

DEMAND No. 7—DEFENCE SERVICES—
NON-EFFECTIVE

“That a sum not exceeding Rs. 20,07,50,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1965, in respect of ‘Defence Services—Non-Effective’.”

DEMAND No. 113—DEFENCE CAPITAL
OUTLAY

“That a sum not exceeding Rs. 1,29,20,42,000 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, 1965, in respect of ‘Defence Capital Outlay’.”

MINISTRY OF TRANSPORT

Mr. Speaker: The House will now proceed with the discussion and voting on the Demands for Grants under the control of the Ministry of Transport, for which 5 hours have been allotted.

Hon. Members who want to move cut motions may send slips to the Table within ten minutes indicating the numbers of the cut motions which they want to move and they will be treated as having been moved subject to their being otherwise in order.

DEMAND No. 82—MINISTRY OF
TRANSPORT

Mr. Speaker: Motion moved:

“That a sum not exceeding Rs. 97,34,000 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, 1965, in respect of ‘Ministry of Transport’.”

DEMAND No. 83—METEOROLOGY

Mr. Speaker: Motion moved:

“That a sum not exceeding Rs. 2,45,78,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1965, in respect of ‘Meteorology’.”

DEMAND No. 84—CENTRAL ROAD FUND

Mr. Speaker: Motion moved:

“That a sum not exceeding Rs. 4,03,76,000 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, 1965, in respect of ‘Central Road Fund’.”

DEMAND No. 85—COMMUNICATIONS
(INCLUDING NATIONAL HIGHWAYS)

Mr. Speaker: Motion moved:

“That a sum not exceeding Rs. 7,02,51,000 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, 1965, in respect of ‘Communications (including National Highways)’.”

DEMAND No. 86—MERCANTILE MARINE

Mr. Speaker: Motion moved:

“That a sum not exceeding Rs. 1,18,74,000 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, 1965, in respect of ‘Mercantile Marine’.”

DEMAND No. 87—LIGHTHOUSES AND
LIGHTSHIPS

Mr. Speaker: Motion moved:

“That a sum not exceeding Rs. 1,00,19,000 be granted to the

[Mr. Speaker]

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, 1965, in respect of 'Lighthouses and Lightships'."

DEMAND No. 88—AVIATION

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 6,45,54,000 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, 1965, in respect of 'Aviation'."

DEMAND No. 89—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF TRANSPORT

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 2,81,68,000 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, 1965, in respect of 'Other Revenue Expenditure of the Ministry of Transport'."

DEMAND No. 137—CAPITAL OUTLAY ON ROADS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 54,73,37,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1965, in respect of 'Capital Outlay on Roads'."

DEMAND No. 138—CAPITAL OUTLAY ON PORTS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 2,44,27,000 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, 1965, in respect of 'Capital Outlay on Ports'."

DEMAND No. 139—CAPITAL OUTLAY ON CIVIL AVIATION

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 4,53,28,000 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, 1965, in respect of 'Capital Outlay on Civil Aviation'."

DEMAND No. 140—OTHER CAPITAL OUTLAY OF THE MINISTRY OF TRANSPORT

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 6,30,75,000 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, 1965, in respect of 'Other Capital Outlay of the Ministry of Transport'."

Shri M. R. Masani (Rajkot): I have moved cut motion No. 5, which deals with the failure to take steps to enable roads and road transport to play their part in the country's economic development.

14.06 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

I am speaking on this subject after an interval of three years. At that time, my hon. friend's senior colleague, Dr. P. Subbarayan, was in charge of this portfolio, and my hon. friend opposite was the Minister of State in charge of this particular matter.

During the three years that have passed, one had hoped for a great deal of improvement in regard to the position about the development of roads and road transport in this country. The report of the Ministry, which we have with us, gives a somewhat smug picture full of complacency about what is being done for the development of roads and road transport. I am afraid, with all respect to my hon. friend the Minister, the complacency shown in that report is not justified. The picture that I see, on the other hand, is of dangers facing this country of a bottle-neck before long.

It seems to be a fact that, during the middle of every Five Year Plan, the Railways and the Planning Commission get together to reassure us that everything is under control. But when that particular Plan ends, we face disaster. That happened in the case of the Second Five Year Plan and although I hate to be a prophet of gloom, I am going to make this prophecy that at the end of the Third Plan we shall be facing an even worse situation. During the middle of the Second Plan, if you see the Railway Budget speech of 18th February, 1959, you will find that the case of the Railways was that they had more than surplus capacity, and they could take care of all the growth in traffic and indeed, that in order to protect them, restrictions should be placed on road transport. Unfortunately, that view was accepted. That complacency and the acceptance of that view led to disaster in 1961. By 1960-61, the transport demands exceeded the transport capacity by about 12 million tons. This in turn led to the closure of factories, the dismissal of thousands of workers, and the stultification of our economic progress. We all remember the bottle-neck in coal, for instance, which was one example of that breakdown.

Again, in the middle of the Third Plan the picture as held out by the Railways and the Planning Commis-

sion, without, as far as I can see, any contradiction from the Transport Ministry, that everything is again under control. If this complacency is accepted again, I shall forecast a transport shortage in 1966 which will be six times as intense and far-reaching as that which occurred in 1961. Why do I say that we shall be caught napping?

On the basis of the accepted relationship between the growth of national income and the demand for transport, it has been estimated that the total mechanised facilities will have to be geared to 375 million tons of traffic, at the end of the Third Plan, in 1966-67. This is an unprecedented increase in demand. The Railways estimate their own carrying capacity at the end of the Third Plan at 245 million tons. Therefore, 130 million tons will need to be carried by other methods; obviously, of these, road transport will be by far the biggest.

How are we gearing ourselves to meet this challenge of 130 million tons of transport, which today we have not the means to carry? I fear that on every front, our failure to meet this challenge, and, it would seem our lack of the awareness of the bottle-neck that will exist, comes to view.

The state of the roads is deplorable. Quite apart from the miserable quality of our roads, even the quantity is lacking. Per square mile of area, we have in India today 0.36 miles of road as against 2.3 miles in U.K., 3.6 miles in France and 4.1 miles in Japan. Even little Ceylon, backward as it is, has twice our road mileage,—0.76 mile per square mile.

The 20-year plan of road development had called for an expenditure of Rs. 590 crores during the current Plan. The actual allocation, it is distressing to note, has been less than Rs. 420 crores. Why this failure to get the balance? I think it is a failure of the Transport Ministry. I know

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the Transport Ministry has its difficulties. But that is what it is there to meet. It is there to champion the cause of road transport. The Railway Ministry exists only to champion the cause of the railways, but road transport lacks that championship on its own side. I would appeal to the hon. Minister even now. Let him try and get this balance of the unallocated resources which have been earmarked for road transport, but which the Transport Ministry fails to secure in any given current year.

