और नेपाल तथा पाकिस्तान में भी एक समझौता हुआ है, जिस के परिणामस्वरूप जो माल पहले कलकत्ता पोर्ट से उतर कर नेपाल जाता था, अब वह शायद चटगांव पोर्ट पर उतरेगा और वहाँ से नेपाल जायगा । पाकिस्तान और जापान का जो सम्बन्ध है, सम्भव है कि चाइना भी उस में सम्मिलित हो जाये । इस प्रकार हम को भारतीय महासमुद्र

में एक बड़े संघर्ष का सामना करना होगा । इस दृष्टि से भी यह आवश्यक है कि शिपिंग की उन्नति जितनी शीघ्र हो, उतना ही अच्छा है ।

रत्नागिरि और बम्बई के बीच में जो पैसेंजर सर्विस है, करीब छः या सात लाख हमारे श्रमिक भाई रोज रत्नागिरि से काम करने के लिये बम्बई आते हैं और इस सर्विस का उपयोग करते हैं । वहाँ पर अभी तक शायद एक शिपिंग कम्पनी काम करती थी । अब सरकार ने विचार किया है कि एक दूसरी शिपिंग कम्पनी को भी, जो शायद गोआ की है, ठेका दिया जाये । मैं निवेदन करना चाहता हूँ कि ये छः सात लाख श्रमिक, जो रोज काम करने के लिये रत्नागिरि से बम्बई आते हैं, बहुत कम तन्स्वाह पाते हैं और इसलिए ऐसा उपाय करना चाहिए कि उन को जो फंड, भाड़ा, देना पड़ता है, वह कम हो । अगर ये दोनों कम्पनियाँ ठीक तरह से काम न करें, तो सरकार का कर्तव्य है कि वह इस स्थिति पर विचार करे और ऐसा बन्दोबस्त करे कि इन छः सात लाख आदमियों को सस्ते भाड़े पर बम्बई आने की सुविधा प्राप्त हो ।

माननीय सदस्य, श्री इन्द्रजीत गुप्त, ने फारेन सीमें का सवाल उठाया । एक बात में मैं उनसे सहमत हूँ कि चीन के साथ युद्ध के समय आसाम में जो स्ट्राइक हुई थी, उस से हमें शिक्षा लेनी चाहिये । हम को ऐसा रूल बनाना चाहिए कि हम अपनी शिपिंग कम्पनियों में केवल उन्हीं लोगों को रखेंगे, जोकि हिन्दुस्तान के नागरिक हों । अगर हम उन लोगों को अपने यहाँ रखते हैं, जोकि हिन्दुस्तान के नागरिक नहीं हैं और किसी दूसरे देश के नागरिक हैं, तो, आसाम में जो कुछ हुआ, अगर किसी और देश के साथ हमारा युद्ध आरम्भ हो गया, उसकी पुनरावृत्ति हो सकती है ।

[श्री रघुनाथ सिंह]

शिपिंग बोर्ड के बारे में मैं कहना चाहता हूँ कि जो लोग शिपिंग बोर्ड के मेम्बर हैं—कम से कम तीन सज्जन यहाँ पर मौजूद हैं—वे जानते हैं कि शिपिंग बोर्ड को कोई अधिकार प्राप्त नहीं है। हम साल म दो तीन बार मिलते हैं, एक घंटे के लिए बैठते हैं, विचार-विनिमय होता है और उस के बाद उठ जाते हैं। अगर शिपिंग बोर्ड को रखना है, तो उस को अधिकार दिये जायें, ताकि उस की कुछ उपयोगिता हो, नहीं तो उस को तोड़ देना चाहिए। उस को सिर्फ एसेमर्ज की तरह रखने की कोई आवश्यकता नहीं है।

श्री जगजीवन राम : उस की एडवाइज़री कंपैसिटी है।

श्री रघुनाथ सिंह : माननीय सदस्य, श्री तिरुमल राव, ने विशाखापत्तनम शिपयार्ड का जिक्र किया है, जिस को हिन्दुस्तान शिपयार्ड कहते हैं। जापान की एक टीम आई थी और शायद उस ने इस के बारे में अपनी राय दी है। जहाँ तक मुझे मालूम है, उस रिपोर्ट में कहा गया है कि अगर हिन्दुस्तान शिपयार्ड की तरक्की की जाये, तो जितने जहाज़ आज बनते हैं, उस से तीन गुना जहाज़ एक साल में तैयार हो सकते हैं। मेरा अनुरोध है कि जापान की रिपोर्ट के अनुसार हिन्दुस्तान शिपयार्ड का फिर से इन्तज़ाम किया जाये ताकि हम वहाँ पर कम से कम तीन गुना जहाज़ बना सकें।

कोचीन में बनाए जाने वाले सैकंड शिपयार्ड की बात बहुत दिनों से इस सदन में उठाई जाती रही है, लेकिन अभी कोई ठोस कदम उस तरफ नहीं उठाया गया है, सिवाये इसके कि ज़मीन ली गई है। फ़ारेन कोलैबोरेशन के सम्बन्ध में बात-चीत चल रही है। मेरा निवेदन है कि इस सम्बन्ध में शीघ्रता करनी चाहिए, क्योंकि जो समय आ रहा है, वह बहुत भयंकर है और सम्भव है कि फ़ारेन

एक्सचेंज के अभाव में हमको बाहर से जहाज़ प्राप्त न हो सक। इस लिए हम को हिन्दुस्तान में ही जहाज़ बनाने का प्रबन्ध करना चाहिए।

माननीय सदस्य, श्री पी० के० देव, ने अप्पेरेशन चाजिज़ का जिक्र किया। मैं उन को बताना चाहता हूँ कि हिन्दुस्तान की शिपिंग कम्पनीज़ के अप्पेरेशन चाजिज़ दुनिया में सब से कम हैं, क्योंकि हम अपने मजदूरों और काम करने वालों को उतनी तनख्वाह नहीं देते हैं, जितनी कि फ़ारेन शिपिंग कम्पनीज़ देती हैं। इस लिए इस बारे में उनकी एल्लिगेशन ठीक नहीं है।

जो लोग हज़ की यात्रा के लिए जाते हैं, करीब तीन महीने पहले उन की बुकिंग होती है और करीब एक महीना पहले उन को वहाँ पर उतार दिया जाता है, जब कि उन को फ़ारेन एक्सचेंज केवल एक हज़ार रुपये दी जाती है। ऐसा प्रबन्ध किया जाना चाहिए कि उन लोगों को इतने दिन पहले न जाना पड़े क्योंकि सिर्फ़ एक हज़ार रुपये से उन का काम नहीं चलता है। इस सम्बन्ध में बहुत शिकायतें आ रही हैं। सरकार को और जहाज़ों को चाटें करना चाहिए, ताकि हज़ के यात्री ठीक समय पर वहाँ जा सक।

जहाँ तक शिपिंग का सम्बन्ध है, यह ह्यूबारी सैकिंड लाइन आफ डिफस है। आप देखें कि हमारे पास जहाज़ कितने हैं। बारह लाख टन के जहाज़ इस वक्त हमारे पास हैं और दो बरस के बाद शायद चौदह लाख टन के जहाज़ हमारे पास हो सकते हैं। आप जानते ही हैं कि जहाज़ों की क्या उपयोगिता है? भारतवर्ष के लिए तो उनकी उपयोगिता और भी अधिक है क्योंकि विदेशों से सिर्फ़ समुद्री मार्ग से हमारा सम्बन्ध जुड़ा हुआ है, उन से समुद्री जहाज़ से हमारा सम्बन्ध शेष रह गया है। अगर हम जहाज़ों की तरक्की नहीं करेंगे तो हमारा यह जो कम्युनिकेशन है, यह एक दम बन्द हो जाएगा और विदेशों से अगर हम किसी प्रकार की

सहायता युद्ध के समय लेना चाहेंगे तो वह सहायता भी हमें प्राप्त नहीं हो सकेगी। आप देखें कि द्वितीय महायुद्ध के समय करीब दो करोड़ पंद्रह लाख टन के जहाज जर्मनी और जापान ने डबो दिये थे। कहां दो करोड़ पंद्रह लाख टन के जहाज और कहां हमारे बारह लाख टन के जहाज जो कि उसका एक परसेंट भी नहीं होता है। हमारा सम्बन्ध इंग्लैंड और अमरीका के समान दूसरे मुल्कों से सिर्फ जहाजों के द्वारा ही हो सकता है। इस वास्ते यह जो हमारी सीकिंड लाइन आफ डिफेंस है, इसके प्रति हमें जागरूक रहना पड़ेगा। जापान को आप देखें। उसके करीब अस्सी लाख टन के जहाज द्वितीय महायुद्ध में डबो दिये गए थे। जापान के पास बकैटाइल नेवी नहीं रह गई। जापान का कोलैप्स हो गया। इसका कारण सिर्फ यही था कि जापान बाहर से अपने यहां सामान मंगा नहीं सका। यही हालत जर्मनी की भी हुई। जर्मनी के पास जैसा मैंने उस दिन कहा था करीब ११६२ यू. बोट्स थीं और उसने सबझ लिया था कि इन यू. बोट्स की सहायता से ही वह एलाइड पावरज को जीत लेगा। लेकिन जब ये ११६२ यू. बोट्स समाप्त हो गईं तो जर्मनी की क्या अवस्था हो गई, इसको आप देखें। जर्मनी को तब न तो इटली से और न ही किसी और सोर्स से सहायता प्राप्त हो सकी और उसका कोलैप्स हो गया। हम इस बात से आगाह रहना चाहिये। हमारी भी कहीं यही अवस्था न हो, इसका हमें ध्यान रखना चाहिये। अगर हमारे पास जहाज नहीं होंगे तो दूसरे देशों से संकट के समय हम सहायता प्राप्त नहीं कर सकेंगे। इसलिए शिपिंग की जितनी उन्नति आप कर सकें, आपको करनी चाहिये।

अब मैं सेतुसमुद्रम स्कीम के बारे में कुछ कहना चाहता हूँ। तूतीकोरिन पोर्ट की तरक्की के लिए आपने काफी धनराशि दी है। लेकिन तूतीकोरिन पोर्ट तब तक सफल नहीं हो सकती जब तक कि सेतुसमुद्रम स्कीम सफल न हो।

सेतुसमुद्रम स्कीम का सफल होना इसलिए भी आवश्यक है कि आजकल जो हमारे जहाज आते हैं वेस्टर्न कोस्ट से ईस्टर्न को या ईस्टर्न कोस्ट से वेस्टर्न कोस्ट को जाते हैं वे सारे सीलोन की परिक्रमा करके आते जाते हैं। इनको इस तरह से पांच सौ मील की अधिक परिक्रमा करनी पड़ती है और तब जा कर वे बंगाल की खाड़ी में आते हैं। अगर आप इस पांच सौ मील के रास्ते को तय करने से जहाजों को बचाना चाहते हैं तो उसके लिए यह निहायत आवश्यक है कि सेतुसमुद्रम स्कीम को पूरा किया जाए। अगर यह स्कीम पूरी हो जाती है तो चाहे कोस्टलशिपिंग हो या ओवरसीज शिपिंग हो, वे आपके सी कोस्ट की लाइन में आ जा सकते हैं। आज जो हालत है उस में आप सेफ नहीं रह सकते हैं। आप देखें कि अगर वे आप बंगाल में एक भी आज सब-मैरीन हो तो आपके जितने भी जहाज ईस्ट कोस्ट से वेस्ट कोस्ट और वेस्ट कोस्ट से ईस्ट कोस्ट को आते जाते हैं और सीलोन के ट्रिक्कोमाली के पास तक, सारे के सारे जहाज वह समाप्त कर सकती है क्योंकि आप बिल्कुल ओपन सी में चले जाते हैं। अगर आप देश की रक्षा करना चाहते हैं अपने कोस्ट की रक्षा करना चाहते हैं तो यह जो पांच सौ मील का डिस्टेंस है, इससे जहाजों को बचाना होगा और इसके लिए यह बहुत आवश्यक है कि सेतुसमुद्रम स्कीम को सफल बनाया जाए।

मैं कलकत्ता पोर्ट के बारे में एक बात कहना चाहता हूँ। उसकी हालत बहुत खराब हो गई है। इसका कारण यह है कि वहां सिल्टिंग बहुत ज्यादा होती है, बा.ू. इतना ज्यादा होता है, बार इतनी अधिक हो जाते हैं कि आज जो आठ हजार टन का जहाज है, वह कलकत्ता पोर्ट में आ कर चार पांच हजार टन से ज्यादा सामान लाद नहीं सकता है। कलकत्ता पोर्ट में आपरेशनल चार्ज इतना अधिक हो जाता है। वहां आधा कारणो ही लादा जाता है। उसके लिए वहां आ कर माल मादना इकोनॉमिकल नहीं रह जाता है।

[श्री रघुनाथ सिंह]

इसलिए हिन्दुस्तान की शिपिंग कम्पनियां घाटे में चल रही हैं। उनको इतना कारगो नहीं मिलता है। आपरेशनल व्यय जहां तक वे आफ बंगाल का सम्बन्ध है, इतना ज्यादा हो जाता है कि उनको बहुत फायदा नहीं हो सकता है इसलिए फरक्का बैरेज की जो स्कीम है, चाहे पाकिस्तान राजी हो या न हो, कलकत्ता पोर्ट का सत्यानाश होने से बचाने के लिए, उसकी हमें कामयाब बनाना ही होगा। आपका टोटल इम्पोर्ट एक्सपोर्ट का ४५ परसेंट व्यापार कलकत्ता पोर्ट से होता है। इस वास्ते अगर कलकत्ता पोर्ट समाप्त हो गया तो वैस्ट बंगाल की हालत भी आप समझिये खराब हो जाएगी। वैस्ट बंगाल तब बच नहीं सकेगा और आपके व्यापार को बड़ा धक्का लगेगा। इसलिए मेरा नम्र निवेदन है कि फरक्का बैरेज की स्कीम को आप कामयाब बनायें। इस हाउस में स्टेटमेंट दे देने से कि दो तीन या चार बरस के बाद उसको हाथ में लिया जाएगा, उस पर हाथ लगना चाहिये, लाभ नहीं हो सकता है। आपके इंजीनियरिंग वहां जाने चाहिये ताकि वे देख सकें कि आठ दस हजार टन के जहूज पूरा पूरा बोझा लाद कर जायें। इसलिए मैं कहना चाहता हूँ कि कलकत्ता पोर्ट की उन ति निहायत आवश्यक है और इस और आपको तुरन्त ध्यान देना चाहिये।

हमारे माननीय मित्रों ने जयंती शिपिंग कम्पनी का जिक्र किया है। इस सम्बन्ध में मैं भी एक बात कहना चाहता हूँ। जो फारेन सीमैन है, जो फारेन मास्टर है, उन सब को हटा दिया जाना चाहिये। अगर कल आपका किसी ऐसे देश से युद्ध शुरू हो जाए जो कि पैरीटाइम नेशन है तो जो फारेन मास्टर है या सीमैन है या जो फारेन इंजीनियर है, वे अगर काम करने से इन्कार कर दें और कह दें कि हम आपकी सविस में काम नहीं करेंगे तो जो अवस्था असम में हुई थी, वही अवस्था हिन्दुस्तान के दूसरे भागों में भी हो सकती है। इसलिए मेरी प्रार्थना है कि जहां तक शिपिंग

का सम्बन्ध है, चाहे वह जयंती शिपिंग कम्पनी हो या कोई दूसरी हो, आपको यह रूल बना देना चाहिये कि जो परसनेल होंगे वे हिन्दुस्तानी होंगे। अगर आपने यह रूल बना दिया तो आपको इंजीनियरिंग की आवश्यकता होगी। हिन्दू यनिवर्स्टी बहुत अच्छी यूनिवर्सिटियों में से एक है। वहां पर बड़ा अच्छा कालेज है। मैंने बात की है। अगर आपको इंजीनियरिंग की आवश्यकता हो तो वहां से आपको ये उपलब्ध हो सकते हैं। शिपिंग इंजीनियरिंग के दो भाग होते हैं, एक स्ट्रक्चरल इंजीनियरिंग और दूसरे इंजिन इंजीनियरिंग। जहां तक स्ट्रक्चरल इंजीनियरिंग का सम्बन्ध है, हिन्दुस्तान शिपयार्ड, विशाखापत्तनम में एक छोटा सा अच्छा कालेज आप खोल सकते हैं और जहां तक इंजीनियरिंग का ताल्लुक है, हिन्दू यूनिवर्सिटी इस काम में आपकी पूरी पूरी सहायता करने के लिए तैयार है।

हिन्दू यूनिवर्सिटी में हिन्दुस्तान का सब से अच्छा इंजीनियरिंग कालेज है, उसका आप उपयोग कर सकते हैं।

श्री गौरी शंकर कक्कड़ (फतेहपुर) :
उपाध्यक्ष महोदय, परिवहन और संचार मंत्रालय की डिमांड्स पर बहस करते वक्त यह कहना पड़ता है कि गृह मंत्रालय के बाद यह दूसरा मंत्रालय है जिस का कार्य क्षेत्र बहुत व्यापक है। अगर यूँ कहा जाए कि इसका कार्य क्षेत्र केवल जमीन तक सीमित नहीं है बल्कि समस्त समुद्र और वायु में भी इसका कार्य क्षेत्र व्याप्त है तो यह भी सही होगा। जब से युद्ध छिड़ा है, तथा एमरजेंसी की घोषणा हुई है, तब से विशेषतः इसका कार्य और भी महत्वपूर्ण हो गया है।

जहां तक सिविल एवियेशन का सम्बन्ध है, इसके कर्मचारियों का सम्बन्ध है, मैं, जो कार्य उन्होंने किया है, उसके लिए उनको बर्बाद होता हूँ। जब चीन के साथ युद्ध छिड़ा तब से इसका कार्य क्षेत्र बहुत बढ़ गया और प्रायः

देखा गया है कि उन लोगों ने रात दिन बड़ी मेहनत और मुशकत से काम किया है और जो ऐंसेशल कमीडिटोज और सप्लाइज असम में भेजना थीं उनको भेजने में बड़ी सतर्कता दिखाई थी, बड़ी तत्परता दिखाई है। इस लिए वे कर्मचारों जो सिविल एविएशन का कार्यभार सम्भाल रहे हैं, बधाई के पात्र हैं। मैं मन्त्रालय को भी बधाई देता हूँ कि इस कार्य में उसको काफी सफलता मिली है।

परन्तु इस सम्बन्ध में मैं एक दो बातें कहना चाहता हूँ। सिविल एविएशन के कर्मचारियों को अब भी बहुत सी असुविधाओं का सामना करना पड़ता है जिनकी और मन्त्रालय का विशेष रूप से ध्यान जाना चाहिये। प्रायः देखा गया है कि जहाँ पर एयरोड्रोम होते हैं, वहीं पर उनके परिवारों के सदस्य भी रहते हैं और वहाँ पर उनके बच्चों की पढ़ाई की, स्कूलों की ठीक व्यवस्था न होने के कारण उनको अपने बच्चों को आठ आठ और दस दस मील दूर भेजना पड़ता है। इसमें पैसा भी अधिक खर्च होता है जो वे बर्दाश्त नहीं कर सकते हैं। जब उनका कार्य इतना सराहनीय रहा है तो इस बात की व्यवस्था भी होनी चाहिये कि जहाँ पर एयरोड्रोम हैं और जहाँ पर कर्मचारी अधिक संख्या में काम करते हैं वहाँ पर मकान की व्यवस्था की जाय। उनके क्वार्टर भी होने चाहियें ताकि आबादी में जाकर मकान लेने में उनको कोई असुविधा न हो। इन सब चीजों पर हमारे मन्त्रालय का ध्यान अवश्य जाना चाहिये।

जहाँ तक सड़कों का सम्बन्ध है उनके बारे में मुझे दो एक बातें विशेष तौर पर कहनी हैं। नेशनल हाइवेज इस मन्त्रालय के कण्ट्रोल में हैं। उनके अलावा बहुत काफी सड़कें इस प्रकार की हैं जो किसी न किसी स्टेट से सम्बन्ध रखती हैं। उनकी हालत भी सम्भल नहीं रही है। आज जबकि नेशनल इमर्जेंसी का समय है तब वे सड़कें जो एक प्रान्त से दूसरे प्रान्त को जाती हैं, खास तौर पर वह सड़क जो

असम को सीधे उत्तर प्रदेश से मिलाती हैं, उनकी हालत अच्छी नहीं है। इस और विभाग को विशेष तौर पर ध्यान देना चाहिये। जहाँ तक ग्रेन्ड ट्रंक रोड का सम्बन्ध है, वह अधिकतर शहरों के बीच में से होकर जाती है। आज कल जब यातायात इतना बढ़ गया है तब उसका दुष्परिणाम यह होता है कि प्राये दिन एक्सिडेंट्स होते रहते हैं। मेरा सुझाव यह है कि जो बड़े बड़े शहर ग्रेन्ड ट्रंक रोड पर पड़ते हैं और सड़क शहर के बीच में से गुजरती है वहाँ पर सड़क को एक या दो मोल का घुमाव देकर बस्ती को उससे बचा देना चाहिये ताकि प्राये दिन जो दुर्घटनायें होती हैं वह बच सकें। इस सम्बन्ध में मैं एक बात अपने निर्वाचन क्षेत्र के बारे में भी कहना चाहता हूँ। उत्तर प्रदेश में ऐसे जिले तो हैं हाँ जो पश्चिमों और पूर्वी जिलों में गिने जाते हैं, विशेष तौर पर पूर्वी जिलों को बहुत ज्यादा बैकवर्ड कहा जाता है और उनको प्रोत्साहन दिया जाता है परन्तु पश्चिमी और पूर्वी जिलों के अतिरिक्त कुछ और जिले भी हैं जो न तो उन्नतिशाल जिलों की श्रेणों में आते हैं और न बैकवर्ड पूर्वी जिलों में आते हैं। मेरा मतलब बुंदेलखण्ड, फतेहपुर, राय बरेली, हमीरपुर, उन्नाव आदि से है। इस सम्बन्ध में मुझे इस लिये कहना है कि बांदा सागर रोड जो फतेहपुर डिस्ट्रिक्ट और बांदा डिस्ट्रिक्ट को जोड़ती है उसके बीच में यमुना पड़ती है। वहाँ पर बहुत ज्यादा यातायात है। बांदा जिले में रहने वालों के लिये यमुना बहुत ज्यादा बाधा पैदा करता है। वह लोग फतेहपुर नहीं आ सकते हैं यातायात को सुविधा न होने के कारण। इसलिये यदि एक पुल यमुना नदी के ऊपर बन जाय तो उसका यह फायदा होगा कि यातायात की सुविधा होगी और फतेहपुर और बांदा के अतिरिक्त हमीरपुर, उन्नाव, राय बरेली आदि जिलों को भी फायदा हो सकता है क्योंकि यह सड़क जो बांदा सागर रोड के नाम से है वह गंगा ब्रिज के द्वारा उन्नाव, हमीरपुर और राय बरेली को भी जोड़ती है। जहाँ तक इन पाँच, छः जिलों का सम्बन्ध है, यह बहुत पिछड़े

[श्री गौरी शंकर कक्कड़]

हुए जिले हैं क्योंकि वहाँ पर न कोई व्यवसाय है और न कोई घन्था है। उनकी आर्थिक दशा बड़ा शोचनीय है। इसलिये अगर किसी प्रकार से यमुना और गंगा के ऊपर पुलों को योजना हो जाय तो बड़ा लाभ हो सकता है।

14.35 hrs.

प्रायः यह देखा गया है कि जहाँ तक नेशनल हाइवेज या उन सड़कों का सम्बन्ध है जो कि दो दो तीन तीन स्टेट्स को कनेक्ट करता है उनका जो निर्माण कार्य होता है वह उसी पुराने प्राइवेट कंस्ट्रक्टर का पद्धति से आज भी होता है। इसका परिणाम यह होता है कि ठाक तोर पर काम नहीं होता और भ्रष्टाचार जो बहुत दिनों से चल रहा है वह अपनी जगह पर कायम है। मैं यह संकेत करना चाहता हूँ कि जहाँ तक सहकारिता आन्दोलन का सम्बन्ध है, सरकार ने विश्वास दिलाया था कि जो लेबर कोऑपरेटिव सोसायटीज हैं उनको प्रोत्साहन दिया जायेगा और प्राइवेट कंस्ट्रक्टरों के बजाय उनको काम दिया जायेगा। किन्तु देखा यह जाता है कि लेबर कोऑपरेटिव सोसायटीज के पास अधिक धन नहीं रहता, अधिक सरमाया नहीं रहता जिसके कारण वह इस तरह के कार्यों को सम्भाल नहीं पाती हैं। मैं मन्त्रालय का ध्यान इस ओर आकर्षित करूँगा कि जहाँ तक प्राइवेट कंस्ट्रक्टरों का प्रश्न है, हमारे माननीय प्रधान मन्त्री ने खुद कई बार कहा है कि वे इस प्रथा को नहीं चाहते। इसमें कोई दो रायें नहीं हैं कि उनके द्वारा कार्य संचालन होने से भ्रष्टाचार रोज बरोज बढ़ता जा रहा है। इसलिये जहाँ तक हो सके इन लेबर को ऑपरेटिव सोसायटीज को काम दिया जाय हालाँकि उध के पास धन का अभाव है, ताकि यह भ्रष्टाचार का दरवाजा जो प्राइवेट कंस्ट्रक्टरों के द्वारा खोला जा रहा है उसको बन्द किया जा सके। आज होता यह है कि करोड़ों रुपया हमारी सरकार खर्च करती है लेकिन उसका उचित उपयोग नहीं हो रहा है। अगर एक साल सड़क

बनाई जाती है तो दूसरे साल यह देखा जाता है कि उसकी दशा खराब हो जाती है। कारण यह है कि किसी भी असली चीज का उपयोग वहाँ पर नहीं होता है। डिस्ट्रिक्ट लेवल पर जो कंस्ट्रक्ट प्राइवेट कंस्ट्रक्टरों को दिये जाते हैं, जो टेन्डर्स मंजूर किये जाते हैं, उनमें जो डिस्ट्रिक्ट इंजीनियर्स और ओवरसियर उनके साथ रहते हैं वे खुद देख कर भी अपनी आँखें बन्द कर लेते हैं, वे आँखों में धूल डाल लेते हैं। परिणाम यह होता कि सड़क बनाने के कार्य में रोज ब रोज गिरावट आती जा रही है। आज इमजसी की स्थिति में जबकि यातायात के साधनों की बड़ी आवश्यकता है, सड़कों का अच्छी स्थिति में होना अत्यन्त आवश्यक है। इसके लिये हमारी सरकार को तेजी से कदम उठाना चाहिये।

जहाँ तक डाक विभाग का सम्बन्ध है, उसका काफी विस्तार हो रहा है, परन्तु अब यह टार्गेट होना आवश्यक है कि जो ब्लाक हेडक्वार्टर हैं वहाँ पर एक पब्लिक काल आफिस जरूर हो, वहाँ पर एक सब पोस्ट आफिस जरूर हो। इस बात का प्रयास किया जाना चाहिये कि जो भी पुलिस स्टेशन हैं वहाँ पर कम से कम एक पब्लिक काल आफिस अवश्य हो। अगर पुलिस स्टेशन पर इस प्रकार की व्यवस्था कर दी जाती है तो इस समय शान्ति कायम रखने में भी काफी सफलता मिल सकती है।

मैं यह भी कहूँगा कि रूरल एरियाज में, ग्रामीण क्षेत्रों में डाकखाने बढ़ रहे हैं और तार धर की व्यवस्थायें भी बढ़ रही हैं, परन्तु अब भी कुछ देहाती क्षेत्र ऐसे हैं जहाँ पर सेविंग्स बैंक आदि की सुविधायें नहीं हैं। हमारी सरकार रोज नई नई स्कीमों गांवों के लिये सामने ला रही है। जल्दी ही कम्पल-सरी सेविंग्स की स्कीम चालू होने वाली है। ऐसी दशा में अगर गांवों में सेविंग्स बैंक की सुविधा नहीं दी जाती है तो मेरा विश्वास है कि लाखों गरीब किसान ऐसे होंगे जिनका

रुपया बहुत थोड़ी मात्रा में कम्पलसरी सेविंग्स में जमा होगा और वह उनको वापस नहीं हो पायेगा। अगर गांवों में या उनके आस पास सेविंग्स बैंक की सुविधायें हों तब अवश्य किसी हद तक यह विश्वास हो सकता है कि उनको पास बच मिल जायेगी और वह अपना रुपया पा सकेंगे।

देहातों में अब भी बहुतेरे क्षेत्र ऐसे हैं जहां पर चिट्ठियां एक एक सप्ताह में पहुंचती हैं। इस बात की कोशिश की जानी चाहिये कि आज के युग में तो चिट्ठियों के मिलने में बहुत ज्यादा देर न हो। अक्सर आवश्यक समाचार पत्रों में हुआ करते हैं और एक सप्ताह की देरी होने के बाद उन पत्र व्यवहार का सारा मतलब समाप्त हो जाता है, जिसके कारण बड़ी अड़चन और असुविधा हुआ करती है।

इसके बाद मेरा शिपिंग के सम्बन्ध में यह निवेदन है कि हमारे भारतवर्ष का एक बहुत बड़ा हिस्सा समुद्र से खुला हुआ है। जब हमारे ऊपर आक्रमण हो रहा है और एक युद्ध चल रहा है, तो हमें यह चीज भी देखनी चाहिए कि जो हमारा सबसे बड़ा क्षेत्र समुद्र की तरफ खुला हुआ है, उसके सम्बन्ध में हम क्या कदम उठा रहे हैं। अभी बहुत से माननीय सदस्यों ने इस बात का संकेत दिया कि जहां तक शिपिंग का सम्बन्ध है, हमारी सरकार का कार्य बहुत संतोषजनक नहीं रहा है। मैं भी इससे सहमत हूं। मैं यह कहना चाहता हूं कि बम्बई और मद्रास के बीच में एक बहुत बड़ा क्षेत्र है जिसमें दो सौ मील में कोई बड़ा नहीं है। मेरी मंत्रालय से सिफारिश है कि मंगलौर और कारवार के जो पोर्ट हैं उनको बढ़ाया जाए ताकि यह सुविधा हो सके। किसी समय भी यदि युद्ध छिड़ जाता है तो कम से कम समुद्र द्वारा तो हमारा यातायात खुला रहना चाहिए और अगर कोई ऐसा समय आ जाए तो हमारा ब्लॉकड न हो सके और यातायात बन्द हो जाने के कारण हमें नुकसान न उठाना पड़े। इसलिए रक्षा कोड के अनुसार भी यह आव-

श्यक हो जाता है कि हमारे समुद्री क्षेत्र का भी विकास हो। हमको अपना समुद्री यातायात अन्य देशों के मुकाबले में चलाने योग्य हो जाना चाहिए।

जहां तक रेडियो की सुविधा का सम्बन्ध है मुझे एक बात कहनी है कि हर गांव सभा के यूनिट के पास एक रेडियो होना जरूरी है लेकिन आर्थिक स्थिति अच्छी न होने के कारण हर गांव सभा रेडियो नहीं रख सकती। मुझे जो इस समय कहना है वह यह है कि गांव सभाओं और इसी प्रकार की अन्य पब्लिक संस्थाओं के मामले में रेडियो लाइसेंस फीस के मामले में कुछ रिलेजेशन किया जाए। अगर ऐसा हो जाएगा तो यह गांव सभाओं के लिए बड़ी सुविधा की चीज हो जाएगी। इस लाइसेंस फीस का उन पर भार हो जाता है। क्योंकि ये संस्थाएं रेडियो की सालाना फीस नहीं दे पाती इसलिए उसका लाभ उठाने में असमर्थ हो जाती हैं।

अन्त में मुझे यह कहना है कि इस मंत्रालय को बड़ी सतर्कता के साथ अपने कार्यक्रम को चलाना है। आज कल युद्ध काल का समय है और इस मंत्रालय का रक्षा से सीधा सीधा सम्बन्ध है। अगर यातायात की असुविधा हो जाए तो हम अपना सामान एक स्थान से दूसरे स्थान को नहीं भेज सकते। और इससे देश को बहुत घाटा उठाना पड़ सकता है। तो इस मंत्रालय का कार्यक्षेत्र बहुत विस्तृत है। इस महत्व को देखते हुए मेरा सुझाव है कि ट्रांसपोर्ट के लिये एक बिल्कुल अलग मंत्रालय होना ही चाहिये। इस संकट काल में ट्रांसपोर्ट की बड़ी प्रायर्टी है। एक मंत्रालय में अनेक काम एक साथ होने से इस पर कांसेंट्रेशन नहीं हो पाता और इसके काम में बाधा पड़ती है। इसलिए मेरा सुझाव है कि इस संकट काल को देखते हुए ट्रांसपोर्ट का एक अलग मंत्रालय होना चाहिए जो केवल इसी चीज को देखे और देश की सुरक्षा में पूरा सहयोग दे सकें। लड़ाई होने पर हमारे यातायात साधनों में किसी

[श्री गौरी शंकर कक्कड़]

प्रकार की कमी नहीं पानी जानी चाहिए। यह मेरा सुझाव है।

• मैं ज्यादा समय न लेकर जो मांगें रखी गयी हैं उनका स्वागत करता हूँ और आशा करता हूँ जो सुझाव मैंने दिए हैं उन पर भवश्यक ध्यान दिया जाएगा।

The Deputy Minister in the Ministry of Transport and Communications

(Shri Mohiuddin): At the outset, I would like to pay a tribute to the workers of the Civil Aviation Department, the Meteorological Department, and the airlines—(both the Indian Airlines Corporation as well as the private operators) who worked hard during the emergency and made substantial contribution in the carrying of personnel and cargo and goods from one part of the country to the other. Other Members have also paid a tribute, and I am happy that all the Members feel that the workers of this section deserve some praise.

I am happy that the Members have taken keen interest in the Civil Aviation part of the Transport and Communications Ministry and they have raised many points.

Shri R. Barua has criticised that the air-fields have not been improved as much as they should be, during the last ten to twelve years, and there are big gaps to be made up. The Estimates Committee also has referred to these matters.

It is a fact that there are many improvements that are still needed and urgently needed, but we should not forget one very important fact, and that is that during the last twelve years, that is, during the First and the Second Plans, considerable improvement has taken place in various directions.

I shall quote a few figures. In the construction and improvement of taxi-

ing tracks and aprons, the amount spent during the First Five Year Plan was over Rs. 2 crores. In Second Five Year Plan, the amount that was spent on these improvements was Rs. 7.28 crores. Of course, this includes the Bombay (Santa Cruz) runway and other big air-ports. The Third Five Year Plan provides nearly Rs. 6 crores for these improvements.

Similarly, aeronautical communications have also improved considerably. In the First Five Year Plan, nearly Rs. 68 lakhs and more were invested in these improvements of aeronautical communication equipment, and in the Second Five Year Plan, Rs. 2.17 crores were invested. In the Third Five Year Plan, nearly Rs. 5 crores have been provided, and I hope that we shall be able to spend the amount, though in many of these items foreign exchange is necessary.

I have already stated that we are, to a certain extent, lagging behind in ground improvements. Our ground improvements have not been able to keep pace with technological improvements in the air. I assure the House that the improvements that are necessary and urgently required will be made as early as possible. Of course, one of the main reasons for the slow progress is lack of fund, specially foreign exchange.

Shri Dinen Bhattacharya expressed surprise that in spite of the fact that it is now more than 12 years since the airlines were nationalised, there are some private operators which have not yet been nationalised. When the 8 airlines were nationalised in 1953, some of the private operators were deliberately left outside its scope. This policy of leaving some private operators to continue to operate has been reviewed from time to time. It was on the 1st December, 1960 that I made a statement in the House regarding the policy of Government in this respect. I had stated that the private operators would be allowed to continue to operate, as

their services are of some use to the public and as long as those services are required, it is not desirable to take them over. Moreover, they have only a few Dakotas, and it would not be a correct policy to compel the IAC to take over the Dakotas when IAC themselves are getting rid of the Dakotas they have at present.

The private operators are operating in areas and between points where the IAC do not go. If IAC are in a position to serve those places, the private operators will have to withdraw from those points. For example, in the eastern region, there is a place called Rupsi. IAC thought that it did not pay them to serve that point and withdrew, but private operators were allowed to go there. They are doing useful work for the local public in that area.

Shri U. M. Trivedi said that a large amount of money had been invested in the two air corporations but the returns from them are not satisfactory. The amounts invested in these two air corporations are considerable. There is no doubt that in the early stages, IAC were incurring losses and ultimately Government had to write off the losses that had been accumulating from 1953 to 1957. Since 1957-58, IAC have been making a small surplus. I do not call it profit because Government have given them a concession on the payment of interest on capital advanced to them; that concession will continue till October 1966. Whatever they earn is only a surplus and that surplus is increasing satisfactorily. In 1959-60, IAC had an estimated surplus of Rs. 7.8 lakhs, in 1960-61, it had gone down to Rs. 4.68 lakhs; in 1961-62 it had gone up to Rs. 7.80 lakhs; in 1962-63, it has a surplus of Rs. 76 lakhs of course, the accounts have not been finally audited. It was expected that with the increased traffic and increased efficiency, their surplus in 1963-64 would be over Rs. 1 crore. But with the new taxes that have come, the estimated surplus would be converted into a loss of

161 (Aai) LSD—6.

Rs. 74 lakhs—only on account of the increased taxes on fuel etc. Of course, they are considering how to make up this estimated loss in 1963-64.

Air India have been working on a small surplus from the beginning.

15.58 hrs.

[MR. DEPUTY-SPEAKER in the Chair.]

In 1960-61, it was Rs. 67.97 lakhs, in 1961-62 it came down to Rs. 38.87 lakhs on account of reduced traffic all over the world. The 1962-63 accounts have not been finalised yet, but the surplus is estimated at Rs. 2.13 crores. I am sure this improved financial position is very satisfactory. So I think the criticism of Shri Trivedi on the score of inefficient working of the air corporations seems to be unjustified.

I may mention one important factor that the efficiency of an airlines depends on some important factors such as the operating cost per ton kilometre. This cost has been continuously going down. In 1954-55, the cost was Rs. 1.20 per ton ATKM, in 1960-61, it was Re. 0.96, in 1962-63 it was Re. 9.85, and it is expected to be about the same—Re. 0.83 or 0.84—in 1963-64. These are important considerations which I wish to mention regarding the working of these two corporations. We are, of course, handicapped by the fact that we have not been able, on account of foreign difficulties, to obtain better and economical aircraft for I.A.C. They are still running about 48 Dakotas. The cost of running them is very high. We have been able to get ten Fokkers, the last of which was received only this month. I hope Fokkers will contribute to a certain extent to higher earnings by the Indian Airlines Corporation. But the other aircraft such as Dakotas are still very costly in operation, and as long as modern equipment is not available with the Indian Airlines Corporation, it will be difficult to expect that they will make sufficient profit.

[Shri Mohiuddin]

15 hrs.

Some reference has been made to lack of housing accommodation for the IAC and civil aviation department employees.

Shri U. M. Trivedi: Postal employees also.

Shri Mohiuddin: The Minister will say something about it. I am not aware of those things.

I fully realise that unless the staff have got good accommodation near the site of their work, efficiency cannot increase. Housing is one of the three important amenities which must and should be provided. The IAC had acquired some land in Delhi three or four years ago, but unfortunately that land had to be surrendered to the Delhi Administration as it happened to fall within a zone where construction was not permitted under the Master Plan. They have not yet been able to get substitute land from the Delhi Administration. I hope they will be able to get it very soon.

Government have provided sufficient amount in their Budget for expenditure on housing. Though on account of the emergency there will be some difficulty, I hope the position will improve.

The civil aviation staff have also been provided with quarters during the last ten years. Nearly 4,000 quarters have been built. In the First Plan Rs. 96 lakhs was spent on the quarters, and in the Second Plan Rs. 115 lakhs. About Rs. 1½ crores have been provided for the purpose in the Third Plan. I cannot, however, give any definite assurance that the houses will be built as there is and there may be shortage of cement and other building materials.

Shri Bishwanath Roy referred to flying clubs and said there was none in Jammu and Kashmir. I am very anxious that a flying club should be started there. As a matter of fact, three or four years ago I had initiated

a proposal, but it was found that there was some difficulty in starting a flying club at Srinagar on account of lack of facilities. I shall be very happy if some hon. Members take the initiative to start a flying club at Srinagar or Jammu. I assure him that we will give them every help. Of course, the initiative has to come from the local leaders. A club has to be started and registered as a co-operative society or under the Companies Act, and some initial capital also has to be collected.

Shri Joachim Alva: Since the Minister has referred to Kashmir, may I interrupt him for one minute. You know that Kashmir airline is a very dangerous line. People are afraid to fly on that line. Have you done anything to improve that line by putting these Fokker Friendships there? Valuable lives have been lost on the Kashmir line by flying.

Shri Mohiuddin: I am not aware of any valuable lives having been lost. I remember one serious accident some 12 or 13 years ago.

Shri Joachim Alva: But people are still panicky.

Shri Jagjivan Ram: You may be panicky.

Shri Mohiuddin: I know very well no one is panicky except Shri Alva.

Shri Joachim Alva: People who travel by that line have told me. I have not travelled, I am afraid to travel.

Shri Mohiuddin: As far as I remember, in the summer the Viscount service is put on the Delhi-Srinagar sector. But in winter the Viscount cannot go there on account of shush and snow. There are technical difficulties. I am not sure whether the Fokkers can be put on that sector.

Shri U. M. Trivedi: The Viscount do fly during the summer.

Shri Mohiuddin: Viscounts are going in summer, but they do not go in winter because they are not sure that the air field is clear enough for the landing, there are some technical difficulties in landing in the Srinagar area in winter.