On what basis does this take place? The Railways are yielding less than Rs. 150 crores annually by way of interest and taxes to Government. The funds allocated to them amount to Rs. 1500 crores, that is, more than 10 times the annual yield. The Railways are allocated more than 10 times their annual yield to the community. Road transport yields Rs. 220 crores per year. By the same process of reasoning, by any standard of equity and fairplay, they should have been allocated Rs. 2200 crores. Instead of that, there is a miserable allocation of Rs. 420 crores, just 1/5th of what should have been allocated by any parity of reason. Why does this happen?

Then we come to automobile manufacture—the manufacture of trucks, buses and other vehicles. There is no sign that we are going to produce the number of vehicles needed to lift the traffic anticipated at the end of the Third Plan. The production here again is far behind target. The Third Plan had set a target of 60,000 vehicles. The production at the end of 1960 was 27,100. It was, therefore, necessary to increase the production of vehicles by 6,400 vehicles annually to catch up with the target—6,400 more vehicles every year.

Let us see what has happened. In 1961, when the production should have been 33,500, the actual figure was 26,721. Thus, instead of producing

6,400 more, we produced 400 less! In 1962, when the production should have been 40,000, the number dropped further, to 26,820. In 1963, the latest year for which we have figures, we should have produced 46,000 vehicles, but the actual figure was 28,481! Therefore, the shortfall as against the Plan in the last three years is one of 37,000 vehicles.

Why has this happened? It is not the fault of the manufacturers. It is the fault of Government because, owing to faulty priorities, the foreign exchange that should have been given for the manufacture of these vehicles was denied to the industry. The result will be that even in 1966, we shall be far short of the target. I begin to see in newspapers official spokesmen themselves conceding that the target itself has been lowered from 60,000 to 54,000 at the end of the Third Plan. So even the pretence of trying to catch up with the obligations laid down at the beginning of the Third Plan is being given up.

Then we come to the restrictions on road transport. The hopes raised by the establishment of the Inter-State Transport Commission have been sadly blighted. The Commission had recommended the issue of inter-state permits for trunk routes, but this has not been implemented because the State Governments straddling these routes want to tax the vehicles over and over again.

Five years ago, the Road Transport Reorganisation Committee, of which I was privileged to be Chairman, had recommended that legislation laying down not the quantum but the principles of taxation, and providing for a single-point tax on transport vehicles should be prepared and introduced in Parliament by the Union Government. My hon. friend, Shri S. K. Patil—then the Minister in charge—warmly welcomed this and all the other recommendations made by our Committee, and the House unanimously applauded

the recommendations of the Committee. One believed that something would be done. I want to ask the hon. Minister why such a Bill has not been produced before the House although all these years have passed?

The number of permits issued on the recommendation of the Inter-State Transport Commission is a mockery when compared to the country's needs. According to the calculations made by Shri P. C. Mathew, a member of the Indian Civil Service, and Additional Secretary to the Cabinet Secretariat in the Department of Statistics, in February 1962, the additional volume of long-distance traffic earmarked for roads during the current Plan is 16 million tons. This is the figure worked out by the Cabinet Secretariat. Each million tons may need 3,000 trucks. 48,000 permits will be needed to lift the traffic which roads will have to carry by 1966. Permits so far recommended by the Inter-State Transport Commission are not sufficient to carry even 2 per cent of that traffic!

Why is the Commission so impotent? Why is it ineffective? Is it because the composition of the Commission makes it subservient to the vested interests of the Railways? Is it because the Chairman is only a Joint Secretary of the Transport Ministry whom neither the Railway Board nor the State Governments seem to take very seriously? Would it not have been better if an eminent non-official carrying weight, with personality and drive, had been made Chairman or President of the Inter-State Transport Commission, a man whom even Chief Ministers could not brush aside so lightly? I am asking these questions. These are questions that arise because the whole purpose of establishing this Commission appears to have failed.

Then, Government have the right under the Act to give the Commission power to issue permits. But that power is not given to the Commission. They have been given the power only

to recommend or issue directives to State Governments—which is something a little different. Even now, belated as it is, I suggest that status and importance be given to the Commission by the Transport Ministry—belatedly—giving full power to issue permits in their own way. The Act permits it.

Now vehicle taxation. One can say that 1964 is the very first year in recent history when road transport has not been subjected to additional taxation. People may say that one should be grateful for small mercies. But that is not so, because relief had been expected from the extortionate taxation on road transport in the past years. Unfortunately, the Transport Minister, who, I think, knows that roads in India are inordinately taxed by any standards, said rather meekly, addressing the All India Conference of State Transport Commissioners meeting on 6th and 7th February:

“I am afraid the issue is clouded by considerations, the validity and relevance of which are not free from doubt”.

If this is so, if Government really want to know whether this is so or not, why not ask the National Council of Applied Economic Research to examine this question and to give the answer whether it is so or not?

The taxation on motor vehicles in this country has now been the highest in the world for many years. Its present incidence is approximately Rs. 3,000 per year per motor vehicle, which is more than twice the levels obtaining in advanced countries of the West, where road transport and motor transport have made tremendous strides. This is a severe deterrent to rapid economic growth. Traffic to and from our 5½ lakh villages, which can be the springboard for agricultural and even industrial expansion, simply cannot stand the burden of these taxes which constitute a serious disincentive to both economic production and agricultural development, about which

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we talk so much—shed crocodile tears. What needs to be done is to lift, the burden on road transport so that the country is opened up to let agriculture and industry thrive. That is not done.

The question arises: why does all this happen? I need hardly tell the House that I do not for a moment believe that there is any particular perversity in my hon. friend, the Minister, whom I respect very much, who, I know, is a good student of this subject and about whose understanding and feeling for the cause of road transport there can be no question.

Then how does this happen? I regret to have to say that this is due to the weakness over the last decade, of the Transport Ministry in the face of what I have described as the biggest lobby and the biggest vested interest in this country—the Railway Board.

This is an old story. It started with a circular issued by the Ministry of Transport to the State Governments on 9th September, 1958, asking them not to license road traffic for distances of over 300 miles or a radius of 150 miles without the prior approval of the Railways—one competitor being asked to get the permission of the other competitor to enter into competition! The circular went on to recommend that the grant of representation to the Railways on the State Transport Authorities should be ensured. This circular made the Transport Authority the laughing stock of the State Governments in India, because, as it happens, the Motor Vehicles Act forbids the representation of the railways on State Transport Authorities. So, this paragraph was hastily withdrawn, but the rest of the circular which lays down this vicious principle that you cannot carry things by road beyond a certain distance without the approval of Their Majesties the Railway Board still remains. This defiance, this continued defiance, of the verdict of Parliament has been going on for five years now.

When the Motor Vehicles (Amendment) Bill, 1956, was before Parliament, it was referred to a Joint Committee, and there, Clause 50 which laid down that there should be such a distance limit was struck down by the Joint Committee of both Houses of Parliament.

Shri Lal Bahadur Shastri, the then Minister, said in the Lok Sabha on 28th November, 1956:

“The Committee also decided to remove the mileage restrictions for grant of public carrier permits.”

And Shri O. V. Alagesan said in the Upper House on 12th December, 1956:

“The Committee also amended Clause 50 and decided to remove the mileage restriction for grant of public carrier permits between places connected by railways.”

If that was so in 1956, how was it that in 1958, behind the back of Parliament, the Transport Ministry restored this mileage restriction by its own dictat? If it was not in subservience to the Railway Board, how can one justify this?

In May 1963, to bring the story a little nearer, Shri Jagjivan Ram, the then Minister, assured the Maharashtra Board of Communications, at a meeting in Nasik, that the circular of the Ministry could be treated as a dead letter. But while he made this statement in a speech, have the State Governments been informed that this circular has been withdrawn? I would be very glad to know from the hon. Minister that this has now been formally done.

On the contrary, I fear that this weak-kneed policy of appeasing the Railways is still continuing. Answering a question in this House on 25th February this year, the Transport Minister said that the Transport Commissioners/Secretaries Conference held

in Calcutta on the 6th and 7th February recommended, *inter alia*, as follows:

"That copies of all applications received by the different Transport Authorities for grant of permits for transport vehicles, which were published under section 57 of the Motor Vehicles Act, 1939, might also be sent to the local Railway Administration concerned to ensure that the administration received sufficient opportunity to make its representation on the adequacy of the services provided by it, if it so desired."

In other words, once again this mischievous principle is brought back that the Railways have a Great Power of veto over the development of road transport in this country. The veto that holds up the Security Council many times, given to certain Great Powers, is given to the railways of this country, which also, as I said, is a Great Power in this country.

In the Ministry's Report on page 2 you will find that even the Inter-State Transport Commission has been browbeaten now into accepting this position in regard to lorries, carrying petrol.

The Finance Minister has said more than once in this House that the objective of planning is to maximise output and the rate of growth. This in turn involves that all national investment is directed to those channels where the pay-off in terms of growth is the greatest. It has been proved more than once on the floor of the House, it is in the report of the Transport Reorganisation Committee and the hon. Minister does not quarrel with it, that every rupee spent in laying down roads and bridges and producing vehicles brings many times the return that the same rupee would

bring in laying down railway track or making a railway wagon.

Other countries are more intelligent and have applied this test, with the result that today most countries in the world which have the gumption are diverting their investment from railways to roads, waterways and airways which are more modern and more advanced from a technological point of view. Not only that. They are physically uprooting railway lines in a large measure, because they are wasteful.

Britain, the country which invented the steam engine and which pioneered the first railway in 1830 in the whole world, now accepts the internal combustion machine of the motor vehicle as a more modern form of transport.

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

Shri M. R. Masani: I am the only speaker from my Group, and we have asked for half an hour.

Mr. Deputy-Speaker: He has taken 20 minutes.

Shri M. R. Masani: I would like to have half an hour.

Mr. Deputy-Speaker: Only five hours were allotted to the entire discussion. We have to provide for the others also.

Shri M. R. Masani: I shall conclude in five minutes.

Dr. Beeching's report not only admits that railway traffic is now outmoded, but it recommends very drastic surgery. Beeching's report recommended the closure of over half of the existing 4,293 passenger stations in the United Kingdom, withdrawal of passenger services over 5,000 route miles, and the retiring of 375,000 wagons.

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In Britain, France and Germany together, the percentage of freight traffic carried by railways declined from 75 to 52 per cent between 1930 and 1954, while that moved by roads increased from 10 to 34 per cent.

That is how progressive countries move ahead with the Industrial Revolution, from the age of fossil power, of coal, to the age of petroleum, electricity and atomic energy. Our Prime Minister often talks about not living in a bullock cart age, but, unfortunately, his Government, on this point, thinks in no other terms than the bullock cart mentality.

A very detached and respected correspondent, Shri B. G. Verghese, said in the *Times of India* on 11th April last year:

"The Railways are fully stretched, but the road haulage industry continues to be hamstrung by restrictions and heavy taxation.... Railways have a new role to play in a different and changing situation.... The entire narrow gauge and most of the metre gauge lines are unremunerative."

And he goes on to say.

"Keeping these lines going means a hidden subsidy. Though the subsidy might be concealed, somebody is paying for it, and the country might be better off... by relieving the hidden taxpayer of his burden and employing other means of transport for opening up backward areas."

Therefore, if we really mean what we profess, to move with the times to be technological in spirit, to be in keeping with the spirit of the times it is time that we make up our minds that from now on the railways have to recede and airways and roads and waterways have to take over more and more of the burden of carrying goods in this country. Otherwise, we shall be like Mrs. Parkington, who

tried to sweep the ocean back with a broom, and, of course, failed.

We talk a great deal about "take off," but how can this country take off if the surface of the roads is not there? The surface of the roads is one of the grounds from which the take off must take place, along with the air strips of this country. The longer we delay the acceptance of this fact, the more this country is going to pay for following archaic, bullock cart methods and mentality.

Three years ago, I had the misfortune to accuse the then Minister of allowing the Railway Minister to sit on his back, just as the railways were riding on the back of the roads, and I then made an appeal to him. I was placing the facts before the hon. Minister, and I was trying to encourage him to show a little more guts on behalf of the transport services. It was not his job to go on apologising for the Railways. After three years, I must again repeat the same appeal to the present Minister. I know his heart is in the right place, but I think that what is required is a little more guts and backbone to stand up to the Railway Board. Till last year the Minister had an excuse that there were giants of the Congress Party sitting in charge of the Railway portfolio, and junior Ministers might perhaps be forgiven for not being able to assert themselves altogether! But since there has been a happy change, and today those in charge of the railway portfolio are relatively junior, I hope he will, in the light of this changed situation show a fresh approach, be a little more assertive.