Shri Dinen Bhattacharya and Shri Gauri Shankar Kakkar have referred to conveyance for children to school. Of course, the aerodrome has to be located outside the city area, and at some places they are miles away from the city. Some employees must also live in that area, and some conveyance has to be provided for their children to go to the city for education. The conveyance has been provided, under certain rules and regulations, at 29 aerodromes and there is no difficulty about conveyance at these places. It is not necessary to provide conveyance at those aerodromes from which there is a regular local bus service to the city morning and evening.

Shri Indrajit Gupta: They do not take luggage.

Shri Mohiuddin: For school children no luggage is necessary.

Shri Gauri Shankar Kakkar: If every time they have to be sent by bus, it means extra expenditure.

Shri Mohiuddin: The extra expenditure has to be incurred. Government cannot help it at this stage of the development.

Shri S. M. Banerjee: But the rates have been increased.

Shri Mohiuddin: Some charges have been levied. The hon. Member has raised the question of charges. They are only nominal.

Shri S. M. Banerjee (Kanpur): Why did you increase it in the case of Nagpur?

Shri Mohiuddin: That question is being considered separately. The whole question is being reviewed. Some nominal charges are levied at some places.

Lastly I would mention that some hon. Member had raised the question that equipment like precision approach radar and so on are received but are lying at the airport. In some cases it is necessary that the equipment should be co-related with other equipment which also has to be installed. There are some difficulties in getting land for construction of buildings. Of course these small difficulties are being overcome and I may assure the House that the improvement of the runways, of the buildings, of aeronautical communications will have the special attention of the Ministry. Thank you.

Mr. Deputy-Speaker: Dr. Singhvi:

Shri Dinen Bhattacharya: What about the duty hours of the chowkidars?

Shri Jagjivan Ram: I will give a reply.

Dr. L. M. Singhvi: I would like to request you to allow another Member from our group to speak for five minutes.

Mr. Deputy-Speaker: If there is time he will get chance. But two Members cannot be called.

Dr. L. M. Singhvi: I will be prepared to curtail the time of my speech.

Mr. Deputy-Speaker: He cannot get more than fifteen minutes.

Dr. L. M. Singhvi: Sir, I wish to preface my submissions in respect of this Ministry's demands by saying that the reports of the functioning of this Ministry are obviously tentative. They are lacking in persuasive quality and, if I may say so, they fail to satisfy. They are indeed not as communicative as one would wish, nor as detailed as the vast field of activities of this Ministry warrant.

It is rightly felt that transport and communications are the arteries and veins of our economy. But I am afraid the flow in the arteries has

[Dr. L. M. Singhvi]

shown a tendency of being obstructed and the veins have shown themselves to be more and more insensitive. I say that with a full sense of responsibility and with the hope that the Minister will be able to tell us what positive measures he proposes to embark upon in order to improve the functioning of this Ministry which is of vital and fundamental importance to our country, in normal peacetime and more so in the situation of emergency which has overtaken us.

Transport is the index and also an essential ingredient of an economy as ours which seeks to diversify the growths along a very wide front. It is an assurance of our national security as well as the basis of our economic mobility. In that context, I would like to quote a striking passage written in 1899 by Sir Winston Churchill: in his notable book *The River War*:

"In a tale of war, the readers' mind is filled with the fighting. The battle with its vivid scenes, its moving incidents, its plain and tremendous results—excites imagination and commands attention. The eye is fixed on the fighting brigades as they move amid the smoke: on the swarming figures of the enemy; on the general, serene and determined, mounted in the middle of his staff. The long trailing line of communications is unnoticed. The fierce glory that plays on red, triumphant bayonets dazzles the observer; nor does he care to look behind to where, along a thousand miles of rail, road and river, the convoys are crawling to the front in uninterrupted succession. Victory is the beautiful, bright coloured flower. Transport is the stem without which it could never have blossomed."

What he wrote some sixty four years ago has striking relevance for us even today, in spite of the most

radical revolution which the twentieth century has witnessed both in the methods of warfare and in the means and techniques of transport. It is a telling passage and I hope that while scrutiny is made of our reverses in the NEFA, scrutiny will also be made of our failures in the field of transport all of which—it may legitimately be argued by the Ministers concerned—do not belong to the province of this Ministry. The need for an integrated transport policy in our country is imperative today. The need has been emphasised by all knowledgeable persons. The need has been emphasised even by the Neogy Committee which says that although there is an overall scarcity of available transport there is great need for co-ordination; it is greater today than ever before in the field of transport so that the available means may be put to the best use.

It is in this context that I should like to advocate the need and the desirability of a constitutional amendment in order to enable us to re-organise our transport. I am fortified when I say this by the Neogy Committee which in its preliminary report submitted in February 1961 raises these questions in this form: I refer to page 130 of the Report.

"To what extent could the inter-State Transport Commission be made an effective body to ensure co-ordination between railways and road transport in respect of (a) inter State operations and (b) intra-State operations?"

Would it be possible under the existing Constitution to set up a Central organisation entrusted with adequate responsibility for co-ordination of all forms of transport? If so, what form should this organisation take? If not, what change in the Constitution may be necessary to secure effective co-ordination through regulation and to set up an appropriate co-ordinating body?

We hope that the Government has formulated its thinking on the main questions raised by the Neogy Committee including the question of re-organisation of transport and the question of constitutional amendment.

In passing I would like to refer to the border roads organisation, about the need for better and more effective road building and transport in the border areas. The other day I raised a question about a zonal co-ordinating council for the western border States—Rajasthan, Punjab and Kashmir. The Minister was not prepared to reply because at that time he was answering a question on a zonal co-ordination council of that sort for the Eastern border States of our country. I hope that he will be able to tell us as to what positive measures have been taken or are going to be taken and what institutional changes he proposed to effect for securing better co-ordination and for more effective transport on the western border States of our country. I happen to come from one of these western border States and I am legitimately anxious about the inadequacy of the existing transport both for defence purposes and for imparting a greater sense of security in the western border States.

I would now briefly advert to the woeful state of inland water transport in our country. A century or so ago, there was a steamer ship service between Calcutta and Agra. Today steamers cannot ply on the Ganges upstream off Patna. Writing in 1789 Major Rennel reckoned that more than 30,000 boatmen found their livelihood from river navigation on the Ganges and its tributary streams which amply demonstrate the magnitude of the prevalence of river navigation in the pre-Railway era. I would like to know whether any effective steps are being taken to resuscitate the river navigation in this country. It had fallen into decay and desuetude since the onset of the railways as a means of transport. The total mileage of navigable inland waterways in India

at present is roughly 5,760 miles, out of which there are only 1,537 miles of rivers navigable by steamers. In this context, perhaps the idea to join major rivers in our country to provide us with a trunk system of waterways in this country would be worth consideration. I would like to know whether this idea has been completely and finally abandoned by the Government or the Government are still thinking along these lines in order to provide us with an alternative system of transport.

In this context I would also like to refer to the fact that there is greater need because of the dislocation of the transportation in our eastern region; there is greater need today, and because of the vulnerability or because of the intervening foreign territories, there is a greater need of building everywhere alternative systems of transport which should be resorted to in case of the failure of the primary systems.

I would now refer to what is the most important part of our transport organisation, namely, the road transport. I would like to say that there is no denying the fact that the real answer to the transport problems of India is the emergence of a full-fledged road transport system in the country. This is, of course, incontrovertible. I would like to cite a few figures of the trends in other countries of the world which are significant and which, though we may not necessarily duplicate them in our own country, would serve as a guide line of policy for our country. Motor transport in Italy carries 222 per cent of the rail traffic today; in Australia, it carries 108 per cent; in New Zealand, it is 124 per cent. In the United States of America in 1939, the railways accounted for 64 per cent of the total goods traffic; in 1958, it went down to 46 per cent. In India, the story is very different. The bullock cart and other indigenous rural traffic carry another 20 per cent of the railway goods transport. This

[Dr. L. M. Singhvi]

is according to Neogi Committee's report. We have in India today an estimated total of about 7,20,000 motor vehicles. On the other hand, U.S.A. had in 1960 over 72 million vehicles on its roads and they expect, according to reliable forecasts, to reach a motor vehicles registration of over 113 million by 1976.

I do agree and concede that a lot of work has been done in the field of building up road transport in our country, but it is also equally undeniable that the condition of our roads remains abominable by and large. It is also undeniable that road transport, as we know it today in this country, is utterly inadequate. I therefore want to make a plea to the Minister not to depend on the routine targets but really to tell us that he has a very radical programme to build up road transport in this country within a relatively shorter duration.

I would like to raise, in this context, a fundamental question of economic planning. I understand that there has been some rethinking in respect of transport targets. I would like, in the first instance, the Minister to tell us what these final transport targets, both on the basis of calculation of emergency and on the basis of the increasing tempo of economic activity in this country, are going to be. I would like in this respect to venture a brief guess myself. An analysis which I had made sometime ago shows that during the ten years from April, 1951 to March, 1961, there was an increase of 42 per cent in national income, according to the Government's figures, which was accompanied by 94 per cent increase in industrial production and an increase of 115 per cent in surface transport.

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

Dr. L. M. Singhvi: During the decade 1951-61, the total volume of rail and motor transport increased from 30.3 billion ton miles to 65.3 billion

ton miles. And yet, as you know, there were chronic bottlenecks in the transport system of the country. In the perspective of our planning, we contemplated that in the period of 15 years beginning from April 1961 and ending with March, 1976, our national income would increase from Rs. 14,500 crores to Rs. 33,000 crores which is an increase of roughly 130 per cent. According to the formula I have worked out, and according to our own experience in this respect, an increase of 130 per cent in the national income of our country—at the present level of transport availability it does not represent a very happy situation—should be accompanied roughly by a 350 per cent increase in the surface transport in terms of broad figures. We must make further provision for emergency requirements which, if unattended to, would throw the entire system out of gear. It is, therefore, my opinion that the transport targets of our country, in terms of long distance traffic capacity, should be raised from 192 million tons to about 750 to 800 million tons in the 15 years ending March, 1976. Of course, a proportionate augmentation of feeder, local transportation and short distance traffic would also be required.

I would like the Minister to tell us what his figures of perspective planning are and how he proposes to meet the great pressure which is there on the transport system of this country.

I would now briefly refer to the regional concentration of transport facilities in our country. I need hardly cite the figures. But I would say that Rajasthan happens to rank the second lowest. The lowest is Assam; the second lowest is Rajasthan and the third lowest in that respect is Orissa.

Dr. L. M. Singhvi: Yes, Jammu and Kashmir.

Dr. L. M. Singhvi: Yes; Jammu and Kashmir too. I would like to see that

there is a better distribution of transport facilities in different States, and that particular attention is paid to the border States in this country of which Rajasthan is one.

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

Dr. L. M. Singhvi: I will conclude in a couple of minutes. I would briefly invite the Government's attention to one more matter. I want them to tell us as to what they have done in respect of exploiting the vast potential market for the export of meteorological instruments regarding which the Estimates Committee had made a strong recommendation in 1957. I would like the Minister to tell us why it is that five years have elapsed since public pronouncements were made by responsible officers that they are exploiting the vast potential market in this respect. What has been done to exploit that market and earn foreign exchange which is much needed for our country today?

Before I conclude, it would not be out of place to mention that the post and telegraph facilities in this country are deteriorating in terms of efficiency. Delays are chronic and endemic. As a matter of fact, if the Minister had ever tried to put in a call himself, he would realise the kind of difficulties, the kind of bottlenecks and the kind of discourtesies that the subscriber is normally, commonly and customarily subjected to. I hope he would do something very effective in this matter. This is a matter which does no credit to the functioning of this Ministry.

I hope that he will also be able to give every village with a population of 2,000 and more, a post office. I would like to join my hon. friend Shri Indrajit Gupta in the demand he made on the Government not to increase the price of the post-card which is used commonly by the common man. I would add a suggestion that they should start the local delivery system for envelopes also at a reduced cost.

I would like to make the plea for a master plan for tourism in different parts of the country so that only a few places are not developed—for it tends to give rise of monotony—but that diversified places of interest are developed in different parts of the country.

I hope that the Minister himself is quite concerned about the decline in foreign tourist trade. This is not only on account of the emergency but it is also on account of certain other built-in short comings. I hope he would be able to tell us when he raises to reply as to what steps he proposes to take to increase and augment the tourist trade.

Shri N. R. Laskar (Karimganj): Mr. Deputy-Speaker, Sir, at the outset I would like to thank you for the opportunity given to me to participate in this debate. This Ministry covers such a large variety of subjects that it is really impossible for any Member to cover all the points. The most vital necessities of life are water and air, and beginning from these, everything has been covered by this Ministry. However, I would submit that our able, experienced and tried Minister is at the helm of this Ministry and I legitimately hope that things will improve.

Coming from a border district like Cachar, we know what is the transport bottleneck in our area. In that area, except for a tiny railway connecting line there are practically no national highways there at present. I am sorry to say in this House that after 15 years of independence, we have not been able to construct an all-weather road connecting even the State capital, not to speak of the rest of the country. The scope for developing road transport in this country is very much. Only because the country has substantial net work of railways, there is no immediate need for developing an alternative transport system in the country—this does not appear to me to be a good argument at all. No doubt the railways have done wonderful work during the time

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of our national emergency and along with other hon. Members, I also paid my tributes to these people, particularly the railway employees as a whole, for their splendid work during the emergency while participating in this year's Railway Budget.

In spite of all this, is it not a fact, Sir, that due to transport bottleneck, the country has to face appreciable shortfalls in the production of vital industries including things like coal and steel? It is really a matter of concern to us all that our planned efforts for large-scale production of agriculture and industry have to suffer due to overall bottleneck of the transport system in our country. It is also no use denying the fact that we could have fought the Chinese menace much better if we had well-developed road communication particularly strategic roads in the border areas as a whole. The whole of Northern Himalayan border is quite vulnerable to Chinese menace and yet our strategic road development in the area is not fast moving.

Of course, it is gratifying to note that a border road development committee has been formed, with our beloved Prime Minister as the head. So, we hope that things will move faster than before. But I feel that a gigantic plan for constructing all the strategic border roads should be taken in hand. No doubt this will require a huge drainage of our resources and this may somewhat impair the national development plans. But I want to know what is the meaning of all this development in our country if we cannot protect our freedom and if we cannot check our enemies on the borders of our country?

India's road transport system lags far behind that of not only western nations, but also of many Asian countries. I would like to quote some figures to the House in this connection. As against the 82 miles of road that we have per lakh of population,

France has 1502, USSR 840, Iraq 242 and even our tiny neighbouring country, Ceylon, has 115. Area-wise, we have 23 miles of surface roads per 100 square miles of territory as against U.K.'s 209, France's 237 and Ceylon's 70. This does not mean that we have not done anything all these years. Road mileage in India has no doubt increased by about 26 per cent in the last 10 years, i.e. from 1950-51 to 1959-60. But this increase is quite insignificant compared to the vastness of our country. And also, this addition is not on the side of all-weather roads, but mostly covered by semi-pucca and *kacha* roads.

Not only that. These roads are not serviceable for most part of the year, but they are also not linked with the highways and thus make them serve useful purposes

15.35 hrs.

[MR. SPEAKER in the Chair]

Looking at all this, I think there is urgent need for expansion of various roads of transportation in the country. But we find that the allocation made for road transport in the third Plan is very inadequate. In the third Plan, the allocation of Rs. 250 crores as against Rs. 1000 crores earmarked for the railways is very inadequate. It is physically impossible for the railways to cope with the demands that will be made on them during the third Plan period and later. So, for the sake of national interest, it calls for higher priority and outlays for our road transport.

Now I come to the grievances of my local areas in Assam. The previous speaker, Dr. Singhvi, said that Assam comes last so far as transport facilities are concerned. It is also a border State. We have had experience of the first onslaught of the Chinese and we have suffered during those days. Therefore, something should be done for that area, not only from the viewpoint of the economic development of that area, but also from the national defence point of view. In

my area, the Central Government has taken up a project-Tripura-Badarpur-Jowai-Shillong Road—to connect Tripura with Assam and with the rest of India. But it has not been completed. It has not been made an all-weather road up till now. There are three or four bridges yet to be completed. I put a question in this House and I was told that contracts have already been given for these bridges. I only appeal that this should be taken up immediately and the construction should be finished as early as possible, so that **these parts of the country may be** connected with the rest of India as early as possible.

I would like to say something about the development of air communication in that part of India. Because there is lack of other means of communications like road and railways, the only mode of transport is air transport. We are demanding again and again the introduction of Fokker Friendship service between Imphal, Silchar and Calcutta, but that is not done. The excuse put forward is that the Imphal aerodrome is not fit for landing of Fokker Friendship. Being a border area, for all practical purposes, the Imphal aerodrome should be developed immediately. Before that larger aeroplanes should be introduced on that route for carrying the maximum number of passengers. In that part of the country, only dakotas fly now. These are smaller dakotas carrying 22 to 28 passengers at a time. I would suggest that a bigger aeroplane should be introduced immediately, so that the passengers can get more seats.

For all practical purposes, Assam needs an accelerated rate of development of transport, as I said before, from the national point of view and also for the development of the State's economy. The main exports of Assam are tea, jute, mineral oil and all kinds of timber. Of this, about 93 per cent of tea and 90 per cent of the jute have to be carried to Calcutta for distribution in the country or for export to foreign countries. This has to be carried by the inland waterways. The

river Brahmaputra is playing a vital part in the movement of all this traffic. The railway is operating to its maximum capacity in this region and has practically no capacity to carry additional traffic. But river Brahmaputra with its vast resources is large enough to meet all these demands. But I am sorry to say that this river is not being maintained properly. The navigation channel is not dredged properly. The inland water system functions properly only if the navigation channels are dredged properly. I, therefore, request that more funds should be allotted for dredging up the navigation channels in Brahmaputra so that goods could be moved freely in that river.

Shri Birendra Bahadur Singh: Mr. Speaker, Sir, I am grateful to you for giving me this opportunity.

At the outset, I would like to congratulate the Ministry of Shipping for its wonderful performance, and I offer my congratulations to this Ministry and all the officers concerned who are dealing with it. But there is a lot more that can be done, and if more finance could be provided I think shipping should be further improved in the interest of the country.

Sir, I shall confine myself mostly to the area from where I come. I have been repeatedly saying about it in my previous speeches, but I am afraid so far as this State is concerned deep interest has not been shown so far. I would like to draw your attention to 1957 when the States Reorganisation Committee had made a specific proposal with regard to the development of this State. Unfortunately, no one has taken my notice of that report and Madhya Pradesh today stands where it was in 1957.

For instance, there are only two National Highways. One is National Highway No. 7. It goes from Nagpur to Calcutta. While a report has been submitted to the Government that the bridges on this road are in a very bad state of repair, no money, unfortunately, has been spent on this National

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Highway with the result that the bridges that were in existence on this road have fallen to bits. This road is very important. It runs from Nagpur and it not only links Bhilai and Rourkela but Hiraikud and other important places. I would, therefore, request the Ministry to see that as far as this National Highway No. 7 is concerned more interest is paid.

Similarly, sometime ago, we understood that the National Highway running from Raipur via Jagdhalpur joining Koraput and Andhra State was in a dilapidated condition and therefore it was handed over to the Dandakaranya Project. But up till now we do not know whether the Dandakaranya Project is looking after it or whether it is the Government of Madhya Pradesh. Only the other day, when I was talking to the Minister of P.W.D., of Madhya Pradesh, he said that still the dispute was there and a decision had to be taken by the Government as to who was going to take the ultimate responsibility of it. I feel that the repairs on this road should be taken up in right earnest because, as I said, it is the most important National Highway joining three States—Orissa, Madhya Pradesh and Andhra. Also, if it is extended, it also joins Uttar Pradesh.

The other thing is, whatever money is being provided by the State for construction and maintenance of bridges and roads, no one knows where that money goes. There is no final check. When a certain amount of money is provided, for instance there is no check whatsoever and we do not know whether that money is utilised over a particular road for which it was provided or while it is being spent on some other roads. Therefore, I suggest that the Central Government should always have an engineer who should go round and see that the money that is allotted for these National Highways is properly utilised and the money is spent over the works for which it was meant and

is not spent for other purposes. Sometimes it also happens that proposals are sent from here rather very late, and by the time the proposals reach Madhya Pradesh and taken up by them the money provided lapses and it remains unutilised. Therefore, decisions reached here should be conveyed to them as soon as possible so that the money provided could be utilised at the right moment. It is no use if you send up proposals and allot money in the month of October or November, because in three months roads cannot be completed and the money provided for them lapses.

Then I come to the question of co-operative roads for which the Central Government gives grants. I do not know the position in other States, but I know that in Madhya Pradesh roads have been taken up for construction with the money granted by the Government but they have not been pursued. A village road must be pursued and completed. And, without bridges, roads are useless. Therefore, once a road is taken up the connecting bridges also must be given priority and they must also be taken up and completed in time.

Another thing that is happening is, once a road is constructed and money is spent over it, nobody bothers about it and no repairs are carried out with the result that it gets into a bad state. The bridges over it are not in proper condition. Thereby the money spent is actually waste. Therefore, I suggest that when money is provided for all these co-operative roads etc., attention should be paid to see that proper linking bridges are also taken up and completed.