This House has never grudged the Transport Ministry any support during the last six or seven years. It is for the Ministry to mobilise the support that public opinion and Parliament have given them, and to stand up for more modern and advanced methods of transport against the archaic ones which are still dominating the scene.

Mr. Deputy-Speaker: The hon. Members may now move their cut motions to the Demands under the Ministry of Transport subject to their being otherwise admissible.

Shri P. K. Deo (Kalahandi): I beg to move:

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to improve the East Coast Canal in Orissa and the Buckingham Canal in Andhra Pradesh (2)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to connect the Ganga and the Brahmaputra by a navigable canal in Indian territory (3)]

Shri M. R. Masani: I beg to move:

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Failure to take steps to enable roads and road transport to play their part in the country's economic development (5)]

Shri A. V. Raghavan (Badagara): I beg to move:

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to expedite the construction of a pier at Badagara in Kerala (12)]

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to take up the work connected with a lighthouse at Badagara in Kerala (13)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to introduce slight seeing coach tours in important centres in Kerala. (14)]

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to build hotels in the public sector at Calicut, Ernakulam and Trivandrum (15)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to expedite the survey in connection with the proposed aerodrome at Calicut (16)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to expedite the construction of the bridges and bye pass roads on the West Coast Road in Kerala (17)]

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to expedite the work connected with the Second Shipyard at Cochin (18)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to provide dry dock facilities at Cochin (19)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to construct a road through the backward hilly tracts of the Malabar region of Kerala (31)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to expedite the work in connection with the Badagara Mahe Canal (32)].

[Shri A. V. Raghavan]

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to provide a pier at Mahe (33).]

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to construct tourist bungalows at Mahe (34)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to provide direct berthing facilities for small vessels at Kozhikode, Badagara and Tellicherry in Kerala (35)].

Shri Pottakkatt (Tellicherry): I beg to move:

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to introduce retiring rooms at moderate charges at Santa Cruz Airport, Bombay (36)]

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to provide regular shipping service to the Union territory of Laccadives from Calicut (37)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to recognize more Travel Agencies from Kerala (38)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to expedite the work connected with the Housing Scheme at Cochin Port (39)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to expedite the work connected with the Highlevel Reservoir at Cochin Port (40)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to expedite the Labour Housing Scheme at Cochin Port (41)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to expedite the work in connection with the Tellicherry pier (42)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to expedite the work of the West Coast Road running through the Tellicherry Municipality (43)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to expedite the construction of the bridge at Koduvalli on the outskirts of Tellicherry Municipality (44)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to introduce an airconditioned Bus from Tellicherry to Mysore to promote sight-seeing for tourists (45)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to construct a tourists' bungalow (Class I) at Tellicherry (46)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to construct more roads to serve the backward hilly regions of Kerala, with special reference to Wynad (47).]

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to expedite the work of an aerodrome in the Malabar region of Kerala (48).]

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to introduce a centre for training seamen at Kozhikode (49).]

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to introduce a sea-men's employment office at Cochin for regulating supply of seamen for ships going abroad (50).]

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to expedite the work connected with the Mahe-Balsapatam canal (51).]

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[Need to extend the Caravelle service to Cochin (52).]

Shri R. Barua (Jorhat): I beg to move:

"That the demand under the head Communications (including National Highways) be reduced by Rs. 100."

[Need for strengthening and maintaining Highway No. 37 (53).]

"That the demand under the head Capital Outlay on Ports be reduced by Rs. 100."

[Need for speedy completion of the inland port at Pandu (54).]

"That the demand under the head Capital Outlay on Ports be reduced by Rs. 100."

[Need for early completion of Visakhapatnam port to enable handling of exportable iron ore (55).]

Shri Omkar Lal Berwa (Kota): I beg to move:

"That the demand under the head Communications (including National Highways) be reduced by Rs. 100."

[Need to construct a new bridge at Kota on Chambal River at the present bridge is very low (62).]

"That the demand under the head Communications (including National Highways) be reduced by Rs. 100."

[Need for construction of a new bridge on the river Narbada near Khalghat on the Agra-Bombay Road or for widening the old bridge (63).]

"That the demand under the head Communications (including National Highways) be reduced by Rs. 100."

[Need to join Kota to Khatoli and Shivapuri on the Agra-Bombay Road (64).]

"That the demand under the head Communications (including National Highways) be reduced by Rs. 100."

[Need to make Maheshwar in Madhya Pradesh on Agra-Bombay Road as tourist centre and to construct Dak Bungalow and Canteen on the Narbada Ghat (65).]

[Shri Onkar Lal Berwa]

"That the demand under the head Communications (including National Highways) be reduced by Rs. 100."

[Need to join Kota-Shivapur-Agra-Bombay Road to Kishanganj and Nahargarah and Gwalior (66)]

Shri Daji (Indore): I beg to move:

"That the demand under the head Aviation be reduced by Rs. 100."

[Need to provide Fair Price Shops for workers at various Air ports (78)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Need to provide Staff Canteens at various Airports (79)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Need to pay Daily Allowance to staff deputed for training in Civil Aviation Training Centre (80)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Need to provide school with boarding and lodging facilities at Bombay, Calcutta, Madras and Delhi Airports (81)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Need to revise the rates of overtime allowance or civil aviation operational staff as per recommendations of the Second Pay Commission (82)]

"That the demand under the head Aviation be reduced by Rs. 100."

[Need to issue quasi-permanency certificate to staff who are entitled to it for a number of years (83).]

"That the demand under the head Aviation be reduced by Rs. 100."

[Need to implement the ICAO Assembly resolution emphasising on the States the need to raise the pay scales and improve the working conditions of staff engaged in air navigation and communication air traffic services (84)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Need to provide cheap accommodation at the airport retiring rooms for use of non-gazetted staff on tour as available to Gazetted Officers (85)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Need to publish Recruitment Rules and modifications in the policy of promotions from time to time (86)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Need to confirm non-gazetted staff against available permanent posts (87)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Need to grant overtime allowance to Chowkidars and Sweepers on the same hourly rates as applicable to other operational staff of Civil Aviation Department (88)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Need to implement the recommendation of Central Pay Commission regarding the grant of weightage for night duties (89)].

"That the demand under the head Aviation be reduced by 100."

[*Grant of HRA & CCA to Civil Aviation staff working and living at airports for operational requirements as admissible to Central Government employees in the city or town to which the airport caters (90)*].

"That the demand under the head Aviation be reduced by Rs. 100."

[*Failure to provide 100 per cent residential accommodation to Civil Aviation staff in view of their All-India Service liability and remote location of the Airports (91)*]

"That the demand under the head Aviation be reduced by Rs. 100."

[*Failure to prevent inordinate delay in settling staff representations (92)*]

"That the demand under the head Aviation be reduced by Rs. 100."

[*Failure to create adequate number of ministerial posts in proportion to increase in the technical and operational personnel (93)*]

"That the demand under the head Aviation be reduced by Rs. 100."

[*Failure to transfer staff from one region to another on completion of normal terms of 5 years' service in a region (94)*].

"That the demand under the head Aviation be reduced by Rs. 100."

[*Failure to transfer ministerial staff to their home towns against vacant posts which are being filled through outside recruitment (95)*].

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"That the demand under the head Other Revenue Expenditure of the Ministry of Transport be reduced by Rs. 100."

[*Failure to confirm the non-gazetted staff of the Department of Tourism against available vacancies (99)*].

"That the demand under the head Other Revenue Expenditure of the Ministry of Transport be reduced by Rs. 100."

[*Failure to confirm Scheduled Caste and Scheduled Tribe employees against the posts reserved for them in the Department of Tourism (100)*].

"That the demand under the head Other Revenue Expenditure of the Ministry of Transport be reduced by Rs. 100."

[*Failure to confirm Class IV employees against available permanent posts in the Department of Tourism (101)*].

"That the demand under the head Other Revenue Expenditure of the Ministry of Transport be reduced by Rs. 100."

[*Failure to fill up the posts of packers in the Department of Tourism (102)*].

"That the demand under the head Other Revenue Expenditure of the Ministry of Transport be reduced by Rs. 100."

[*Failure to send replies to the representations received from the employees' Union by the Department of Tourism (103)*].

"That the demand under the head Other Revenue Expenditure of the Ministry of Transport be reduced by Rs. 100."

[*Failure to draft the Recruitment and Promotion Rules pertaining to the Class II (Gazetted) ministerial posts in the Department of Tourism (104)*].

Mr. Deputy-Speaker: The cut motions are before the House. Shri Raghunath Singh.

श्री कछवाय (देवास) : उपाध्यक्ष महोदय, हाउस में कोरम नहीं है ।

Mr. Deputy-Speaker: The bell is being rung—Now there is quorum. Shri Raghunath Singh.

श्री रघुनाथ सिंह : उपाध्यक्ष महोदय, जहाँ तक शिपिंग का संबंध है, मैं शिपिंग के मंत्री श्री राज बहादुर जी को इस वर्ष में जो उन्होंने तीन कार्य किये हैं उनके लिए बधाई और धन्यवाद देना चाहता हूँ। उन्होंने तीन बातें बहादुरी की की हैं, जिन का मैं जिक्र करता हूँ। पहला काम तो यह हुआ है कि इस साल करीब करीब दो लाख टन के जहाज का एडीशन हुआ है जबकि हमारा टारगेट थर्ड प्लान का करीब डेढ़ लाख टन का था। दूसरी बात जो उन्होंने बहादुरी की की है यह है कि इंटरनेशनल फ्रेट वार जब शुरू हुई तो उस में उन्होंने बहुत ही सम्मानपूर्ण स्टेड लिया और सफलता प्राप्त की जिसके कारण भारतवर्ष का गौरव अन्तराष्ट्रीय जगत में ऊंचा हुआ। तीसरी बात जो उनके इस वर्ष के काल में हुई यह है कि चालीस परसेंट पार्टिसिपेशन फारेन शिपिंग का तय हुआ जिस के कारण अब तीन कम्पनियाँ और हिन्दुस्तान में बनने जा रही हैं। इससे हमारे शिपिंग में तरक्की ही होगी। लेकिन हर चीज में जहाँ गुण होता है, वहाँ भवगुण भी होता है। बधाई देने के साथ साथ एक बात के लिए मैं उनकी आलोचना भी करना चाहता हूँ। हम देखते हैं कि पी० एल० ४८० में ८० करोड़ रुपये का जो गेहूँ के वास्ते फ्रेट दिया गया, इस अस्सी करोड़ रुपये में से हिन्दुस्तान ने एक पैसा भी नहीं कमाया। इस चीज के लिए मैं उनको बधाई नहीं दे सकता हूँ। इसको देख कर हमें कुछ निराशा हुई, इस सदन को भी हुई। इसका कारण यह है कि गतवर्ष इस सदन में यह राय जाहिर की गई थी कि इस अस्सी

करोड़ रुपये में जो हमारा चालीस करोड़ रुपये का हिस्सा होता है वह हमको मिलेगा।

जहाँ तक शिपिंग का ताल्लुक है १९४७ में शिपिंग का टारगेट २० लाख टन रखा गया था और यह नीति निर्धारित की गई थी कि सेंट परसेंट कोस्टल ट्रेड इंडियन वाटम में होगी और पचास परसेंट ओवरसीज ट्रेड हिन्दुस्तान की शिपिंग कम्पनियों के द्वारा होगी। लेकिन सतरह वर्ष व्यतीत हो गए अभी तक पचास परसेंट की बात तो दूर, हम ओवरसीज ट्रेड में केवल बारह परसेंट तक ही पहुँच सके हैं। बाकी का जो ३८ परसेंट हमारा शेयर था उसको हम प्राप्त नहीं कर सके हैं। इस ओर विशेष ध्यान देने की जरूरत है। १३५ करोड़ रुपया प्रति वर्ष हम फारेन शिपिंग कम्पनियों को फ्रेट के रूप में देते हैं। यह डूनेज जो हमारी फारेन एक्सचेंज का होता है, ठीक नहीं है। यह रुपया हमारे पास आ सकता था और हमें कांशिश करनी चाहिये कि अब यह रुपया हमारे पास आए।

जहाँ तक शिपिंग का ताल्लुक है सन् १९५२ में हिन्दुस्तान का स्थान विश्व टनेज को १९वां था। आज भी हमारा स्थान १९वां ही है, हम उसके ऊपर नहीं उठ सके हैं। १९४७ में हमारा एक्सपोर्ट और इम्पोर्ट ट्रेड ७९३ करोड़ रुपये की थी और आज वह बढ़ कर १,७०० करोड़ की हो गई है अर्थात् ११० परसेंट की उसमें वृद्धि हुई है। किन्तु हम इससे फायदा नहीं उठा सके हैं। उसका फल क्या है, इसको आप देखें। अगर हमारे पास आज ३० लाख टन के जहाज हों तो हमारे शेयर का जो कोटा है, उसको पूरा कर सकते हैं क्योंकि इंटरनेशनल कानून के अनुसार या कनवेंशन के अनुसार ५० परसेंट ट्रेड, फारेन ओवरसीज ट्रेड हमारे हाथ में आनी चाहिये। इस पचास परसेंट के लिये कम से कम हमें तीस लाख टन के जहाजों की आवश्यकता होगी। इस वक्त