I am very sorry to say that and it is the most unkind cut of all that Madhya Pradesh should completely be neglected from the point of air services. Bhopal is the most important town and capital of the State. It is the only capital of a State where there is no air service. Today there is air service in practically all big towns of the other States, but not in

Madhya Pradesh. We want further links. Last time I made a proposal to start an air service connecting the important steel factories. You can start from Delhi, go via Bhopal joining Rourkela, Durgapur and Calcutta. What now happens is that the officers of these steel factories always go via Calcutta whenever they are to attend the board meetings. If we have an air service which goes through Madhya Pradesh and touching all these important places, it would be very useful to them and save Government money. I put this proposal last time, but I am sorry to say that it has not been taken into consideration.

Now I come to the Posts and Telegraphs Department. This is also where Madhya Pradesh is lagging behind. A train takes 12 hours from here to reach Bhopal whereas a telegram takes 48 hours to reach Bhopal. I once sent a telegram from Raipur to a place only at a distance of 60 miles. I reached that place by train but the telegram had not reached. I made enquiries about it and I was told that the telegram had to be routed through other places before it could reach that place. If a telegram is to be sent to Raipur or any other place in Madhya Pradesh, it must jump over Nagpur, jump over some other place and then finally reach Raipur. If telegrams are to take so much time, there is practically no use making use of this system. If so much delay is there in the matter of telegrams, what to speak of letters. Letters posted from Bhopal reach here after 48 hours. I hope the Government will kindly look into this.

Similarly, six years have elapsed after Madhya Pradesh has been formed. I am very sorry to say that there is no P.M.G.'s headquarters in Madhya Pradesh. Talks have been going on to shift the whole office either to Jubbulpore or some other place. The result is that there is no PMG in Madhya Pradesh.

It is the responsibility of every Member of this House representing

Madhya Pradesh, which is one of the largest States, to see that more interest is taken by the Government as far as this State is concerned.

Then, I come to tourism. After going through the book on tourism, I am sorry to say that most of the members who are in the Tourist Committee are professionals, who are interested in their own trades. They look at the subject of tourism from the point of view of their own profession. For instance, if a person is interested in shikar, he looks at the subject only from that point of view. Therefore, I say that in the Tourist Committee you must have members who can take real interest in the development of tourism, not from the point of view of something else in which they are interested.

Then, we notice some little things are lacking. Though we have spent much on tourism, we do not attend to small and little details. For example, only the other day, a few tourists came from Europe. They wanted to go and see Khajuraho. So, they went to Panna en route to Khajuraho. Up to Panna the road and other arrangements were all right. But when they reached Khajuraho they found that the rest house was in a dilapidated condition. They did not like to stay there; they wanted to come back soon. The same condition we find in some other places of tourist interest also. Can we not provide at least the simple and common facilities like a neat and clean kitchen and western type of bathrooms so that they will feel comfortable. But they are not being provided in most of the places.

Then I take up another aspect of tourism which is typical. In most of the places of tourist interest like Ooty and other hill stations, though the tourist department provides many facilities one thing is lacking which, strictly speaking, is the responsibility of the State Governments. Though there are about twenty taxis in Ooty, there is hardly one which has got a taxi meter, with the result one taxi

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charges Rs. 5 and another Rs. 10 for the same distance. The tourist feel helpless because there is no taxi meter. I feel that if the taxi owners cannot get taxi meters, Government should provide them with meters cheaply so that the tourists may not be put to unnecessary and avoidable difficulties.

Mr. Speaker: The hon. Member should now conclude. I have rung the bell more than once.

Shri Birendra Bahadur Singh: Lastly I would like to refer to telephones because, Sir, your bell has reminded me of telephones. I would only request the department to see that the staff under them learn some manners. I do not know the experience of others but, so far as I am concerned, it has been my bitter experience that in the case of 75 out of every 100 calls the speaker at one end or the other has to come into clash with the staff of the telephone department for one fault or another. I hope the department will look into them.

श्री बागड़ी (हिसार) : अध्यक्ष महोदय, आज के विज्ञान के जमाने में, जब कि देश के ऊपर आपत्तियाँ हैं, यह बहुत जरूरी हो जाता है कि सारे देश को एक लड़ी में पिरोया जाये। सारे भारत की जनता एक दूसरे के नजदीक आ जाये, इस की सब से बड़ी जिम्मेदारी परिवहन और संचार मंत्रालय की है। इस महकमे का यह काम है कि वह सड़कों से, डाक से, तार से और दूसरे जरारियों से देश की जनता को एक लड़ी में पिरोये।

मैं दो तीन मोटी मोटी बातें डाक तथा तार महकमे के बारे में अज्ञ करना चाहता हूँ। हमारा देश गाँवों पर निर्भर है और यहाँ पर साढ़े चार लाख गाँव हैं, लेकिन हम देखते हैं कि सब से ज्यादा टैक्स तो उन से लिया जाता है और सहूलियतें उन को सब से कम मिलती हैं। अब अगर कीमत बढ़ी है, तो पोस्ट

कार्ड की, जिस को देश का गरीब से गरीब आदमी इस्तेमाल करता है, लेकिन डाक दस बारह दिन तक नहीं पहुँचती है। इस की वजह यह है कि डाकखाने दूर दूर हैं और अगर हैं भी, तो पार्ट-टाइम हैं। एक मास्टर जी को बिठा दिया जाता है कि बच्चों को भी पढ़ाओ और डाक का काम भी करो। अगर मास्टर जी दस दिन की छुट्टी पर चले गए, तो डाकखाने की भी छुट्टी हो गई। वहाँ पर दूसरा कोई इन्तजाम नहीं है।

डाक भेजने का भी यही तरीका है। एक्सप्रेस डिलिव्री और तार ग्राम साधारण चिट्ठियों की तरह से पड़े रहते हैं। जरूरत इस बात की है कि डाकखानों को स्थायी तौर पर बनाया जाये और मास्टरों को बीस पच्चीस रुपये एलाउंस दे कर जो बेगार ली जाती है, उस बेगार सिस्टम को खत्म किया जाये और डाक-तार के ग्रहम महकमे में बाकायदा तौर पर, मुस्तकल तरीके से पोस्ट मास्टर रखे जायें। इस के अलावा एक्सप्रेस डिलिव्री लैंटच और तारों के बारे में डाकखानों और तारघरों को खास तौर से यह हिदायत दी जाये कि चाहे रुपया दो रुपये मजदूरी के ले लिये जायें, लेकिन उन को वक्त पर सम्बद्ध व्यक्ति के पास भेज दिया जाये।

मैं आपके सामने जिला हिसार की मिसाल रखना चाहता हूँ। वहाँ पर सड़क और रेल से दूर दूर गाँव हैं और इस लिए जब दस दस, पंद्रह पंद्रह कोस पर डाक जाती है, तो वह ठीक तरीके से नहीं पहुँच सकती है। डाकियों का हल्का बहुत ज्यादा है। इस लिए डाकियों को साइकल या कोई सवारी देने का प्रबन्ध महकमे की तरफ़ किया जाना चाहिए। यह विज्ञान का जमाना है। यह पुराने तरीके से पैदल मार्च करने का जमाना नहीं है। इस लिए डाकियों को कोई ऐसा साधन दिया जाये, जिस पर चढ़ कर वे अपनी डाक पहुँचा सकें।

इस महकमे में छोटे मुलाजमीन की वदियों, कपड़ों, चप्पलों और रहने का को बन्दोबस्त नहीं है, जिस की वजह से उन लोगों को बड़ा कष्ट उठाना पड़ता है। “भूखे भजन न हो गोपाला, यह लो अपनी कंठी माला।” भूखा आदमी काम नहीं कर सकता है। हिसार में दो साल से वर्दी नहीं मिली थी। मैंने खुद मिनिस्टर महोदय को लिखा था और तार भी दिये थे। तब जा कर बड़ी मुश्किल से उन को वर्दी दी गई। दिल्ली के कर्मचारियों ने अभी मुझ से कहा कि हमारी वर्दी और जूते वगैरह नहीं मिले हैं। मैं अर्ज कर्लंगा कि अगर उन गरीब लोगों को वर्दी और कपड़े वक्त पर नहीं मिलते, तो फिर वे काम नहीं कर सकते हैं।

इसके अलावा उन के रहने के लिए बिल्कुल इन्तजाम नहीं है। आप देखिए कि मिनिस्टर महोदय तो मीलों-मील कोठियों में रहते हैं, उन पर कितना खर्च होता है, लेकिन इस महकमे के छोटे मुलाजमीन के बच्चों के रहने की कोई व्यवस्था नहीं है। इस सूरत में वे लोग कैसे काम कर सकते हैं।

जहां तक टेलीफोन का सम्बन्ध है, उस की लाइन तो खराब ही रहती है। पता नहीं टेलीफोन की लाइन पर क्या एक्सीडेंट हो जाता है। चूंकि इस लाइन पर आवाज ही चलती है, इस लिए कोई भरता नहीं है। अगर टेलीफोन पर कोई चलने वाली चीज होती, तो उस पर हजारों एक्सीडेंट होते। जब भी पता करो, तो कभी हिसार की लाइन खराब है और कभी कलकत्ते की लाइन खराब है। पता नहीं कौन सी लाइन ठीक रहती है। सब लाइनें खराब ही मिलती हैं। वैज्ञानिक ढंग से पता लगाना चाहिए कि ये लाइनें रोज क्यों खराब हो जाती हैं और उन की दुहस्ती की जानी चाहिए। दुनिया के वैज्ञानिक चांद और सितारों पर पहुंचने की बात कर रहे हैं, लेकिन हमारा

यह महकमा टेलीफोन की लाइनों की खराबी की समस्या को हल नहीं कर सका है।

इस के बाद मैं यह कहना चाहता हूं कि पोस्ट कार्ड की जो एक पैसा कीमत बढ़ाई जा रही है, वह न बढ़ाई जाये। इस देश की ऐसी रीत बन गई है कि अगर टैक्स लगाओ तो सब से गरीब और कमजोर पर और अगर कीमत बढ़ाओ, तो उस चीज की, जो कि सब से गरीब और कमजोर इस्तेमाल करते हैं। अगर इस छोटी सी रकम को पूरा करना हो, तो इस महकमे की बड़ी तन्वाहों में कुछ कमी कर के, भत्तों वगैरह में कमी कर के और मिनिस्ट्रों की बिजली और कोठियों का खर्च कम कर के पूरा किया जाये और पोस्ट कार्ड की कीमत एक पैसा न बढ़ाई जाये।

अब मैं राष्ट्रीय महत्व की सड़कों के बारे में कुछ अर्ज कर्लंगा। सड़क है, लेकिन अगर बीच में एक छोटा सा पुल आ गया, तो वह पुल नहीं बनाया जाता है। मैं आप को एक बड़ी महत्वपूर्ण सड़क के बारे में बताना चाहता हूं। जब वह सड़क बाराबंकी के इलाके में से दरयाए घाघरा को पार करती है, तो वहां पर रेल का पुल तो है, लेकिन इस महकमे का कोई पुल नहीं है, जिस पर से बरसात के मौसम में मोटरें और दूसरी गाऱियां गुजर सकें। इस वजह से बड़ी तकलीफ होती है। एक ही देश में जब सड़क का पुल न हो, तो दो देश बन जाते हैं और एक इलाके से दूसरा इलाका टूट जाता है। इन पुलों की तरफ खास तौर से ध्यान दिया जाए, यह मेरा निवेदन है।

जहां तक सड़कों का सम्बन्ध है, हम हर रोज पढ़ते हैं, रात दिन पढ़ते हैं कि चीन ने यहां सड़कें बना ली हैं, वहां बना ली हैं। लेकिन हिन्दुस्तान के अखबारों में हम यह नहीं सुनते हैं कि असम के अन्दर, नेफा के अन्दर, लद्दाख के अन्दर, जो इलाके इतने अहम और जरूरी हैं, हम ने भी अपनी सड़कों का

[श्री बागड़ी]

जाल बिछा लिया है। बातें तो बहुत देश में की जाती हैं, लेकिन काम उसके अनुरूप नहीं होता है। यह कहा जाता है कि देश में सामान की कमी नहीं है, राशन की कमी नहीं है, देश में भ्राम्यी कम नहीं हैं और उन में बेकारी भी व्याप्त है। इस तरह से एक तरफ तो बेकारी का ढिंढोरा पीटा जाता है, दूसरी तरफ आप कहते हैं कि रोटी सब को देनी है, भूखा कोई मर नहीं सकता है, तो फिर कमी किस बात की बाकी रह जाती है। क्यों सड़कें नहीं बना दी जाती हैं, क्यों पुल नहीं बना दिये जाते हैं? मैं समझता हूँ कि कमी है तो सिर्फ प्लानिंग की है। काम के तरीके आपको सोचने चाहियें। ऐश और आराम को छोड़ कर इस तरफ हमें ध्यान देना चाहिये और सड़कें बनानी चाहियें।

12 hrs.

देश में जो परिवहन के साधन हैं, ये बहुत कम हैं। आप कहीं पर चले जायें, गाड़ियों को देख लें, बसों को देख लें, हवाई जहाजों को देख लें, सब खचाखच भरे रहते हैं, सवारियों की भीड़ लगी रहती है। कमी है तो साधनों की। हमारे देश में कोई २५-२६ लाख के करीब सारे परिवहन के साधन हैं, मोटर गाड़ियें हैं, बसें हैं, स्कूटर इत्यादि हैं जब कि हमारे देश की आबादी ४५ करोड़ है। आप अमरीका के साथ अपना मुकाबला करें। वहां पर वारह करोड़ परिवहन के साधन हैं जबकि आबादी उसकी केवल १६ करोड़ है। उसके मुकाबले में हमारे यहां परिवहन के साधन नहीं के बराबर हैं। इसके बावजूद भी परिवहन पर हम टैक्स बढ़ाते जा रहे हैं। मैं समझता हूँ कि जब तक हमारे पास परिवहन के साधन अधिक नहीं होंगे तब तक देश आगे नहीं बढ़ सकेगा।

जिस तरह से हवाई ताकत बढ़ाने की बात है, उसी तरह से हवाई जहाजों की तादाद बढ़ाने की बात भी है। इसकी आज देश को जरूरत है। चाहे हम अमनवादी रहें, शान्तिवादी रहें, हमारा पंचशील कामयाब

हो या न हो, हमें हवाई जहाजों की तादाद बढ़ानी ही होगी। पिछले दिनों नेफा में सामान भेजने की जब हमें जरूरत पड़ी तो उसका ठेका हमने कार्लिगा एयरलाइंस को दे दिया। अखबारों में आपने पढ़ा होगा कि जो सामान फौजियों के लिए फँका जाना था वह सामान कलकत्ता और गौहाटी के बाजारों में जा कर बिका, जिसका इस्तेमाल चीनियों के खिलाफ होना था, वह कलकत्ता और गौहाटी में बेचा गया। मैं कहूँगा कि इस तरह की जो कम्पनियाँ हैं, इनको नेशनलाइज कर लिया जाना चाहिये। जो मुसीबत के वक्त देश के साथ गहारी करती है, ऐसी कम्पनियों की पड़ताल होनी चाहिये, उन पर मुकदमे चलने चाहिये, उनके पाम जितने हवाई जहाज हैं, जब तक आपको जरूरत रहती है, उनको आप अपने कब्जे में ले लें।

दरभंगा जिले के अन्दर आप एक एयरो-ड्रोम बना रहे हैं। वहां पर एक कारपोरेशन है जिम्मेदार चैयरमैन एक साबिक एम० पी० हैं। उनको उसका ठेका दिया गया है ११० रुपये फा० सैकड़ा टन मिट्टी का। उन्होंने आगे वह ठेका किसी छोटे ठेकेदार को ७५ रुपये फा० सैकड़ा टन से दे दिया है। उस दूसरे ठेकेदार ने नाचे के और ठेकेदार को पचास रुपये फा० सैकड़ा टन के हिसाब से दे दिया है और इसके साथ साथ आप यह देखें कि जो मजदूर है, उसको १५ से लगा कर ४६ रुपये तक मिलता है। यह सरकारी पैसा है। एक तरफ तो हम समाजवाद की बात करते हैं और दूसरी तरफ सरकारी पैसे का इस तरह से दुरुपयोग करते हैं, उसको बचाने की कोशिश नहीं करते हैं। हमने ११० रुपये में ठेका दिया, जिसको दिया उसने ७५ रुपये में आगे दे दिया और आगे फिर उसने ५० रुपये में दे दिया और मजदूर को १५ रुपये में हॉं पड़ता है, यह कहाँ का समाजवाद है? मैं इसको भी एक प्रकार का अष्टा-चार समझता हूँ। इस तरह की बातों को रोका जाना चाहिये।

कालिंगा एयर लाईज के खिलाफ मुझे एक शिकायत है, शिकवा है। इस कम्पनी का एक बहुत बड़ा हिस्सेदार हिन्दुस्तान की किसी स्टेट का एक बहुत बड़ा जिम्मेवार मिनिस्टर भी है। इस लिये लोगों में यह आम चर्चा है कि शायद यह भ्रष्टाचार उनके सहारे किया गया है। मैं चाहता हूँ कि इसकी इनक्वायरी भी हो और इसको नेशनलाइज भी किया जाय।

श्री रामानन्द शास्त्री (रामसंची घाट) : अध्यक्ष महोदय, सब से पहले आपने जो मुझे परिवहन तथा संचार मंत्रालय की मांगों पर बोलने का अवसर दिया है, इसके लिये मैं आपको धन्यवाद देता हूँ। हमारे मंत्री महोदय ने इस महकमे को, इस विभाग को बहुत खुबमूरती से आगे बढ़ाया है और इस लिये मैं उनको भी धन्यवाद दिये बगैर नहीं रह सकता हूँ।

मैं कुछ सुझाव आपको आज्ञा से माननीय मंत्री जी के सामने रखना चाहता हूँ। अभी माननीय सदस्यों ने संकटकालीन स्थिति का मुकाबला करने के लिये हवाई जहाजों और दूसरों जिन जिन चीजों का हमें आवश्यकता है उनको पूर्ति करने के सुझाव दिये हैं और इस काम के लिये कहा है कि इस महकमे को और आगे बढ़ाना चाहिये। मैं समझता हूँ कि हमें अपने देश में ही जहाजों का उत्पादन करने के लिये अधिक से अधिक प्रयत्न करना होगा। अपनी ताकत को बढ़ाना होगा।

१९५९ से ले कर आज तक हमारे देश में, हमारी सीमाओं पर वायरलेस की संतोषजनक व्यवस्था नहीं रही है। हमारी फौज के साथ, हमारे पुलिस के आदमियों के साथ इस तरह के साधनों की व्यवस्था न होने के कारण बारह बारह दिन तक हमको पता ही नहीं चल सका कि कितने और किन किन भारतीयों को चीन द्वारा बन्दी बना लिया गया है। हमको इसकी सूचना तब मिली जब कि पैकिंग से इसकी घोषणा को गई कि अमुक अमुक भारतीय सैनिक को उसने

गिरफ्तार कर लिया है और इतनी संख्या में स्पष्ट हो जाता है कि जहाँ तक हमारी तार, हमारे टेलीफोन, हमारे बिजिलेंस, हमारे वायरलेस सिस्टम का सम्बन्ध है, उसको ठीक व्यवस्था नहीं थी और इन सुविधाओं से हमारी हवाई फौज वंचित थी —

श्री जगजीवन राम : तार के साथ इसका क्या सम्बन्ध है ?