वर्ल्ड का टनेज १८ करोड़ ८८ लाख है, इंडिया का १२ लाख है। अर्थात् हमारे टनेज का अनुपात सन् १९५२ में विश्व के टनेज के अनुपात से ज्यादा नहीं हो सका है। लेकिन साथ ही साथ मैं यह वन्दे बगैर नहीं रह सकता हूँ कि हिन्दुस्तान का भविष्य अच्छा है। कारण यह है कि दुनिया में इस वक्त १२ लाख ४५ हजार टन के जहाज लेड अप हैं। केवल हिन्दुस्तान ही दुनिया में ऐसा मुल्क है जिस का एक टन का भी जहाज लेड अप नहीं है। सारी ट्रेड हमारी फेवर में है, सारी बातें हमारी फेवर में हैं। जब ऐसी बात है तो समझ में नहीं आता है कि हम इस दिशा में क्यों आगे नहीं जाते हैं।

१९५२ में हमारा वर्ल्ड टनेज का प्रोपोरशन ५० था, १९५८ में वह ६६ हुआ, १९६२ में और १९६३ में वह ७५ हुआ और आज वह ८३ है अर्थात् दुनिया में हम एक परसेंट भी अभी तक नहीं उठ सके हैं। यह ठीक नहीं है। दुनिया की ट्रेड का जो रेशो है, उसमें करीब करीब दो परसेंट और अगर एजैक्टली कहा जाए तो १.७५ परसेंट हमारा हिस्सा है। अगर आजकल के भी आंकड़े जोड़ लिखे जायें तो करीब दो परसेंट हमारा हिस्सा हो जाता है। इसलिए हमारा शिपिंग में भी कम से कम दो परसेंट इंटररेस्ट होना चाहिये। दो परसेंट को अगर आप जोड़ेंगे तो आप इसी कनक्लूशन पर पहुंचेंगे कि कम से कम तीस लाख टन के जहाज अगर भारत के पास हों तो जो ट्रेड आपकी है, उसको आप अपने हाथ में ले सकते हैं।

११ वर्ष में करीब साठ करोड़ रुपये के जहाज भारत ने बाहर से खरीदे हैं। यह स्थिति अच्छी नहीं है। हमें शिपिंग की तरक्की करनी है और हमें दूसरे मुल्कों से सबक लेना चाहिये कि जैसे उन्होंने शिपिंग की तरक्की की है। इसके लिए मैं

चार पांच मुझाव आप के सामने रखना चाहता हूँ।

आप के पास फारेन एक्सचेंज नहीं है। आप के पास रुपया नहीं है। उस सूरत में तरक्की होगी कैसे? १३५ करोड़ रुपया हर साल हम फारेन शिपिंग कम्पनीज को देते हैं, यह बचेगा कैसे? इसके लिए पहला मुझाव तो मेरा यह है कि देखा जाये कि वेस्ट जर्मनी ने कैसे तरक्की की है। आज दुनिया में उस की पोर्जोशन सैकड़ है। शिपिंग प्रोडक्शन में उस की पोर्जोशन सैकड़ है। उन्होंने अपने यहां कानून बनाया है कि अनएकार्टिड मनी या ब्लैक मार्किट का मनी अगर कोई शिपिंग में इनवैस्ट करे तो उससे पूछा नहीं जायगा कि यह रुपया उसे कहां से मिला है। इस का नतीजा यह हुआ कि वेस्ट जर्मनी में जितने भी बड़े बड़े व्यापारी थे उन सभी ने अपना अन-एकार्टिड मनी, ब्लैक मार्किट का मनी शिपिंग में इनवैस्ट कर दिया। यही वजह है कि आज दुनिया में शिप प्रोडक्शन में जर्मनी का दूसरा स्थान है।

दूसरी बात यह है कि जितने दुनिया के राष्ट्र हैं सभी ने जहां तक शिपिंग का सम्बन्ध है, इनकम टैक्स इस पर नहीं लगाया है। हम ने ४० परसेन्ट रिबेट इनकम टैक्स में दिया है। मैं कहता हूँ कि हम को सेंट पर सेंट रिबेट इनकम टैक्स में देना चाहिये। यह मैं ट्रेड की दृष्टि से नहीं कहना चाहता, यह हमारी सेबेन्ड लाइन आफ डिफेंस है। डिफेंस के मामले में हम इस का उपयोग कर सकते हैं। लिहाजा पूरा रिबेट दिया जाना चाहिये।

तीसरी बात यह है कि हम लोन देते हैं। यह लोन लॉग टर्म बेसिस पर होना चाहिये क्योंकि ३ परसेन्ट लोन पर आप इंटररेस्ट लेते हैं। आप रुपया देते नहीं हैं ३ परसेन्ट इंटररेस्ट लेते हैं। इम्पारेटाइजेशन

[श्री रघुनाथ सिंह]

का भी जो टाइम है वह और ज्यादा होना चाहिये ताकि शिपिंग कम्पनियों को पन-पने में और बढ़ने में कुछ सहायता प्राप्त हो सके ।

चौथी बात यह है कि कारपोरेशन टैक्स शिपिंग के ऊपर नहीं होना चाहिये । जैसा मैंने पहले कहा यह सेफेन्ड लाइन आफ डिफेन्स है । आप दूसरे मुल्कों को देखिये आप कहेंगे कि हिन्दुस्तान में भी आप सहायता देने की कोशिश करते हैं । मगर दूसरे मुल्क क्या करते हैं । अमरीका सेंट पर सेंट देता है । आप सेंट पर सेंट नहीं देते । आप लोन देते हैं । अमरीका में जो जहाज तैयार करते हैं उन को वह उस की कीमत देता है, और कीमत दे कर जहाज को मारगेज कर लेना है । इस प्रकार यू० एम० ए० ने अपने जहाजों की तरक्की की, और आज उस को इस मामले में फर्स्ट क्लास नेशन कहा जा सकता है । यू० के० में, जहां पर शिपिंग इतनी डेवेलप्ड है वहां पर इंटररेस्ट ड्राई परसेन्ट है और आप तीन परसेन्ट इंटररेस्ट लेते हैं । इसलिये मेरा नम्र निवेदन है कि आप को ३ परसेन्ट के स्थान पर २ परसेन्ट से ज्यादा इंटररेस्ट नहीं रखना चाहिये । इस के साथ ही जिस तरह से जर्मनी में ब्लैक मनी या अन्तःक्राउटेड मनी शिपिंग में इन्वेस्ट किया गया, हमें भी वैसा ही करना चाहिये कि कोई शिपिंग में अपने मनी का इन्वेस्ट करेंगे, तो उन पर किसी प्रकार का इनकम टैक्स नहीं लगेगा और न उन से पूछा जायेगा कि वे यह रुपया कहां से लाये ।