श्री रामानन्द शास्त्री : तारों की भी आवश्यकता है, टेलीफोन की सुविधाएँ बढ़ाई जायें, इसकी भी आवश्यकता है। चूँकि इन सुविधाओं की कमी थी इस वास्ते हमारी फौज को नुकसान उठाना पड़ा। इस लिये मैं निवेदन करूँगा कि अब जो कुछ हो गया वह तो हो गया लेकिन आगे के लिये हमें सावधान हो जाना चाहिये और इन सुविधाओं का विस्तार करना चाहिये। आने वाली जो परिस्थितियाँ हैं, उनका पहले से ही आभास करके, इनका हमें संतोषजनक प्रबन्ध कर लेना चाहिये। मेरा प्रार्थना यह है कि प्रत्येक भारतीय फौजों के पास विशेष प्रकार का प्रबन्ध आप करें, उसके साथ वायरलेस का प्रबन्ध रहे ताकि दुश्मन किस प्रकार से आता है, किस प्रकार के शस्त्रास्त्र उसके पास हैं, इसकी सूचना वह देता रह सके और हम उससे लाभ उठा कर अपना स्थिति को मजबूत करने के प्रबन्ध सोच सकें। इस प्रकार का प्रबन्ध हमारे मंत्रों महोदय अपने विभाग में करें, यह मेरा प्रार्थना है।

यातायात का जहाँ तक सम्बन्ध है, उसके बारे में अब मैं एक दो बातें कहना चाहता हूँ। एक जिले को दूसरे जिले से मिलाने के लिए बहुत सी बातें यहाँ पर माननीय सदस्यों को तरफ से कही गई हैं और बताया गया है कि फलां फलां जगहों पर पुलों का आवश्यकता है। मैं जिन निर्वाचन क्षेत्र से आता हूँ, उसकी बात मैं आपसे सामने रखना चाहूँगा। मेरे निर्वाचन क्षेत्र में बाराबंका और गौडा जिले पड़ते हैं। वहाँ पर एक घाघरा नदी बहता है। वह बरसात के दिनों में बहुत विकट रूप धारण कर लेता है। उस

[श्री रामानन्द शास्त्री]

वक्त पानी ही, पानी उधर हो जाता है। चार महोने, चीमासे के दिनों में, पुल का प्रबन्ध न होने के कारण लोगों को जिस तक-लीफ का सामना करना पड़ता है, उसका अंदाजा नहीं लगाया जा सकता है। मेन सड़क होने पर भी रास्ता बन्द हो जाता है। बाराबंकी और गोंडा के बीच सारा साल यातायात खुला रहे, इसके लिए यह आवश्यक है कि घाघरा नदी पर एक पुल बना दिया जाए। वहा पर रेल का प्रबन्ध है, रेल का पुल है लेकिन सड़क पर पुल न होने की वजह से वे जिले एक दूसरे से कट आफ हो जाते हैं। मैं चाहता हूँ कि इस तरफ आप ध्यान दें और सड़क का पुल भी बना दें। इसी तरह से दो और जिले हैं, बिजनौर और सहारनपुर, जिन के बीच सड़क का पुल न होने से उनका आपस में संबंध टूट जाता है। उनका आपस में सम्पर्क न टूटे, इसके लिए यह आवश्यक है कि वालावाली पर जहाँ पर रेल का पुल है, उसके साथ ही में उसकी बगल में एक सड़क का पुल बना दिया जाये। इस ओर भी मैं आशा करता हूँ आपका ध्यान जाएगा।

कुछ धाननीय सदस्यों ने पहाड़ों का जिक्र किया है और कहा है कि पहाड़ों पर सड़कों का प्रबंध नहीं है। सड़कों की वहाँ अधिक से अधिक आवश्यकता है। यह ठीक है कि हमारे पास आज अधिक साधन नहीं हैं लेकिन इस संकट काल में हमें यह साधन जुटाने होंगे और उनके लिये पूर्ण प्रयत्न करने होंगे।

थोड़ा सा जो सरकारी नौकरियाँ हैं उनके संबंध में भी कहना चाहता हूँ। पिछले दस सालों में हरिजननों का रिजर्वेशन पूरा नहीं हो पाया। दूसरे महकमों में हरिजननों के लिये रिजर्वेशन होने पर भी उसकी अवहेलना की गई। १० और १२ प्रतिशत रिजर्वेशन होने पर भी २ प्रतिशत हरिजननों को भी नहीं लिया गया। हरिजननों के लिये पोस्ट्स रक्खी

तो जाती हैं लेकिन यह कह देते हैं कि चूँकि सूटेबल हरिजन नहीं मिलते हैं इसलिये उनको नहीं लिया जा सका और दूसरे आदमियों को उनकी जगह पर ले लेते हैं। मैं धनता हूँ कि इस विभाग में जब से श्री जगजीवन राय मंत्री हो कर आये हैं तब से हरिजननों को कुछ न्याय मिलने लगा है, लेकिन फिर भी बहुत सी जगह ऐसी होती हैं जहाँ पर हरिजन नहीं रक्खे जाते हैं। मैं उनके संबंध में ध्यान दिलाना चाहता हूँ कि यह चीज नहीं होनी चाहिये। दूसरे विभागों के महानुभावों से भी कहूँगा कि दस सालों का रिजर्वेशन और मिला है, और इस रिजर्वेशन के संबंध में हमें अधिक से अधिक न्याय प्राप्त होना चाहिये, इसमें पक्षपात नहीं होना चाहिये।

हम देखते हैं कि पिछले दिनों में एक आध वाक्य ऐसे हुये जिन में डिपार्टमेंट में हरिजननों को प्रमोशन दिया गया। उसके लिये बहुत से मेम्बर बोखला गये। वह मामला सुप्रीम कोर्ट तक गया। जब सुप्रीम कोर्ट में पोस्ट मैन के प्रमोशन का सवाल आया तो निर्णय हरिजननों के अनुकूल हुआ। उसके बाद भी पोस्टमैन के प्रमोशन का जो मामला है उसमें हरिजननों को न्याय नहीं मिलता है। धाननीय मंत्री महोदय के प्रयत्न से यह चीज सामने आई है लेकिन अभी भी पूरा न्याय नहीं हो सका है। इसलिये इसकी तरफ मैं उनका ध्यान आकर्षित करना चाहता हूँ

जहाँ तक पोस्ट कार्ड के दाख बढ़ाने का सवाल है, मैं उस के खिलाफ नहीं हूँ। हम तो कहते हैं कि अगर राष्ट्र के लिये आप इन चीजों के लिये पैसा बढ़ाते हैं तो हमें आपत्ति नहीं है, लेकिन साथ ही साथ यह होना चाहिये कि पत्र आदि ठीक समय पर पहुँचा कर। गांवों में साप्ताहिक डाक जाया करती है और कहीं कहीं पर अर्द्ध साप्ताहिक डाक जाती है। इसका थोड़ा सा अनुभव मुझे इस लिये है कि मैं भी गांवों में रहता हूँ और वहाँ पर ज्यादा धूमता हूँ। आज पहले की अपेक्षा

इसकी व्यवस्था बहुत अच्छी है, लेकिन उसके और भी अच्छा करने की मैं प्रार्थना करता हूँ।

यहाँ पर एक माननीय सदस्य ने कहा कि पाटं टाइम्स का पैसा देकर डाकखाने खोले जाते हैं। मैं कहना चाहता हूँ कि पहले तो एक भी नहीं था तब कितनी कठिनाई होती थी। अब यदि पाटं टाइम्स भी खोले गये हैं तो भी वह अच्छी बात है। अगर कहीं पर कोई खराबी हो तो उसको जरूर ठीक करना चाहिये। मैं तो यहाँ तक कहने के लिये तैयार हूँ कि यदि सरकार के पास पैसा नहीं है तो भी वह इस प्रकार के डाकखाने अधिक से अधिक खोलें और लोगों को साप्ताहिक और अर्द्ध साप्ताहिक डाक की जगह पर दैनिक डाक मिले तो इसके लिये गांव के लोग अपने आप खर्च उठाने के लिये तैयार हैं। इस रूप में ही सही, वहाँ पर डाकखाने अधिक से अधिक खोले जायें ताकि हमारी डाक व्यवस्था अच्छी हो सके।

मैंने यहाँ पर जो दो चार बातें कहीं हैं, मुझे आशा है कि उन पर ध्यान दिया जायेगा खाम तौर पर चूंकि इस वक्त हमारे यहाँ संकट-कालीन स्थिति है इसलिये हमारे यहाँ जो भी कमी हो उसको दूर करने की व्यवस्था की जानी चाहिये। इन शब्दों के साथ मैं इन मांगों का समर्थन करता हूँ।

श्री ना० नि० पटेल (बुलसार) :
अध्यक्ष महोदय, गुजरात के लिये कुछ मौका दिया जाये।

अध्यक्ष महोदय : मुझे ध्यान है।

Now, Shri S. Kanadappan. Has the hon. Member written this letter to me?

Shri S. Kandappan: (Tiruchengode):
Yes, I had given the text of my speech.

Mr. Speaker: I would like to know who has written this text of the speech.

Shri S. Kandappan: I have written it.

Mr. Speaker: Is that in the hon. Member's handwriting?

Shri S. Kandappan: Yes, it is in English.

Mr. Speaker: If the hon. Member can write in English and he knows English, how can I allow him to make a speech in Tamil?

Shri S. Kandappan: I want to make my speech in Tamil.

Mr. Speaker: The hon. Member may kindly consult the rules. Unless he satisfies me that he cannot express himself in English or in Hindi, how can I allow him to speak in Tamil?

Shri S. Kandappan: I cannot express myself in English without having that script with me. I cannot express myself adequately without that script. Of course, I know a little bit of English.

Mr. Speaker: The hon. Member has written the letter in English, and he has written the whole speech also in English, and still he says that he might be allowed to make his speech in Tamil.

Shri S. Kandappan: If you are very particular, Sir, I shall take the script back and read out my speech in English.

Mr. Speaker: Yes, he can take back the script.

Shri S. Kandappan: I am thankful to you for giving me this opportunity to participate in the discussions. I was just listening to the speech made by Shri Raghunath Singh a few hours back. He referred to a scheme about which I am going to make a reference in my speech. I do not know what he talked about it since his speech was in Hindi. I have also heard the speech of the hon. Minister for shipping, Shri Raj Bahadur, but I am sorry to say that I was not satisfied with it. However, I did not interrupt him, since I was about to make a speech about that myself.

[Shri Kandappan]

As the time at my disposal is very brief, I would like to confine myself to that particular scheme only. Government seem to be totally oblivious of the fact that there is one port in the southernmost part of the country by name Tuticorin. In the report of the Ministry for last year, I find that the development of the Tuticorin port had been recommended by the Intermediate Ports Committee. A sum of Rs. 10.27 crores had been allotted to the scheme as estimated by the committee and the scheme was included in the Third Five Year Plan, but no provision had been made for this in the last year's budget. This year, an allocation of Rs. 12 lakhs was at first thought of, but later it was revised to a paltry sum of a little over Rs. 4 lakhs. For 1963-64, the budget estimate is about Rs. 10 lakhs. Another Rs. 10 lakhs may be given for the year next to that. So, at the end of the Third Five Year Plan, the development of the project will be nowhere.

May I ask the Government why this show of inclusion in the Third Plan was made? Instead of raising our hopes and then shattering them to pieces, Government could have frankly told us that they were not taking it up in the Third Plan.

I am afraid that this Government is not fair in its dealings with regard to this port. It pains me to think that a deliberate injury had been done to its development.

An integrated scheme for developing the Tuticorin port and also for deepening the sea at certain points connecting the Gulf of Mannar with the Bay of Bengal, thereby opening an unbroken national sea-way known as the Sethusamudram project was submitted to Government in the year 1956. This scheme was shelved in 1957-58. After that, the Government began to talk of developing this port separately as a major port, and it is still in the talking stage.

I do not know whether it is to ridicule this Tuticorin development project that the Government is again talking about the Sethusamudram project. Perhaps, they intend playing between both the schemes without implementing either, only to disappoint or to deceive the public.

India has got a coast-line of about 3535 miles, but still it does not have an unbroken national seaway for its coastal trade. We need such a route not only for trade but for security reasons as well. It was to prepare such a scheme that the Sethusamudram project committee was formed under the chairmanship of Dr. Ramaswamy Mudaliar. This committee was highly qualified for the job. Mr. J. R. Davies, Nautical Adviser to the Government of India was one of its members. Land and sea surveys and investigations in the project area carried out thoroughly. All the technical work was done by Mr. J. R. Davies ably assisted by other qualified members. Accurate maps were drawn. Both the navigational and financial aspects were carefully assessed. Quite a comprehensive and exhaustive report was submitted to Government in April 1956. Now the Government comes and tell me that 'the question of taking up the Sethusamudram project will be considered, when the correct cost of the project is known'. This answer given by the Minister for Shipping, Shri Raj Bahadur, which I have quoted is really amazing. The final figure arrived at by the Department of Transport in 1958 was of the order of Rs. 26-30 crores. The scheme was then dropped, even though it was found to be productive and remunerative. It was dropped on the usual plea of financial pressure, inadequacy of funds.

Shri Raj Bahadur: Is he reading my statement, that the scheme was found to be productive and beneficial? It could not have been my statement because the return expected on the basis of Rs. 26-30 crores was only between 1.5 and 1.7 per cent.

Shri S. Kandappan: It is not a losing scheme.

I would like to point out here that the Sethusamudram Project Committee report was the culmination of a number of surveys and investigations preceding it. As early as 1919, there was the Wolfe Barry scheme followed by the Bristow scheme of 1926. Then an expert committee headed by Mr. Palmer probed into the matter and the Palmer Committee scheme was prepared. The then foreign Government did not pursue the matter further. But soon after independence, our people had high hopes. Now I think our people consider whether after all the DMK is not right in accusing the Government at Delhi as an alien rule to them.

Let me briefly relate the advantages of the integrated project and leave it to the House to decide the reasonableness or otherwise of the shelving of this project.

First, we get an uninterrupted national sea-way which is a matter for pride and prestige to us. Also it is a matter of security for which any amount is not too much.

Secondly, this scheme opens a shorter route for our national coastal trade as well as for international trade. Saving in time and distance is considerable which reduces the cost of traffic to about 20 per cent on the average. Ships arriving from the west to east save 265 miles in case of Calcutta, 304 miles to Vizag and 362 miles to Madras. From Tuticorin to Madras via Colombo, that is, according to the present route, the mileage is 750. If the new route is opened, the distance will be only 316 miles. From Cochin to Madras, there will be a saving of 44 per cent.

Thirdly, ships are not exposed to the hazards of the naked sea. The natural formation of the Gulf of Mannar and Palk Bay, both bordered by land on three sides, tend to make the navigable waters contained therein more favourable for shipping than the open sea.

Fourthly, the international trading ships that touch Colombo will take to our route since it will be shorter and safer.

Here I must mention that the Traffic Survey by the National Council of Applied Economic Research confirmed all the salient features of the previous Sethusamudram Project Committee's report. The findings of the Council clearly prove the authenticity of the previous report and in fact it shows that the Sethusamudram Project Committee neither underestimated the cost nor overestimated the net revenue return. But still on analysing the survey of the Council, the Government felt that the expenditure would be more and the revenue return would be less.

Finally, I would like to remark that whatever the result they arrived at, the project was found to be a remunerative one. According to the final estimate of the Department of Transport, the net financial return was calculated to be of the order of 1.5 to 1.7 per cent, to which the Minister just now referred.

Even if it will be a losing scheme, I say there are ample reasons for executing it, and executing it immediately without any loss of time.

श्री ना० नि० पटेल (बलसार) :
अध्यक्ष महोदय, आपने मुझे बोलने का मौका दिया उसके लिये मैं आपका बड़ा आभारी हूँ और साथ में ट्रांसपोर्ट और कम्युनिकेशन मिनिस्ट्री को धन्यवाद देता हूँ और उस मंत्रालय के आफिसर्स को भी धन्यवाद देता हूँ क्योंकि इस मंत्रालय के काम में अच्छी प्रगति हो रही है। लेकिन मैं कुछ सुझाव देना चाहता हूँ।

आपकी योजनाये बहुत सुन्दर है लेकिन जिस प्रकार उनका राज्यों में इम्प्लीमेंटेशन हो रहा है उससे लोगों में नाराजगी फैलती

[श्री ना० नि० पटेल]

है और उसके कारण आपको बदनामी मिलती है।

पहले मैं आपको सामने नेशनल हाई वे का मामला रखना चाहता हूँ। मैं गुजरात से आता हूँ। गुजरात स्टेट में बम्बई से लेकर अहमदाबाद तक नेशनल हाई वे नम्बर ८ जाता है। मैंने मंत्री जी से पूछा था तो मालूम हुआ था कि इस हाई वे में रोजाना ४०० हेवी व्हेइकिल्स निकलते हैं। बम्बई से विवंडा तक तो यह सामेंट रोड है लेकिन विवंडा से वाड़ा तक, वाड़ा से मनोर तक और मनोर से कासा तक इस हाई वे का हालत बहुत खराब है और इसको आप उन लोगों से मालूम कर सकते हैं जो कि ट्रांसपोर्ट को चलाते हैं। उनसे आगे चल कर बड़ोच और बड़ौदा के बीच का रास्ता भी अच्छा हालत में नहीं है। बम्बई से लगाकर अहमदाबाद तक और आसकर जो मेरा चुनाव क्षेत्र है वहाँ पार नदा, कोलक नदा और दमन गंगा नदा के ऊपर लाखों रुपया खर्च करके पुल तो बना दिये गये हैं लेकिन मेरो सम्झ में नहीं आता कि उन के लिये एप्रोच रोड्स क्यों नहीं अभी तक बनाये गयीं। पुल ऐसे के ऐसे पड़े हैं, उनका उपयोग नहीं हो रहा। मेरा मुझाव है कि जैसे ही मंत्रालय पुल का काम शुरू करे उसको एप्रोच रोड को भी शुरू कर देना चाहिये। इस साल भी मैंने पूछा तो लोग कहते हैं कि हम उन पुलों पर से ट्रैफिक ले जायेंगे। मगर जब एप्रोच रोड का काम पूरा नहीं होगा तो ट्रैफिक कैसे चल सकता है। अभी तो एक बरसात में मिट्टी जमगा, फिर उस पर मैटिल डाला जायेगा, उसके बाद उस पर ट्रैफिक चल सकेगा। तो मेरा मुझाव है कि इन बातों पर ध्यान देना चाहिये।

आपको जो रिपोर्ट है उसको देख कर मुझे कुछ दुःख होता है क्योंकि हर राज्य को बराबर रुपया नहीं मिल पाता। हमारे यहाँ लोकल बोर्ड में अगर कोई आदमी चुना जाता

है तो हम देखते हैं कि उसके घर का रास्ता ठीक हो जाता है। वह हालत इस रिपोर्ट को देखने से मालूम होता है। मैं इसमें से आपको कुछ कोटेशन देना चाहता हूँ।

"Providing Cement concrete surface and asphalt carpet to Bamanbare Rajkot section...."

That means one lakh has been spent for North Gujarat for this

"Providing 1½" premixed carpet etc. to Porbandar Kutiyana sections of Bamanbore Rajkot Porbandar Kutiyana Sections of Bamanbore Rajkot Porbandar road—

इसके लिये सन् ६३-६४ में १,००,००० रुपये का डिमांड है।

"Providing 1½" premixed carpet etc. in Jetpur Uplete section of Bamanbore Porbandar Road National Highway—

इसके लिये सन् ६३-६४ में २५,००० रुपये का डिमांड है।

Construction of Morvi-Maliya Section of National Highways—
इसके लिये सन् ६३-६४ में २,५०,००० रुपये का डिमांड है।

इन सब रोड्स के वर्क को देखने से मालूम होगा कि वह सब पैसा सॉराट्ट को गया है। सॉराट्ट के लिये ही यह तमाम इतना सारा रुपया खर्च किया जा रहा है। इसमें लिये मेरा कहना है कि आप यहाँ सैटर में बैठे हैं और जब यहाँ से पैसा स्टेट्स को दिया जाता है तब आप यह क्यों नहीं पूछते हैं कि जो पैसा उनको दिया जाता है वह अमल तौर पर खर्च होता है या नहीं? आप कोई ऐसा मशानरों बनायें जिससे स्टेट्स को जो पैसा दिया जाये उसका ठीक से इम्प्लैमेंटेशन हो। आज उसका बराबर बंटवारा नहीं होता है।

उमका और देखना केन्द्राय मंत्रों का काम है। जो भी रुपया यहां से दिया जाय उमका समुचित रूप से बंटवारा हो। देखने में यह ग्रामा है कि बड़े बड़े मार्गों को बनाने और उनको सुधारने का तरफ तो ध्यान दिया जाता है लेकिन देहातों का तरफ जो छोटे छोटे रास्ते होते हैं उनका और उतना ध्यान नहीं दिया जाता है।

मैं अपने निर्वाचन क्षेत्र का बावत बतलाना चाहता हूँ कि वह बिल्कुल बंकवर्ड, हिलों और ट्राइवेल एरिया है और उधर सड़कों को सुधारने और बनाने का और ध्यान दिया जाना चाहिये। वापा—मोटापोंडा—धर्मपुर—बांसदा और मांडवों स्टेट हाई वे का काम पिछले कई सालों से शुरू किया जाना है लेकिन वह शुरू नहीं किया जाता है और वह काम अभी तक पूरा नहीं हो पाया है। इसा तरह से एक दूसरा स्टेट हाईवे जोकि बलसार, बिल्लांमोरा, नोमारी से मुरत तक जाता है उसका भी कुछ प्राविजन नहीं होता है। इसी तरह से नार्थ गुजरात में जहां से कि हमारे पुरुषोत्तम भाई पटेल आते हैं वहां पर भी जो पाटन, सिहोरा रोड और खेरारू पाटन दांता रोड रूरल एरिया में हैं और वह बिल्कुल रूरल एरिया है, वहां ऐसी सड़कों और मार्गों को बनाने के लिए कोई प्राविजन नहीं होता है तो मेरा मुझाब है कि उन के लिए भी प्राविजन होना चाहिए।

इस के अतिरिक्त मुझे यह निवेदन करना है कि बलसार के पास जो नेशनल हाईवे है वहां वांका नदा बहता है। उस के ऊपर कई सालों से एक १२ फुट ऊंचा पुल है जिसके कि ऊपर रोजाना कर,ब ४०० ट्रक्स पास होते हैं। वह बहुत ही खस्ता हालत में है और कोई पता नहीं कि वह पुल कब गिर जाय। मेरी आशा है कि इस वर्षा के दौरान उसकी हस्ता बाकी नहीं रहेगा।

जो नेशनल हाईवे बलसार के बाहर से नवा बनाया है वह अतुल से बलसार, धर्मपुर

रोड तक लगभग तैयार हो गया है। इसलिए यह और भी जरूर हो जाता है कि उस को ठीक बनाया जाय। अगर यह ठीक नहीं बनाया जायेगा तो यह ट्रैफिक बांका का पुल गिर जाने से बन्द हो जायेगा। अगर वह पुल काम न दे तो ट्रैफिक को इस का और डाईवर्ट करके लाया जा सकता है। मेरा खयाल है कि आप इस के बारे में भी कुछ सोचेंगे।

मैं पी० एंड टी० डिपार्टमेंट के बारे में भी कुछ निवेदन करना चाहता हूँ। कुछ मेम्बरान ने यहाँ पर कहा कि पोस्टल डिपार्टमेंट में काम अच्छा नहीं चलता है। उनका ऐसा कहना किसी कदर ठीक हो सकता है और मैं भी चाहूंगा कि पोस्टल डिपार्टमेंट का काम सही तरह से चले। पोस्टल पुलिस और रेलवे यह तीन ऐसे विभाग हैं . . .