आप देखेंगे कि नावें और जर्मनी का स्थान शिपिंग के मामले में पहले कहीं नहीं था, लेकिन आज नावों का स्थान इस मामले में तीसरा है, ग्रीस जैसे छोटे देश का स्थान छठवां है । इसी के साथ और देशों को भी आप देखिये । आप ग्रीस को ही ले लीजिये । आज उस का स्थान छठवां क्षय हुआ, क्योंकि वह ७० परसेन्ट रुपया उधार देते हैं और

अगर शिप रिपेअर्स के वास्ते जाता है तो वह ७० परसेन्ट उन को क्रेडिट देते हैं और उस को ७ वर्ष के पश्चात् वापस लेते हैं । आज छोटे छोटे देशों में भी डेनमार्क हम से ऊंचा है । उन की यह प्रगति पांच वर्ष में हुई है । तो ग्रीस हम से ऊंचा है, स्वेडन हम से ऊंचा, डेनमार्क हम से ऊंचा, नावें हम से ऊंचा । इन देशों ने जिस प्रकार से शिपिंग की तरक्की की है उसी प्रकार से हम को भी करना चाहिये ।

अब मैं दूसरे प्रश्न को लेता हूं, यानी हिन्दुस्तान शिपयार्ड को । जहां तक हिन्दुस्तान शिपयार्ड का सम्बन्ध है आप देखिये कि जब से हम ने प्लैन्स को शुरू किया है, हम ने १६० करोड़ रुपया विदेशी शिपिंग कम्पनियों को सिर्फ जहाज खरीदने के वास्ते दिया । लेकिन हम ने खुद कितना इन्वेस्ट किया । हिन्दुस्तान शिपयार्ड में आज तक कुल ५ करोड़, ६८ लाख, ५१ हजार रुपये जहाज बनाने के वास्ते हम ने इन्वेस्ट किये जबकि हम ने सिर्फ जहाज खरीदने के वास्ते १६० करोड़ रुपये हिन्दुस्तान के बाहर भेजे । इस में आप देखिये कि १३० करोड़ ६० प्राइवेट सेक्टर ने दिये और ३० करोड़ रुपये पब्लिक सेक्टर ने दिये, और इस १६० करोड़ रुपये में ११० करोड़ रुपया फारेन एक्सचेंज का है । आप १० करोड़ रुपया लगा कर फारेन एक्सचेंज का एक सेक्न्ड शिपयार्ड नहीं खोल सकते, हिन्दुस्तान शिपयार्ड की तरक्की नहीं कर सकते, लेकिन ११० करोड़ रुपया फारेन एक्सचेंज के रूप में दूसरे देशों को आप ने दे दिये । हिन्दुस्तान शिपयार्ड में अब तक कुल २८ जहाज बनाये गये जोकि सिर्फ २६ करोड़ रुपये के हैं । आप का हिन्दुस्तान शिपयार्ड बड़ा पुराना है । यह सन् १९४१ में इस्टीब्लिश हुआ था । तब से अब तक २८ जहाज बनाये गये जबकि १७३ जहाज हम बाहर से लाये हैं । जापान को देखिये । आज जापान प्रतिवर्ष

६० लाख, २८ हजार टन के जहाज बनाता है, पश्चिमी जर्मनी ६ लाख ३८ हजार टन के जहाज बनाता है, स्वेडन जैसा मुल्क ८ लाख ६२ हजार टन के जहाज बनाता है। यूगो-स्लाविया ने सन् १९५६ में अपनी शिपिंग इन्डस्ट्री शुरू की और आज वह करीब करीब ४० जहाज प्रतिवर्ष एक्सपोर्ट करता है और फारेन एक्स्चेन्ज अर्न करता है। इसी प्रकार से आप देखिये कि यूगोस्लाविया के पास १६ शिपयार्ड हैं, जापान के पास १३ शिपयार्ड हैं और हिन्दुस्तान के पास एक शिपयार्ड है जो कि करीब करीब २३ वर्ष पुराना है और वह भी ठीक से काम नहीं करता। यह अवस्था हमारी बहुत अच्छी नहीं है। अब आप देखिये नावों को। हालाँकि नावों बहुत छोटो मुल्क है लेकिन उसने १ करोड़ ३६ लाख टन के जहाज बनाये और विशाखापत्तनम् की जहाज बनाने की कंपैसिटी १२ हजार जी. आर. टी. के जहाज बनाने की है। वह २५ हजार टन तक जहाज साल में बना सकता है। जैसा मैं ने कहा अगर आप कैलकुलेशन कर के देखें तो हमारी रिक्वायरमेंट तब पूरी हो सकती है जबकि दो लाख टन के जहाज हमारे पास प्रतिवर्ष आयें। क्योंकि ३० लाख टन के जहाज होंगे तब आप अच्छी तरह से व्यापार में सफलता प्राप्त कर सकते हैं और तभी आप का दुनिया में २ परसेन्ट स्थान हो सकता है। इस में १ लाख ५० हजार टन के जहाज आप को और लेना पड़ेगा। इसी प्रकार से ५० हजार टन के जहाज आप को रिप्लेसमेंट के वास्ते चाहिये। कुल मिला कर २ लाख टन जहाज आपको प्रतिवर्ष चाहिये। विशाखापत्तनम् की कंपैसिटी है कुल २५ हजार टन प्रति वर्ष की अगर विशाखापत्तनम् को इम्प्रूव करें तो ४० हजार टन के जहाज विशाखापत्तनम् में बना सकते हैं, कोचीन में ६० हजार टन के जहाज बना सकते हैं। इस प्रकार १ लाख टन जहाज बन सकते हैं, अगर फुल कंपैसिटी में काम करें तो। इसलिए मेरा निवेदन है कि आप को एक शिपयार्ड गोआ में खोलना चाहिये और कोचीन शिपयार्ड की, जहां आप ६०,०००