अध्यक्ष महोदय : माननीय सदस्य का समय समाप्त हो रहा है।

श्री ना० नि० पटेल : अध्यक्ष महोदय, आप ने मेरी सुनवाई बहुत देर बाद की है और इसलिये अगर मैं भी कुछ देर और बोलता रहूँ तो मुझे इसके लिये माफ किया जाय।

अध्यक्ष महोदय : अगर माननीय सदस्य आज मेरी सुन लें तो मैं आगे हमेशा उन की मुनता रहूंगा।

श्री ना० नि० पटेल : आज के दिन तो मुन लीजिये और थोड़ा निवेदन और कर लेने दीजिये।

श्री जगजीवन राम जब रेलवेज में थे तो उन्होंने क्लास ३, क्लास ४ और दूसरे स्टाफ के लिये बड़ी सहुलियतें दीं। मुझे आशा है कि पोस्टल डिपार्टमेंट के नीचे के कर्मचारियों को भी वे अवश्य जरूरी सहुलियतें देंगे। बेचारे पोस्टमैन बरसते पानी में और चिलचिलाती धूप में अपने

[श्री.ना० नि० पटल]

कर्तव्य का पालन करते हैं। काफी पैदल उन्हें चलना पड़ता है और बिट्ठियाँ पहुँचाने के लिये उन्हें २, २, ३, ३ और ५, ५ मंजिल पर जाना पड़ता है अब इसके विपरीत पुलिस डिपार्टमेंट में एक सिपाही अगर किसी साइकिल सवार को बगैर लाइट के पकड़ता है तो माइकिल वाला चालान से बचने के लिये सिपाही को १, २ रुपया दे देता है। अब इस तरह की ऊपर की आमदनी पोस्टल डिपार्टमेंट के कर्मचारियों को मुलभ नहीं है। बैचारे पोस्टमैनों को कोई होनी दिवाली की त्योहारी के रूप में अठन्नी या रुपया दे दे तो ठीक है वरना उन्हें ऊपर से कोई भी आमदनी नहीं होती है। पोस्टल कर्मचारी जोकि इतनी मेहनत और ईमानदारी से काम करते हैं उनकी सुविधाओं का जितना खयाल होना चाहिये वह नहीं किया जाता है। उनके रहने के लिये न तो क्वार्टर्स का प्रबन्ध है और न ही उनके दवादारू का कोई समुचित प्रबन्ध होता है। श्री जगजीवन राम जब रेलवे मिनिस्टर होते थे तो उन्होंने रेलवे के कर्मचारियों को आवास सम्बन्धी और डाकटरी इलाज व अस्पताल आदि की काफी सहूलियतें सुलभ की थीं। मुझे आशा व विश्वास है कि श्री जगजीवन राम यहाँ भी स्टाफ के लिये सब आवश्यक सुविधाओं का प्रबन्ध करेंगे।

पोर्ट्स के बारे में यह निवेदन करना चाहता हूँ कि हमारे साउथ गुजरात में पोर्ट्स बिलकुल कम हैं। मेरे सुनने में आता है कि जितना पैसा वहाँ के मगदल्ला पोर्ट के लिये देना चाहिये उतना दिया नहीं गया है। मंत्री महोदय इस चीज के ऊपर भी ध्यान दें। उसका भी प्रबन्ध होना चाहिये।

दमन पोर्ट के अन्दर पोर्चगीज शासन काल में बड़े स्टीमर्स भी वहाँ आते थे और छोटे स्टीमर्स भी आते थे और उन लोगों के ट्रान्सपोर्ट का कामकाज चलता था। अब वह हमारे भारत के साथ है। जरूरत इस बात

की है कि उस पोर्ट को डेवेलप किया जाय और आवश्यक सुधार उभम किये जायें। मुझे आशा है कि मंत्री महोदय इधर ध्यान देंगे।

दमन में अभी भी ऐयरोड्रोम है। अभी थोड़े दिन पहले जब श्री मुरारजी देसाई गये तो उन्होंने उस देखा भी था। मैं श्री जगजीवन राम और श्री राज बहादुर जी से भी प्रार्थना करता हूँ कि वह लोग भी जाकर उस ऐयरोड्रोम को देखें। पोर्चगीज जाते वक्त उस खराब कर के गये हैं। लेकिन जहाँ तक रनवे का ताल्लुक है वह ठीक है और वहाँ पर वाईकाउंट प्लेस बड़ी अच्छी तरह से उतर सकते हैं। मेरी प्रार्थना कि उसकी उचित देखभाल कारायी जाय और उनको ठीक से मटेन कारायी जाय न कि वहाँ पर ऐयरोमविस आप पूरी तरह से चालू कर सकें।

इसी तरह से सूरत के पास एक परसोली नाम का ऐयरोड्रोम है जहाँ कभी कोई मिनिस्टर आते हैं तो वहाँ वे डकोटा से उतरते हैं। उसको भी डेवेलप करने की जरूरत है। वहाँ पर भी इम्प्रूवमेंट वर्क शुरू किया जाय। अब सूरत दिन पर दिन डेवेलप हो रहा है इसलिए उधर भी मंत्रालय को मोचना चाहिए।

अध्यक्ष महोदय : अब माननीय सदस्य मेरी बात मान लें और बैठ जायें।

श्री ना० नि० पटेल : हमारे श्री राज बहादुर जोकि शिपिंग का काम सम्भाले हुए हैं वे बिल्लीमोरों में आये थे और उनको उस वक्त मालूम हुआ कि हमारे यहाँ कंट्री क्रैफ्ट्स बड़े चलते हैं वे करीब ५०० हैं। उन कंट्री क्रैफ्ट्स को सड़ने से बचाने के लिये और पानी उनके अंदर न घुस जाय उस के लिये उन लोगों ने डामर वाट जोकि काला रंग होता है उसके लिये उन्होंने ऐप्लीकेशन दी थी क्योंकि उसके लगाने से उनकी लकड़ी खराब नहीं होगी लेकिन उसके लिए कोमर्स गेंड इंडस्ट्री मिनिस्टर कहती है कि वह अइटन बैंड है। मेरा कहना है

कि अगर यह काला रंग उन्हें नहीं दिया जायगा तो उनके सब फ्रेण्ड्स खराब हो जायेंगे। मेरी प्रार्थना है कि मंत्री महोदय इस के बारे में सोचें और आवश्यक कदम उठायें।

अध्यक्ष महोदय, जिन्होंने कि मुझे इतना समय दिया उनको धन्यवाद देते हुए मैं अपनी जगह पर बैठता हूँ।

श्री यशपाल सिंह : अध्यक्ष महोदय, मैं माननीय श्री जगजीवन राम को इस बात के लिये मुबारकबाद देता हूँ कि संकट की घड़ियों में उन्होंने बड़ी मुस्तकल-मजाजी से काम किया। मैं उन को जो राय दूंगा, वह कोई किताब में नहीं ली गई है। किताबों में आर्जिनल बातें बहुत कम हैं। उन के नाम में भगवान् राम का नाम आता है और मैं जो राय दूंगा, वह भी परमात्मा की बंदगी से ही हासिल हुई है। अगर वह उस राय को मान लेंगे, तो सब दिक्कतें हल हो जायेंगी।

मैंने रुड़की यूनिवर्सिटी के हाइएस्ट इंजीनियरिंग से हिसाब लगवाया है—रुड़की यूनिवर्सिटी मेरी अपनी यूनिवर्सिटी है—कि अगर हम मोटर के बजाये जल से चलने लगे, नावों और स्टीमरों से चलने लगे, तो रुड़की से हरिद्वार जाने में बीस नये पैसे खर्च होते हैं, जब कि अब पांच रुपये खर्च होते हैं। इस लिये सब से अच्छा तरीका जल से सफर करने का है। इस से देश की बहुत सी दिक्कतें हल हो सकती हैं। ट्रांसपोर्ट की दिक्कत, बेरोजगारी की दिक्कत, मोटरों की कमियों की दिक्कत और बाढ़ों की दिक्कत, ये सब दिक्कतें हल हो सकती हैं। अगर यात्रा करने के लिये नहरें खुदवा दी जायें, तो सारी बेरोजगारी दूर हो जायगी, ट्रांसपोर्ट का मसला हल हो जायगा और इसके साथ साथ बाढ़ों का मसला भी हल हो जायगा। इस लिये सब से ज्यादा जरूरी यह है कि जो काम बीस नये पैसे से हो सकता है, उस पर पांच रुपये न खर्च किये जायें

हमारे देश में कुल ५५ लाख व्हीकलज हैं। ४४ करोड़ की आबादी में ५५ लाख व्हीकलज बहुत थोड़ी हैं। अमरीका में सोलह करोड़ की आबादी है और बाहर करोड़ सिर्फ कारों हैं, बसें, स्टेशन वेगनज और स्कूटरज वगैरह अलग हैं। हमारे देश की हालत यह है कि हमारे जिले बस्ती की आबादी ३२ लाख है और वहां पर सिर्फ २८ कारों हैं। डी० एम०, डिस्ट्रिक्ट एंड सेशनज जज, ए० डी० ओ० और पी० डी० ओ० आदि सब अधिकारियों की कारों उसी में हैं। इस कमी को सिर्फ जल से दूर किया जा सकता है, सिर्फ नौकाओं और स्टीमरों से दूर किया जा सकता है, और कमी तरह से दूर नहीं किया जा सकता है।

जब माननीय मंत्री जी ने बड़ी मुस्तकल-मजाजी से हर एक मसले को हल किया है और उन का यश है, तो यह अच्छा नहीं लगता कि दिल्ली में ही हजारों आदमी इसलिये खड़े रह जाते हैं कि उन को सवारी नहीं मिलती है। शाम को चल कर देखिए कि रीगल, चांदनी चौक और फव्वारे पर हजारों आदमी इस लिये खड़े रहते हैं कि उनको सवारी नहीं मिलती है। यह बड़ा मामूली काम है। अगर एक हफ्ते की मेहनत की जाये, तो एक हफ्ते में यह मसला हल हो सकता है। कारों में बैठ कर वे लोग निकलते हैं, जो देश की सेवा नहीं कर सकते, जो बीमार हैं, जो अतपढ़ हैं, जो कमजोर हैं, जो रात भर बलगम उगलते हैं। और जो अच्छे अच्छे नौजवान हैं, जिनकी चौड़ी छातियां हैं, जिन के लम्बे लम्बे बाजू हैं, जो देश की रक्षा कर सकते हैं, वे हजारों की तादाद में इस लिये खड़े रहते कि उन को सवारी नहीं मिलती है। यह मंत्री महोदय की शान के शायी नहीं है और उनको इसका इन्तजाम करना चाहिये। जब तक वह ट्रांसपोर्ट के ऊपर से यह प्रतिबन्ध नहीं हटा लेंगे, तब तक यह मसला हल नहीं हो सकता है। वह देखें कि उन के अंडर बस के लिये दरबन्दास्त

[श्री यशपाल सिंह]

दिये हुए दो-दो साल गुजर जाते हैं, लेकिन वह दरखास्त मंजूर नहीं होती है और फिर कहा जाता है करप्शन का इलाज नहीं है। करप्शन का इलाज तो एक हफ्ते में हो सकता है, अगर उन अफसरान को बरखास्त कर दिया जाये, जो एक हफ्ते में प्राम्प्ट एक्शन न ले सकें। इसमें सब लोगों का कुसूर है। मैं ऐसे भी लोगों को जानता हूँ, जिन्होंने अपने नाम के परमिट बनवा लिये हैं और जो घर बैठे हुए सौ रुपये रोज हासिल कर लेते हैं। वे न कभी जाते हैं और न कभी देखते हैं और उन्होंने परमिट किराये पर दिये हुए हैं।

ज़रूरत इस बात की है कि जो टैक्स बढ़ाया गया है, उसको घटाया जाये। कुल मिला कर ५४,८१ लाख रुपये का टैक्स बढ़ाया गया है। ४,७८ लाख रुपये का टैक्स, दम परसेट, मोटरों पर बढ़ाया गया है। ५,७५ लाख रुपये का टैक्स पेट्रोल पर बढ़ाया गया है। हाई स्पीड डीज़ल पर ५,०२ लाख रुपये का टैक्स बढ़ाया गया है। टायरों पर ३,४० लाख रुपये का टैक्स बढ़ाया गया है और प्राइवेट मोटर व्हीकल्स पर २,६० लाख रुपये का टैक्स बढ़ाया गया है। इस तरह कुल मिला कर ५४,८१ लाख रुपये का टैक्स बढ़ाया गया है। आदमी घोड़े पर भी सवारी करता है, बैलगाड़ी, षोडा-भाड़ी और ऊंट पर भी चलता है, लेकिन किसी पर कोई टैक्स नहीं है। किसी भी सभ्य देश में, जहाँ जनतंत्रवाद होता है, ऐसा टैक्स नहीं लगाया जाता है। जनतंत्रवाद में यह बातें शोभा भी नहीं देती है। यह बात कैसे शोभा देती है कि जो आदमी फ्रस्ट क्लास में चलता है, चाहे वह अनपढ़ या बीमार हो और दूसरी तरफ जो आदमी देश की सेवा कर सकता है, वह थर्ड क्लास में पिमता है, जब कि समाजवाद का नारा लगाया जाता है। अगर सच्चा समाजवाद लाना है, तो एज़ूकेशन क्वालिफिकेशन को देख कर, आदमी की

फ्रिज़िकल क्वालिफिकेशन को देख कर फ्रस्ट क्लास, सैकंड क्लास और थर्ड क्लास कायम किये जायें, रुपये के वेमिस पर न किये जायें।

जैसा कि हमारे स्वामी जी महाराज ने कहा है, सर्विसिज़ में रिज़र्वेशन की ज़रूरत नहीं है। इस से बेहतर तो यह है कि स्कूलों और कालेजों में शोपित वर्गों के छात्रों को भर दिया जाये। हर एक गांव में, जहाँ शोपित वर्ग हैं, स्कूल और कालेज खोले जायें और उन की तालीम पर करोड़ों रुपये खर्च किये जायें। हर क्षेत्र में उनकी तरक्की के लिए कोशिश की जाये लेकिन सर्विसिज़ में उनके लिए रिज़र्वेशन करने से इनएफिजिन्सी और इनकम्पैटिन्सी बढ़ेगी और बार-बार नुस्सात होगा। सरकार उन लोगों को पूरी सुविधाये दे। उनको रिज़र्वेशन के बेसिस पर लोक सभा, राज्य सभा, गेसेम्बलीज़ और कौंसिलों में चाहे भर दिया जाये, क्योंकि यहाँ पर हम एक दूसरे की कमी को पूरा कर सकते हैं। अगर मैं गलती करता हूँ, तो मिनिस्टर साहब उसको दूर कर सकते हैं। अगर मिनिस्टर साहब गलती करते हैं, तो हमारे स्पीकर साहब उसको दूर कर सकते हैं। लेकिन सर्विसिज़ में एक शरूब खुद जिम्मेदार है, खुद स्टेट का काम करता है, खुद खड़ा हो कर सारी स्टेट को रिप्रिज़ेन्ट करता है। वहाँ पर एक दूसरे की कमियों को दूर नहीं किया जा सकता है। श्रीमन्, यहाँ पर अगर कोई गलत बात करता है, तो आप फ़ौरन उसको ठीक कर देते हैं। लेकिन सर्विसिज़ में यह बात नहीं है। बल्कि यहाँ तो मुझे तो यह शिकायत रहती है कि हमारे स्पीकर साहब को "स्पीकर साहब" कहा जाता है, लेकिन उन की स्पीच कभी सुनने को नहीं मिलती है। जब मैं गुरुकुल में था, तो आचार्य-देव सवेरे ही स्पीच देते थे और हम गलती नहीं करते थे, लेकिन यहाँ पर जब हम गलती करते हैं, तो स्पीकर साहब बोलते हैं। अगर हम गलती न करे, तो स्पीकर साहब की स्पीच भी सुनने को नहीं मिलती है। बल्कि मैं

तो जान-बूझ कर कभी एक-आध गलती इस लिए भी करता हूँ कि स्पीकर साहब के मुखाग्रविन्द से "आर्डर, आर्डर" गुनने को मिल जाये। जैसा कि मैंने निवेदन किया है, पार्लियामेंट और एसेम्बलीज में तो एक की कमी को दूसरा दूर कर सकता है, लेकिन सर्विसिज में नहीं।

अध्यक्ष महोदय : मुझे इसी लिए यहां पर बिठाया गया है कि मैं बोल न सकूँ।

श्री यशपाल सिंह : और हम लोग यहां पर इसलिए आये हैं कि हम आप को आगे करें।

सर्विसिज में यह स्थिति नहीं है। एक स्टेशन मास्टर की गलती को दूर करने के लिए कोई दूसरा उस के पास नहीं है। आधी रात के वक्त एक ट्राइबर की गलती को दूर करने के लिए कोई दूसरा नहीं है। इसी तरह एक गाड की गलती को दूर करने के लिए कोई दूसरा नहीं है। इसलिए रिजर्वेशन की जरूरत नहीं है। ईक्वल आपरटुनिटी होनी चाहिए। "फ्रेयर फ्रील्ड एंड नो फ्रेवर" की नीति अपनाई जानी चाहिए। अगर सर्विसिज में रिजर्वेशन होगा, तो उन में इन-एफिशेन्सी बढ़ेगी।

जो लो-पेड स्टाफ है, आज तक उस की कोई तरक्की नहीं हुई है। माननीय श्री जगजीवन राम ने सारी दुनिया में सुधार किया है, लेकिन अपने लो-पेड स्टाफ की तरफ आज तक ध्यान नहीं दिया है। जो हरकारा गांव में डाक लाता है, वह आज तक चालीस रुपये माहवार पाता है। उस चालीस रुपये में वह क्या कर सकता है। वह न अपने बच्चों को तालीम दे सकता है और न अपने घर का गुजारा कर सकता है। गांव के पोस्ट मास्टर को बीस रुपये माहवार एलाउंस दिया जाता है। इस तरह इन-एफिशेन्सी बढ़ती है। मैंने तो एक दिन पार्लियामेंट के कर्मचारियों को कहते सुना है कि हम अपनी तन्स्वाह, पचास रुपये माहवार अपने घर भेजते हैं, तो पोस्ट मास्टर साहब उस को ब्याज पर चढ़ा देते हैं और दो बहीने ब्याज लेने के बाद वह रकम घर पर

डिलिवर की जाती है। इसलिए उन लोगों को यह काम न दिया जाये, जो कि दूसरे रोजगार में लगे हुए हैं। इस से इन-एफिशेन्सी बढ़ती है। हर एक पोस्ट मास्टर पर बड़ी भारी जिम्मेदारी होती है और इसलिए सिर्फ ऐसे लोगों को उस पोस्ट पर रखना चाहिए, जो उस जिम्मेदारी को पूरी तरह निभा सके।

माननीय श्री राज बहादुर को मैं मुबारक-बाद देता हूँ कि मैं ने जरा सा फोन कर दिया था, जरा सा खत लिख दिया था और हालांकि मुझे खत लिखने में देर हुई, लेकिन जो महकमे की गलती थी, वह फौरन दूर की गई और मुलजिम को फौरन सजा दी गई। लेकिन मैं अर्ज करना चाहता हूँ कि देहात का स्टाफ बड़ा इन-एफिशेंट और इनकम्पीटेंट है। जब तक उन लोगों की तन्स्वाह नहीं बढ़ाई जायेगी और उन को अलग अलग काम नहीं सौंपा जायेगा, तब तक यह काम अच्छी तरह से चलने वाला नहीं है। हरकारे से ले कर पोस्ट मास्टर तक हर एक की तन्स्वाह बढ़ाई जाये।

मैं एक छोटी सी बात कहना चाहता हूँ। एक्सप्रेस डिलिव्री के टिकट छपते हैं। क्या जरूरत है कि एक्सप्रेस डिलिव्री के अलग टिकट छपें? कोई जरूरत नहीं है। एक्सप्रेस डिलिव्री के नाम का लिफाफा होना चाहिए, जिस से वे टिकट उतारे न जा सकें। आप जानते हैं कि दिल्ली में एक केस चला था, जिस में दो सी एक्सप्रेस डिलिव्री की चिट्ठियां गन्दे नाले में डाल दी गई थीं। जिस ने यह काम किया था, उस को सजा हुई, लेकिन जिन लोगों को एक्सप्रेस डिलिव्री लैटर्ज पहुंचने थे, वे महरूम रह गये। ये बहुत मोटी बातें हैं और बहुत थोड़े से पुरुषार्थ से सब समस्याओं को हल किया जा सकता है।

मद्रास इतना इन्पार्टेंट सिटी है। वहां से जब कोई हवाई जहाज से यहां कैपिटल में

[श्री यशपाल सिंह]

आता है, तो यहाँ पर रात के एक या दो बजे उतरता है ।

श्री इन्द्रजीत गुप्त (कलकत्ता—दक्षिण पश्चिम) : अब बदल गया है ।

श्री यशपाल सिंह : रास्ते में ऐसी दिक्कतें पेश आ जाती हैं कि कैपिटल तक वह पहुंच भी नहीं सकता है । ये दिक्कतें मैन-मेड हैं, गाड-गिवन नहीं हैं । इन मसलों को बड़े अच्छे तरीके से हल किया जा सकता है ।

इस के साथ साथ जब तक सड़कें नहीं बनेंगी और खास तौर पर बार्डर एरियाज़ में सड़कें नहीं बनेंगी, तब तक काम नहीं चलेगा । पंजाब में एक काश्तकार चीफ़ मिनिस्टर है । मुझे उन की तारीफ़ नहीं करनी चाहिए, क्योंकि मैं मखालिफ़ पार्टी का हूँ, लेकिन अगर किसी के गुणों का बखान न किया जाये, तो उचित नहीं होगा । पंजाब का चीफ़ मिनिस्टर काश्तकार है और उसके हर एक गांव में स्कूटर पहुंचता है । उस के हर एक गांव में कार पहुंचती है । श्री प्रताप सिंह कैरों जो पंजाब के चीफ़ मिनिस्टर हैं उन्होंने अपने यहां के हर एक गांव के लिए इस तरह का ट्रांसपोर्ट का इन्तिजाम कर रखा है । लेकिन हमारे यहां उत्तर प्रदेश में अनेक गांवों से रेलवे स्टेशन बीस बीस मील दूर हैं । बसों के स्टेशन बीस बीस मील दूर हैं और बीस बीस मील दूर पर डाकखाने स्थापित किये गये हैं । इन दिक्कतों को दूर किया जा सकता है । लेकिन ये दिक्कतें तभी दूर हो सकती हैं जब छोटे स्टाफ़ की तनखाह बढ़ायी जायेगी, जब कि हर एक आदमी अपनी जिम्मेवारी समझेगा, जब कि हर एक कर्मचारी को यह अहसास होगा कि हम चीनियों से ज्यादा काम करें, जब कि हर पोस्ट मास्टर यह सोचेगा कि मैं चीनी पोस्ट मास्टर से ज्यादा काम करूँ, जब हर मिनिस्टर यह सोचेगा कि मैं चीनी मिनिस्टर से ज्यादा काम करूँ । जब यह अवस्था होगी तभी हमारे देश का मसला हल हो सकेगा ।

और जहां तक हमारे कोआपरेशन का सवाल है, हम उसके लिए हाजिर हैं । यह विभाग स्वर्गद्वी, श्री रफी अहमद किदवाई के अधीन रह चुका है । इस को आप को भी पूरी सावधानी से चलाना चाहिए क्योंकि इस पर देश का सारा दारोमदार है ।

इन शब्दों के साथ मैं इस ५४ करोड़ ८१ लाख का जो टैक्स है उसके सम्बन्ध में कहना चाहता हूँ कि इस को कम किया जाये और ट्रांसपोर्ट पर जो प्रतिबन्ध लगा है उसको हटाया जाये, एक एक परामिट के लिए जो चार चार हजार रिश्वत ली जाती है उस को दूर किया जाये । जब आप इस को नेशनलाइज कर देंगे और लोगों में टैक्स लेना छोड़ देंगे और इस पर प्रतिबन्ध न रहेगा तो हमारा देश भी अमरीका की तरह तरक्की करेगा ।

Mr. Speaker: Shri Jena.

Shri Kapur Singh (Ludhiana): Sir, I would like to make a correction to what Shri Yashpal Singh has stated. It is not true that in Punjab every village is connected by roads. My own village is seven miles away from any main road. Neither motor, nor scooter could go there.

श्री यशपाल सिंह : मैंने कम्पेरेटिवली कहा था ।

अध्यक्ष महोदय : आप अपनी पार्टी में जा कर मीटिंग कर के इसका फैसला कीजिये ।

Shri Jena (Bhadrak): Sir, I thank you for giving me this opportunity to speak on the demands relating to this Ministry. Just as the world consists of five components out of which this Ministry deals with three of them being water, air and earth. The development of our country depends on full utilisation of all kinds of transport i.e., railways, airways, waterways and roadways. Our people depend more on railways and

road transport. But, in many States like Orissa, railways do not play an important role. So, our people have to depend on roadways. Therefore, our roads should be maintained properly and new roads have to be built wherever they are badly needed. In a democratic society like ours people have got every right and liberty to ventilate their grievances and feelings and Government should pay special attention to them and should spare no pains to see that no part of the country is neglected from any point of view.

If we compare the condition of roads in Orissa with those in other States, we will find that they are not up to the standard. Half of the State is exposed to the mercy of floods that come every year in that part. So, the roads are damaged. Some of them are not manageable even in the summer season. The other part of the State is covered by thick jungles, which stand in the way of quick, easy and cheap construction of roads. Therefore, it is beyond the capacity of the State, financially speaking, to come to the help of the people, so far as road communication is concerned. In view of this, I would urge upon the Transport Ministry to allot more funds to the States so that they could get over difficulties like these.

Here, I must thank the Ministry of Transport and Communications for taking up the repairing and remodelling of the national highways in our State. But, side by side with it, bridges are not being repaired or remodelled. That should be attended to. Then, in these highways, at some places some diversions are necessary. Whenever those works are taken up, they should be taken up in consultation with the State Governments. Otherwise, that will lead to complications.

I would like to say a word about the nationalisation of road transport. The nationalisation of road transport is in the interests of the country and the people. It is a very good thing. With regard to the nationalisation of

road transport by the States, I should say that they should be a symbol of efficiency and paying business. They must render excellent service to the people. The Central Government should be kept informed of the results of nationalisation of road transport taken up by the State Governments and the Central Government should advise them at times, if necessary, with regard to the efficiency or otherwise.

Now, I should say a word about the Posts and Telegraphs Department. They have done well and the statistics reveal that the volume of work of this Department is increasing day by day. Moreover, this emergency has added much to the burden of their work and they are discharging the responsibility efficiently. The number of letters and telegrams has increased by leaps and bounds. In the year 1950-51 the number of post offices was 36,000. I am glad to say that within ten years the number has increased to 77,000 by the end of 1961. The number of telegraph offices in our country is about 7000. I am glad to say that this Department has got advisory committees in the States. Those committees in the States advise the postal authorities with regard to the rendering of better service to the people. Just like the Railways, this Department has got one unit to attend to the grievances of the people. They are attending to lakhs of complaints every year. By saying this, I do not mean that there is nothing wrong in the working of this Department. There is no rose without a thorn. Sometimes express letters are delivered late and telegrams also reach later than we reach the places of our destination.

Then, we have got in Orissa the Office of the Director of Posts and Telegraphs in Cuttack although our State Capital is Bhubhaneswar. I do not mind the DPT Office being here or there. But it is an admitted fact that the number of post offices has increased and the volume of work has also increased. The DPT office at Cuttack

[Shri Jena]

does not have as much space as is necessary to preserve the important records. Therefore, in the interests of the Department, this DPT office should be shifted to Bhubhaneswar where enough land is available for this office. We have said many times in this House and elsewhere that it should be shifted but our requests have fallen on the deaf ears of the Department. I would now request hon. Minister here and now in this House that this matter should be taken into consideration because it is a vital point and this office should be shifted to Bhubhaneswar as early as possible.

I would like to say a word about my own constituency. In Bhadrak town of district Balasore there is a sub-post office. It is as busy as the head office as compared to its work. Besides having a number of branch post offices under it, it has got more than 20 sub-post offices to serve. Although we have made repeated representations and requests, the postal authorities seem to be unsympathetic about doing justice to this cause. I would request the hon. Minister to kindly see that the post office is upgraded to a Head office.

17 hrs.

I would like to say a word about fires. Fires make rural life miserable and render the people in the rural areas homeless and street beggars. They would be able to take the help of the fire brigades if the facility of telephones is made available in the post offices,—some of the post offices at least—in the rural areas. This is, of course, an expensive affair. But, this is a facility which the post office in the rural areas should give and the poor people will be saved and also national wealth will be saved every year.

Before concluding, I must say a word, with your permission, about shipping. Our share in shipping in the world is not appreciable and it requires better attention. Good ports are also necessary to promote exports and imports. In this connection, I

should say that there is no good port in the east coast between Calcutta and Vizag. These two ports are always facing bottle-necks due to heavy pressure of loading and un-loading of ships. They are unable to load and un-load ships within the prescribed time. Besides that, they are also far away from the newly established factories and newly opened mines. Having taken all these points into consideration, experts authorised by the Government have selected Paradip for development as a major port. I am glad that our beloved Prime Minister has laid the foundation stone. Paradip has got a beautiful harbour. It has got its hinterland in Orissa and near about. We are now facing difficulties with regard to foreign exchange. If Paradip is developed into a major port, it will serve the purpose and difficulties will be overcome to a great extent. Because, we have got enough iron ore in Orissa and also enormous forest products.

There is no time. I will not annoy you, Sir, I will resume my seat. With these words, I support the Demands and thank you.

Shri Jagjivan Ram: Mr. Speaker, I am thankful to the Members of the House who have participated in the debate on the Demands of the Ministry and have said encouraging words about the performance of the employees in the various departments under this Ministry.

The various departments which comprise this Ministry of Transport and Communications, as has been remarked by more than one Member in this House, are of vital importance for the all-round development of the country as also for the security of the country. Whether it is roads or road transport, inland transport or coastal shipping or shipping, whether it is Posts and telegraphs or telephones or wireless, all have, in their own humble way, to contribute to the development of the country as also to the security of the country. When the testing time came due to the aggres-

sion of the Chinese on our borders, we found that the employees in the various departments in this Ministry rose equal to the occasion. And that sense of patriotic fervour which inspires one to work hard and to suffer and to sacrifice for the sake of the country was noticeable in ample measure in the employees of this Ministry. Where it was the case of the employees of the Posts and Telegraphs Department who had at very short notice to work in very difficult areas with limited supply of stores and equipment to provide telecommunication facilities for our Armed Forces, they did the work, and they worked very hard, and worked continuously even for 20 hours. The same was true of the employees of the Civil Aviation Department or the air corporations. Many of our pilots, engineers and ground staff worked continuously without a break with the spirit that was expected of them. Similarly without recounting further, I may say that the employees, whether in the docks and the ports or in the Meteorological offices and observatories, everywhere were infused with the spirit of patriotism to work hard and hard for the sake of their country.

It will not be possible within the compass of one hour to give a reply in detail to all the points that have been made, but I shall try to touch some of the important and fundamental questions that have been raised. My colleague the Minister of Shipping has dealt with various aspects of shipping, ports, transport and roads, and my colleague in charge of Civil Aviation has said something about civil aviation and air corporations.

(There is no denying the fact that transport is a very vital thing for the development of the country and in the present stage of development of our country, we shall have to co-ordinate all modes of transport with a view to see that there is no wastage of transport capacity in the slightest measure.

Whether it is inland water-ways, road transport, coastal shipping or shipping in general or the railways, there should be such co-ordination as will avoid any wastage of the transport capacity. By and large, there is co-ordination, sometimes deliberate, and sometimes, on account of the exigencies of the situation, between various modes of transport, and by and large, there is no duplication or wastage of that capacity.

With this view that a rational method of co-ordination between the various modes of transport could be devised and formulated, the matter was referred to an eminent personality like Shri K. C. Neogy of outstanding ability. He is making a thorough study of whole question. His difficulty has been that the requisite data about road transport and other modes of transport, other than the railways, were not readily available. We hope that when he presents his report, it will give us a scheme of co-ordination between various modes of transport for the future guidance of those managing the transport in this country.

Dr. M. S. Aney (Nagpur): What is the approximate estimate of the time by which the report will be received?

Shri Jagjivan Ram: It is very difficult to say.

We know that the available transport capacity in the country is not adequate to meet all the requirements. We have our limitations. In order to augment road transport, one has to construct roads, widen them and strengthen them and has also to see that vehicles of the requisite capacity are available in the country. I do not want to go into any details, but we are taking steps, with the resources made available to us by the Planning Commission, to widen national high-ways, to have two lanes instead of one, to strengthen the bridges to construct the missing links and also to construct

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bridges over the rivers where there are none.) By the end of the Second Five Year Plan, there were nearly 125 major bridges which were lacking. By the end of the Third Plan, we will cover many of them. It will be only 19 cases where the construction of bridges will not be undertaken so by the end of the Third Plan or by the middle of the Fourth Five Year Plan, we will have covered most of the rivers where bridges are lacking.

In congested cities, it has become necessary to provide diversions to important roads, whether national highways or State highways. About national highways, I have suggested to my advisers that advance action for acquisition of land in congested cities should be taken so that in the beginning of the Fourth Plan, we can undertake the diversion of important roads in bigger cities. All these actions are being taken in order to remove the bottlenecks which exist on our national highways and trunk routes. But it will not be possible to provide double lane on all the national highways in the Third Plan. As a matter of fact, arising out of the emergency, we had naturally to concentrate more and more on States which falls on the borders, and very quick work has been done, and is being done, in Bihar, West Bengal and Assam. I must take this opportunity to express my thanks and appreciation to the band of engineers and workers who are engaged in those works. They have assured us that before the monsoon sets in, they will make a thorough road available to us upto the farthest point in Assam except for one major bridge over the Kosi river.

There is much scope for developing our inland water transport.) But to think at this stage of joining some of the major rivers by digging channels will be too ambitious a scheme. Not that technically it is not possible or feasible. But the money required for that will not be available. But as the House is aware, we have been taking

some action. The Report of the Ganga-Brahmaputra Water Transport Board has been presented. It is proposed to make the Ganga navigable from Banaras to Allahabad and further up to Kanpur, if possible.

Shri Indrajit Gupta raised a question about the joint steamer companies. I may assure him that the company he referred, IGN & R has not gone into liquidation. There has been amalgamation with the Rivers Co., and the Indian assets of the IGNR Co., are proposed to be made over to the Rivers Co. That will make available to the Indian business some foreign exchange. There should be no apprehension that the interests of the employees will be affected in any way. The employees will be taken over by the Rivers Co., and there will be no change in their conditions of service, and there will be no retrenchment. Of course, whether there is amalgamation of the two companies or not, the apprehension of some staff becoming surplus to requirements when certain new methods are introduced has to be provided for, but arising out of the amalgamation of the two companies, there is no danger of any retrenchment of any employee, or their terms and conditions of service being modified to their disadvantage.)

Shri S. M. Banerjee: But is he aware that the Joint Steamer Co., has informed the union concerned that there might be retrenchment because there is some scheme?

Shri Jagjivan Ram: I have just said that. Not one person will be retrenched because of this amalgamation, but due to other causes if there is danger of retrenchment, certainly we will look into that, but arising out of this there is no danger.

Shri Indrajit Gupta: My point was that the Government gave such heavy subsidy....

Shri Jagjivan Ram: I am coming to that, I have not completed. The other thing Shri Gupta raised was about the loans that we 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 Rs. 18 lakhs is outstanding. This amount continues to be secured against the assets of the company. 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 vessels that they are constructing, and that loan also will be secured against the vessels that will be constructed.

The sale of this company will be subject to the acceptance of the IGNR Company's liabilities by the Rivers Co., in regard to the loan that is outstanding against this company. So, whatever loan has been advanced to this company, care has been taken to see that it is amply secured.

While on road transport, I would like to say that we have been taking steps to see that the irritating and harassing difficulties of long-distance carriers in taking frequent endorsement on their licences and permits is obviated. Already, the Minister of Shipping has given details about long-distance permits. We have also been examining whether inter-State and intermediate stages could be taken care of by issue of long-distance permits through the different States.

The burden of taxation on road transport has been raised. I do not propose to go into those details. The union of transport operators—some of their office bearer—saw me. I have asked them to work out in detail the incidence of various taxations both Central and State. In that case we will consider what could be done in the matter.

Shri S. M. Banerjee: They have already submitted it to the Finance Minister.

Shri Jagjivan Ram: They have not worked it out yet. I said 'both Central and State'. They are working it out. But faced as we are with an emergency, every source will have to be tackled to add to our resources and to find money. If the transport operators have to contribute to the national exchequer certainly the burden will be on the consumers, the patrons of road transports. Therefore, we cannot say that all the taxes that have been proposed are likely to be reduced or curtailed. But it will be our endeavour to see that much of the impediments that are there in the way of long-distance road transport are eliminated to a large extent.)

Shri Indrajit Gupta and one or two hon. Members also raised the question about the increase in the percentage of foreign participation in our merchant marine. I may assure him that while there may be an increase in equity participation from 25 to 40 per cent, I have been very careful that the other conditions as provided in the Merchant Shipping Act remain unchanged. The chairman, managing director and three-fourths of the directors will continue to be Indians. That provides ample safeguard. There is no intention to come to the House with any proposed amendment of the Merchant Shipping Act in this respect. So, the management will be in the hands of Indians. Efforts are also being made to see that in our merchant marine the number of foreigners is as low as possible.)

Shri Raghunath Singh: Thank you, that is the main point.

Shri Jagjivan Ram: It was said that there should be some reservation for coastal shipping and liner trade and that those companies which have forty per cent equity foreign participation should not be permitted to operate on coastal shipping or in our

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liner trade. According to the Merchant Shipping Act we cannot discriminate while registering a ship under the Indian flag but it is always open to us by administrative measures to see that there is no justifiable competition between the various companies. So far as coastal shipping is concerned, it will be for us to decide when to utilise ships for coastal shipping and when to divert. Occasions may arise when in national interest we may require many of the shipping companies to divert their ships for coastal shipping.

Shri Indrajit Gupta: Thank you. But the same company might divert it even without the Government permitting them.

Shri Jagjivan Ram: That, we will see. In coastal shipping most of the cargo is being provided by the Government itself. A situation has arisen just now when we have to transport very quickly large quantities of Burma rice. Naturally we will have to divert some of the liners also to coastal shipping. But care will have to be taken. Naturally they will go in tramp and tankers, but, as I said, a situation may arise when we ourselves will have to utilise them for coastal shipping, and that cannot be ruled out.

About the Jayanti Shipping Company, I can just say that Government has taken ample precautions that whatever money is advanced to this company is fully secured. There is a feeling, as has been said by my hon. friend Shri Indrajit Gupta, in other companies that this Jayanti Shipping Company have been favoured in certain respects. I may say here that if any other companies want the same terms as have been offered to the Jayanti Shipping Company and are in a position to offer the same terms as Jayantis have offered, certainly I will find no difficulty in giving them the same facilities as have been given to the Jayanti Shipping Company. One

of their foreign partners is in trouble. I do not know how it affects us. It does not affect us at all. He is not only in trouble but he is on the point of crash. But that does not affect the Jayantis or the Government.

Shri Indrajit Gupta: Is the Government loan secured against the current value of the ships or against the original value after depreciation?

Shri Jagjivan Ram: That applies only to a few ship that have been purchased. We have not advanced any loan for the Liberty or the second hand tramp ships that they purchased. The loans that we are advancing are against the new ships that are being constructed and up till now I think we have advanced only Rs. 20 lakhs to Rs. 22 lakhs, but the ships are mortgaged to us.

An Hon. Member: Rs. 42 lakhs now.

Shri Jagjivan Ram: Yes; Rs. 42 lakhs now. So, the loan is secured against the new ships that are being constructed and the ships are mortgaged to us. So, that is amply protected. About the Bombay-Ratnagiri service, I can assure my hon. friend Shri Raghunath Singh that we have resisted all proposals to increase the fare of the passengers. And we will not permit any increase therein.

About the Haj pilgrims, the Moghul Lines had no difficulties. The difficulty was that of foreign exchange, and because we are so short of foreign exchange the number of Haj pilgrims was restricted.

Small points have been raised about a road here and a road there. I do not think it will be possible for me to go into those details. But where resources are available to us, we are taking steps to remove such of the bottlenecks on the national highways as are possible.

Mr. Speaker: He is in a hurry. Instead of walking on the roads, he may fly by the plane.

Shri Jagjivan Ram: Well, when occasion comes, I do. Now (I wish to say a few words about the Posts and Telegraphs Department which is one important department. We decided to cover the rural areas with postal, telegraphic and telephonic facilities. The criterion that we determined was that every village with a population of 2,000 or more will be provided with a post office, even if the department had to incur a loss of Rs. 750 per year. And by and large we have covered all the villages in the country with a population of 2,000 or more. I am speaking with reference to the last census.) The 1961 census figures are not available. Maybe, if my hon. friend sends any name—

Dr. L. M. Singhvi: That is perhaps out-dated by ten years.

Shri Jagjivan Ram: It is out-dated by ten years. But the latest figures are not yet available. That is the position.

Shri U. M. Trivedi (Mandsaur): That is correct. Even the list of post offices is not available.

Shri Jagjivan Ram: If one wants to get it, he can get it.

Shri U. M. Trivedi: We should send a telegram to realise it.

Shri Jagjivan Ram: I do not know how my friend confuses between a post office and a telegraph office. That is how perhaps he does not get the information.

(We have decided to take a group of villages with a population of 2000 or more within a radius of two miles and provide post offices. There are many villages on this basis which have not been covered yet. During the third Plan, we are going to provide 20,000 post offices more. This will take the

total number of post offices in the country to nearly 100,000.

About telegraph office, we have decided that all district or divisional headquarters, tehsil headquarters and thana headquarters will have a telegraph office, and also places with a population of 5,000 or more.)

Shri P. R. Patel (Patan): There are villages with a population of more than 5000 but still they do not have a telegraph office.

Shri Jagjivan Ram: I have not finished my sentence. We have covered nearly 75 per cent under this category. We have not yet covered all. The difficulty was with stores. We have sanctioned this at many places. Mr. Trivedi gave four names. I may inform him that the schemes have been sanctioned, but there has been delay due to the shortage of stores.

Shri P. R. Patel: In my constituency, even where the village has a population of more than 5,000, the condition put for giving a telegraph office or telephone is that the village people should pay a certain amount annually towards the loss in cash, even though the population is 6,000.

Shri Jagjivan Ram: Even up to a loss of Rs. 1,000, we start the telegraph office. But if the loss is much more, it will be difficult.

Dr. L. M. Singhvi: Should not all the *panchayat samiti* headquarters be covered as a matter of policy?

Shri Jagjivan Ram: We are examining that.

Shri Joachim Alva: The entire policy should be changed. The poor people should not be asked to pay.

Shri Jagjivan Ram: Certainly if Mr. Alva suggests some method to get more money, I will change that policy.

Shri P. Venkatsubbaiah (Adoni): How can the income of a particular village be assessed before a telegraph

[Shri P. Venkatasubbaiah]

office is opened? What is the method? The method is defective; you will not be able to do it.

Shri Jagjivan Ram: Whatever method is there, that method is uniformly applied. On that basis certain places are found to be remunerative and certain places are not found to be remunerative. Whatever criterion is applied, it is applied uniformly.

(In regard to telephones, we have shortage, especially in the four big cities of Delhi, Calcutta, Bombay and Madras. Delhi and Bombay are the worst in this respect. We have large waiting lists. More we try to clear the waiting list, we find that the waiting list is increasing. In the rural areas, we have increased the number of public call offices and even long-distance public call offices have been provided in a large number, but still I cannot say that we have been able to meet the demands. About the service, I am not here to claim that the service is quite satisfactory. Personally I am myself not satisfied with it. But there are certain obvious reasons. So long as we have overhead wires, the danger of interruptions is very frequent. Whenever there is any interruption the line is dislocated and naturally the communication cannot be established. The only remedy is to have underground cables. That we have undertaken in a large way. The co-axial cable between Delhi and Calcutta is going to be completed soon, and then we will have uninterrupted communication between Delhi and Calcutta and all the places on the way. In the same way we are connecting Delhi and Bombay and Bombay and Madras.)

Shri S. M. Banerjee: Why not Kanput also?

Shri Jagjivan Ram: Perhaps my friend will have to see whether Kanput is on the way from Delhi to Calcutta or not.

Then, Sir, in the rural areas in respect of distant places we are trying to strengthen the land lines. But the telephone system is overloaded. When even there is a shortage and there is a demand, we cannot provide a new connection or a new line. So some extension is given. Every extension means heavier pressure on the system and loss of efficiency. So, as I have said, there are many grounds for complaints and we are trying, with the resources available to us, to increase the efficiency and to give satisfaction to the patrons of the P. & T. Department.

Dr. L. M. Singhvi: Has the hon. Minister ever tried himself to put in an ordinary local or a long-distance call and find out the number of difficulties that he has to face?

Shri Jagjivan Ram: It was therefore that I said that I was myself not satisfied. He has not followed me. I do put in private calls myself and I get the experience. When I experience some difficulty I do call the officer concerned and tell him the difficulties that we face.

Shri Joachim Alva: Yours is a VIP telephone.

Shri Jagjivan Ram: My friend Shri Alva always speaks something which is devoid of ordinary commonsense.

Shri Joachim Alva: When I say you are a VIP, do I lack commonsense?

Shri Jagjivan Ram: It is lack of commonsense, because when I make a private call nobody knows who is calling and nobody knows that the particular number belongs to a VIP. Otherwise, I cannot know the actual condition.

Dr. L. M. Singhvi: You have yourself said that there are difficulties.

Shri Jagjivan Ram: When I book a call as a Minister I do not get the same experience that you get, but when I book a call as an ordinary

citizen, then nobody knows who is calling and I get all the experience that any other citizen gets.

Sir, the Post and Telegraphs Department comprises of two sections: the postal and the engineering sections. As hon. Members are aware, the postal side of the P. & T. Department is a losing one. (On post-cards we have been losing heavily. The loss on account of post-card is near about Rs. 3 crores. Now, it has been said that the post-card is a poor man's thing I would request hon. Members to think how many post-cards in a month a worker in a textile mill or a worker in a colliery or a worker in the plantation writes.)

Shri Indrajit Gupta: We would like him to write more.

Dr. L. M. Singhvi: That is all he sends.

Shri Jagjivan Ram: What is going to be the incidence of the increase in the price of post-cards on the poor man? Much has been said that it is a poor man's thing. Perhaps many Members are not aware that a large per cent of the post-cards is utilised not by the poor people but by the business community.

Shri Indrajit Gupta: And M.P.'s also.

Shri Jagjivan Ram: Not M.P.'s. I am saying that it is more utilised by the business community. For advertisement purposes they print thousands and thousands of post cards.

Shri Sham Lal Saraf (Jammu and Kashmir): There are M.P.'s who are business-men also.

Shri Jagjivan Ram: Then that will be in their capacity as businessmen and not Members of Parliament. So the incidence of this slight rise of one naya Paisa on the working class, taking that they write very liberally, say, two post-cards in a month, will be only 24 nP in the year. Also, even

by increasing the rate to 6 nP, we are not going to cover the loss that we are incurring on post-cards.

Shri U. M. Trivedi: Are these losses not on account of the local post-cards which you have introduced?

Shri Jagjivan Ram: We are doing away with local post-cards.

Shri U. M. Trivedi: Then there would be no loss.

Shri Jagjivan Ram: Local post-cards have created more difficulties.

(There have been some complaints about delivery. We have been tightening them constantly. Personally, I have noticed that there has been some improvement in the delivery of Express letters in the important cities. As regards delivery in the rural areas, we have always been examining what should be the branch office or sub-office from where it will be served, and depending upon the number of letters or traffic, the deliveries are made either daily, bi-weekly or weekly. It depends upon the traffic. But, to say that delivery everywhere is satisfactory is not correct, and I am not so complacent about it. Much requires to be done, and we are taking steps in the right direction. In this matter, co-operation from the public is also necessary. If at times they bring to the notice of the Department or to my notice some instances of late delivery, that will perhaps help me in investigating the causes for the delay and remove those causes.) So, I will make that request to Members that if they send such instances of late delivery of telegrams or letters, that may help me in finding a solution for that and removing the drawbacks or defects.

Shri U. M. Trivedi: About telegrams, the hon. Minister himself knows that they are being delivered by post.

Shri Jagjivan Ram: There are occasions when telegrams are sent by post. When the line is interrupted

[Shri Jagjivan Ram]

and it cannot be repaired for some time, we have to send it by post.

Shri U. M. Trivedi: Then, please do not charge twelve annas.

Shri Jagjivan Ram: In such cases, if they claim, we refund the money that the sender has paid.

Mr. Speaker: Probably, making a claim might entail more charges.

Shri Jagjivan Ram: No, Sir, no charges at all for that.

Then the condition of our buildings, both official and residential, is far from satisfactory. When I took over, I did take certain action so that we can expedite the construction of both official and residential accommodation, because the experience had been that though money, may be only a modest amount, was provided in the budget, that was not being spent. So, I tried to create a separate construction division in the P. & T. Directorate. But, in the mean time, the emergency came and the progress that I expected has not been achieved. I may assure the House that I am very anxious to expedite the construction of both office and residential accommodation with the amount provided to us as quickly as possible.

Then, with the increase in traffic, we have been taking steps to upgrade Branch Offices into Sub-Offices and Sub-Offices into Head Offices. During this Plan period, we propose to upgrade 2,542 Branch Offices into Sub-Offices and so the number may increase. An additional burden is likely to be cast on the P. & T. Department with the scheme of compulsory savings. We are making preparation for that. Some hon. Members suggested that unless savings banks facilities are available at a reasonable distance and unless passbooks are issued to persons making the deposit, the chances of refund at the expiry of five year period may be jeopardis-

ed. Well, I may assure the House that we are taking steps on that line.

The employees in the Posts and Telegraphs Department are efficient lot of people who are quite alive to their responsibilities and, by and large, they have worked efficiently. But in a big organisation where you have hundreds of thousands of employees, there will be some who will be indifferent lot of people and sometimes when they err or they do not work so efficiently, the whole Department is blamed. I have always been emphasizing on the officers and the staff that the Posts and Telegraphs Department has built for itself a record of service and efficiency and honesty. Let every worker, whether officer or staff, whether Class I or Class IV, jealously guard the record that has been established by the Posts and Telegraphs Department and try to improve upon it by honest and hard work.

I have been, along with that, looking to the welfare side of the employees in the Ministry and as soon as I took over charge of the Posts and Telegraphs Department, I suggested that for post-matric technical education of the children of employees whose salary did not exceed Rs. 425 per month, a number of scholarships should be created. I am glad to inform the House that we have sanctioned 200 scholarships for post-matric technical education in engineering, science, medical and other technical or technological subjects. Scholarships vary from Rs. 15 to Rs. 50 per month depending upon the resources of the guardians or parents of the wards.)

श्री विभूति मिश्र (मोतिहारी) : अगर कोई विदेश पढ़ने के लिए जाना चाहे तो क्या आप उसको स्कालरशिप देगे ?

Shri Jagjivan Ram: Well, the hon. Member should not be exercised over that. If there is any brilliant student, who has completed his course, available in the country and wants to go to

foreign country for further advanced training, various sources are available in the Government of India to provide him with the necessary facility.

Then, I have been taking a step to provide other welfare provisions for the employees. I have decided to start, to begin with, one dispensary in every circle and in some of the circles these dispensaries have already been started. I have an idea to have one full hospital at least in every circle. We have started, to begin with, with the dispensaries and, I think, very soon we are going to cover all the circles. So, this is with a view to provide the medical facilities though on a modest scale not comparable to the Railways as yet.

I attach the greatest importance to good relation between officers and staff and as soon as I took over I revived the negotiating machinery. Arbitration or adjudication may be very good things. But, the goodwill that is created in settlement of any dispute, difference or grievance by mutual negotiation among those who have to work together is a thing which should be encouraged. Therefore, I attach great importance to the negotiating machinery. I am examining the question how it could be made more effective. I have decided that there should be periodical meetings of the negotiating machineries. We should see that they are really effective in solving the problems that may be brought before them.

Shri S. M. Bangerjee: May I know one thing? Since he took charge of this Ministry, meetings have started. I may congratulate him for that. All cases have been piling up—would he suggest that there should be more meetings?

Shri Jagjivan Ram: We will see that they are made more effective.

In that way, a question was raised by some hon. Members about a few employees who have been punished on account of the last general strike. I

have taken certain action. When the Federation requested me about those employees who still have not completed the period of their punishment, I decided that those cases should be re-examined and those cases are being reviewed.

Shri S. M. Bangerjee: In defence department from 1st October, 1962, to all those employees whose increments had been stopped, it has been given.

Shri Jagjivan Ram: As I said, I have asked, where the punishment has not been over, those cases should be reviewed and it should be seen what we can do. It will be very difficult to just declare a general amnesty. Every case will have to be examined on merits.

Shri Dinan Bhattacharya: It would have been generous on your part.

Shri Jagjivan Ram: Shri R. S. Tiwary asked about the Madhya Pradesh Circle. Madhya Pradesh Circle, we have decided to create. If the hon. Member will help us in finding some accommodation at Bhopal, I may assure him that as soon as accommodation will be available, the Circle office will be transferred the next day from Nagpur to Bhopal. The same way about the office of the D.P.T. from Cuttack to Bhubaneswar. I think at Bhubaneswar we have some land. The building has to be constructed. If that is done, the office will be transferred there.

About civil aviation and air services, Shri U. M. Trivedi—I am sorry he has left—raised the question that the air services are losing. I may inform the House one thing, that the air services in this country were nationalised, and I had to do that pleasant duty of nationalising the air services when I found that it was impossible to put the air services of this country on a sound footing in private hands. One thing should be remembered. When the air services were in private hands, the excise duty that was

[Shri Jagjivan Ram]

charged on aviation spirit was refunded to them. That amounted to Rs. 50 lakhs a year. During the course of these years when the air services have been nationalised, the Air Corporation has been paying to the Government as tax on aviation spirit sums varying from Rs. 50 lakhs to more than a crore per year. If one were to take into consideration these amounts, one will find that the Indian Airlines Corporation has paid much more than the loss that has been shown.

The question of the amalgamation of the two corporations has also been raised. When I was piloting that Bill,—the Air Corporations Bill—I felt at that time that a stage may come in course of time when the two corporations could be amalgamated. And when I took over charge of this Ministry, I examined it. One obvious difficulty is that Air India has taken a loan from the World Bank of nearly 11·2 million dollars, and that loan has to be paid back. One of the conditions of that loan is that Air India will not amalgamate or merge itself with any other corporation without the sanction of the authority who has advanced the loan. That difficulty is there. But, apart from that the conclusion that by amalgamation there is going to be an economy arises out of the fact that Members have not examined that. I have looked into that, and there is no possibility of any sizeable economy in establishment by the amalgamation of the two corporations.

As regards Palam airport, we are trying to see that the civil and the military airports may go to different places. As regards Gauhati and other places, there is no necessity of separate airports.

Shri S. M. Bamerjee: What about duty hours?

Shri Jagjivan Ram: About the duty hours, I have been examining it, and I do not find anything unusual in that. We have three categories of workers,

'continuous', 'intermittent', and 'casual', and the hours of work of these three categories are different not only in the Civil Aviation Department but in various Departments of the Government of India. And one thing should be remembered namely that when there is intermittent work, naturally the hours of work will be higher than in the case of continuous work, and in the case of casual work they will be still higher. But I shall further examine the question whether in some cases weekly off or fortnightly off could be given, or in some cases where the question of overtime allowance has been raised, I shall myself look into that matter and see what could be done about it.

One hon. Member raised the question about the meteorological instruments being manufactured in this country by our Department and suggested the possibility of exporting them to the surrounding countries with a view to earn foreign exchange. We have been making enquiries through our offices there, either the High Commissioner's offices or the Ambassador's offices . . .

Dr. L. M. Singhvi: This has been hanging since 1958. We find from the Estimates Committee that in 1958 the director of this department had said that there appeared to be a very vast scope of exporting these instruments to these countries. Since 1958, five years have elapsed, and the Estimates Committee has come out once again with a very strong recommendation in this matter. Why has nothing been done for all these five years?

Shri Jagjivan Ram: That is true. But unless we know what the requirements of those countries are, how can we do it? I am speaking on behalf of the Ministry and the Meteorological Department, when I say that we have made enquiries from the High Commissioners' offices and Ambassadors' offices what the possibilities in those countries are and what the things are

which are required by them. Once we get that information, then the Meteorological Department will start the manufacture of those instruments. One Member wanted that the licence fee for radios in CD blocks and centres and village panchayats should be on a reduced scale. It is already so. In other cases we charge Rs. 15 annually, whereas in these cases it is only Rs. 10.

Shri U. M. Trvedi complained about the procedure of recruitment in the P. & T. (An Hon. Member: *He is not here*). For the information of the House, I may say that recruitment in the P. & T. department mostly for the class III and IV services—the gazetted ranks have to be recruited through the UPSC—is done on the circle basis. But subject to possessing the requisite qualification, any Indian in any part of the country is free to apply. It is based on competitive examination. So it is not restricted to the residents of any particular area.

In construction works and other contract works, I personally feel that co-operative societies should be encouraged. I have always been emphasising to the department that co-operative societies should be given preference.

I must again express my thanks to the Members of the House for all the good and encouraging words they have said about my Ministry. The credit for that should go to the thousands and thousands of employees in the various departments under my charge, because this is due to their hard work. I must express my thanks to the Members on my behalf and on behalf of the officers and staff of the Ministry and say that these words of appreciation do encourage us to put in better service and increase our efficiency. *N*

Shri Dinen Bhattacharya: I had raised a point about the toll tax on Vivekananda Bridge. It has not been replied to.

Some Hon. Members: No question now.

Mr. Speaker: I shall now put all the cut motions together to vote.

The cut motions were put and negatived.

Mr. Speaker: The question is:

"That the respective sums not exceeding the amounts shown in the fourth column of the order paper, be granted to the President, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1964, in respect of the heads of demands entered in the second column thereof against Demands Nos. 90 to 100 and 139 to 143 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. 90—MINISTRY OF TRANSPORT AND COMMUNICATIONS

"That a sum not exceeding Rs. 93,73,000 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, 1964, in respect of 'Ministry of Transport and Communications'."

DEMAND NO. 91—METEOROLOGY

"That a sum not exceeding Rs. 1,93,74,000 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, 1964, in respect of 'Meteorology'."

DEMAND NO. 92—CENTRAL ROAD FUND

"That a sum not exceeding Rs. 3,98,75,000 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, 1964, in respect of 'Central Road Fund'."

**DEMAND No. 93—COMMUNICATIONS
(INCLUDING NATIONAL HIGHWAYS)**

"That a sum not exceeding Rs. 6,76,44,000 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, 1964, in respect of 'Communications (including National Highways)'."

DEMAND No. 94—MERCANTILE MARINE

"That a sum not exceeding Rs. 91,27,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Mercantile Marine'."

**DEMAND No. 95—LIGHTHOUSES AND
LIGHTSHIPS**

"That a sum not exceeding Rs. 1,01,21,000 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, 1964, in respect of 'Lighthouses and Lightships'."

DEMAND No. 96—AVIATION

"That a sum not exceeding Rs. 5,05,43,000 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, 1964, in respect of 'Aviation'."

**DEMAND No. 97—OVERSEAS COMMUNI-
CATIONS SERVICE**

"That a sum not exceeding Rs. 1,28,28,000 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, 1964, in respect of 'Overseas Communications Service'."

**DEMAND No. 98—OTHER REVENUE EXPEN-
DITURE OF THE MINISTRY OF
TRANSPORT AND COMMUNICATIONS**

"That a sum not exceeding Rs. 3,01,43,000 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, 1964, in respect of 'Other Revenue Expenditure of the Ministry of Transport and Communications'."

**DEMAND No. 99—INDIAN POSTS & TELE-
GRAPHS DEPARTMENT (INCLUDING
WORKING EXPENSES)**

"That a sum not exceeding Rs. 87,69,34,000 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, 1964, in respect of 'Indian Posts & Telegraphs Department (including Working Expenses)'."

**DEMAND No. 100—POSTS AND TELE-
GRAPHS DIVIDEND TO GENERAL REVENUES
AND APPROPRIATIONS TO RE-
SERVE FUNDS**

"That a sum not exceeding Rs. 18,30,77,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Posts and Telegraphs Dividend to General Revenues and Appropriations to Reserve Funds'."

**DEMAND No. 139—CAPITAL OUTLAY ON
ROADS**

"That a sum not exceeding Rs. 57,11,94,000 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, 1964, in respect of 'Capital Outlay on Roads'."

**DEMAND No. 140—CAPITAL OUTLAY ON
PORTS**

"That a sum not exceeding Rs. 6,43,87,000 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, 1964, in respect of 'Capital Outlay on Ports'."

**DEMAND No. 141—CAPITAL OUTLAY ON
CIVIL AVIATION**

"That a sum not exceeding Rs. 3,35,22,000 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, 1964, in respect of 'Capital Outlay on Civil Aviation'."

**DEMAND No. 142—CAPITAL OUTLAY OF
THE MINISTRY OF TRANSPORT AND
COMMUNICATIONS**

"That a sum not exceeding Rs. 6,65,67,000 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, 1964, in respect of 'Other Capital Outlay of the Ministry of Transport and Communications'."

**DEMAND No. 143—CAPITAL OUTLAY ON
INDIAN POSTS AND TELEGRAPHS (NOT
MET FROM REVENUE)**

"That a sum not exceeding Rs. 35,48,98,000 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, 1964, in respect of 'Capital Outlay on Indian Posts and Telegraphs (not met from Revenue)'."

18.02 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, April 11, 1963/Chaitra 21, 1884 (Saka).