टन के जहाज बनाने की कोशिश कर रहे हैं, कंपैसिटी १ लाख टन होनी चाहिये। विशाखापत्तनम् की कंपैसिटी ४० हजार टन होनी चाहिये। गोआ बहुत अच्छा स्थान है। वहां आप जो शिपयार्ड खोलें उस की कंपैसिटी कम से कम ६० हजार टन की होनी चाहिये। तब जा कर आप का २ लाख टन का कोटा पूरा होगा।

मुझे बहुत अफसोस के साथ कहना पड़ता है कि सेकेन्ड शिपयार्ड का सवाल पहले पहल सन् १९५२ में उठा। उस के पश्चात् यू०के० का एक मिशन आया। जापान का एक मिशन सन् १९६२ में आया। फिर सन १९६३ की मई में जापान का मिशन आया। सारा १२ वर्षों का समय हम ने मिशनों के फेर में समाप्त कर दिया, और अभी तक जो ३६ एकड़ जमीन ली जाने वाली थी उसे स्टेट गवर्नमेंट के द्वारा एक्वायर नहीं किया गया। एक तरफ १३५ करोड़ रुपया हर साल फारेन कम्पनियों को देने जाते हैं और दूसरी तरफ जो चीज बना सकते हैं उस में आप ने हाथ नहीं लगाया। हमें मालूम हुआ है कि जापान वालों ने टेन्डर दिया सेकेन्ड शिपयार्ड के वास्ते। पी० एंड टी० के वास्ते भी एक टेन्डर दिया। उन का टेन्डर बहुत लो था लेकिन उन के लोएस्ट टेन्डर को सरकार ने स्वीकार नहीं किया। लिहाजा उन्होंने कहा कि वह सेकेन्ड शिपयार्ड में कोलैबोरेशन करने के लिये तैयार नहीं है। मैं गवर्नमेंट से कहना चाहता हूँ कि यह डिमाक्रोटिक गवर्नमेंट है, हमारी कलेक्टिव रिस्पॉसिबिलिटी है। अगर पी० एंड टी० ने ऐसा काम किया तो बहुत खराब काम किया। मैं निवेदन करूंगा कि आप इस बात की कोशिश करें कि जापान के साथ आप का कोलैबोरेशन हो।

मैं पैसेन्जर शिप्स के ऊपर आता हूँ। पैसेन्जर शिप गॉटिनेन्टल लाइनर आप के पास नहीं है। दो छोटे छोटे जहाजों में से एक ईस्ट अफ्रीका जाता है और एक सिंगापुर जाता है। हम टूरिस्ट ट्रैफिक की बात करते हैं।

[श्री रघुनाथ सिंह]

मैं ने कैलकुलेशन किया है। अगर हम मार्सेलीज तक पैसेन्जर जहाज से जायें या वहां से कोई आये तो १ हजार रुपया प्रति व्यक्ति किराया होना है और अगर कोई हवाई जहाज से आये तो १५०० रु० किराया होगा। इसलिए अगर आप को टूरिस्ट इंडस्ट्री हिन्दुस्तान में बढ़ानी है तो आप को कम से कम एक लाइनर रखना चाहिये जो मार्सेलीज तक जाये। इस का परिणाम यह होगा कि एक लाख टूरिस्ट हर साल यहां आ सकते हैं, क्योंकि आप टूरिस्ट ट्रेफिक बढ़ाना चाहते हैं, उन को १ हजार रुपया एक ट्रिप का देना होगा और १ हजार रुपये में वह सारा हिन्दुस्तान घूम सकते हैं। उन से आप को काफी रुपया मिलेगा। इस लिये कम से कम एक पैसेन्जर शिप आप के पास ऐसा होना चाहिये जो कि योरप तक जाये।

मैं पोर्टस के बारे में कुछ कहना चाहता हूँ। कलकत्ता पोर्ट या विजिगापट्टम पोर्ट की हालत बहुत अच्छी नहीं है। कलकत्ता पोर्ट में अगर कोई दस हजार टन का जहाज आता है और आप उस को एक घंटा रोक लेते हैं तो उसका क्या असर होता है? उसमें करीब २० लाख रुपये का कार्गो होता है। इस लिये २६० रुपया तो उसका प्रति घंटा इंटेरेस्ट चार्ज होता है। व्यापारी ने २० लाख रुपया इनवेस्ट किया है इस लिये उस पर ब्याज तो अवश्य लगेगा। प्रति घंटा ३६० रुपया जहाज की रनिंग कास्ट हो जाती है। क्योंकि जब तक आप के यहां वह जहाज रुका रहेगा तब तक उसका डाइनेमो चलता रहेगा, बिजली खर्च होगी और आदमी रहेंगे। इस प्रकार अगर किसी दस हजार टन के जहाज को एक घंटे रोक जाय तो उसको ६५० रुपया प्रति घंटा देना पड़ता है। इस लिये कोई ऐसा नहीं है जो कैलकत्ता पोर्ट में या दूसरे ऐसे पोर्ट में अपना जहाज लावे वहां उसको रुकना पड़े। अगर आपने एक

दिन को ऐसे जहाज को रोक लिया तो उसको १५ हजार ६ सौ रुपये देना पड़ेगा। जहाज का नुकसान होगा। इस लिये कोई भी जहाज कम्पनी आज कलकत्ता के पोर्ट में अपने जहाज भेजने को तैयार नहीं है। इस लिये मैं कहना चाहता हूँ कि बन्दरगाहों का विकास होना चाहिये।

एक बात मैं सीमैन के बारे में भी कहना चाहता हूँ। पहले सीमैन कलकत्ता से भरती होते थे, लेकिन अब कलकत्ता और बम्बई दोनों जगह में भरती होते हैं। कलकत्ता में १८,११३ और बम्बई में ३२,८२१ सीमैन भरती किए गए हैं। भारत ने सीमैन वेलफेयर बोर्ड कायम किए हैं। इनके आफिसेज सिडनी, ग्लासगो, लन्दन और लिवरपूल में खोले गये हैं। यानांतोन तो केवल यू०के० में हैं। मेरा निवेदन है कि हमारा व्यापार आज दूसरे मुल्कों से भी बढ़ रहा है। इसलिये सिंगापुर, अदन, टांकियो और हो सका तो कोलम्बो में भी एक एक ऐसा आफिस खोलना चाहिये ताकि वहां हमारे जो सीमैन जाते हैं उनको ज्यादा से ज्यादा सहायित मिल सके।

आखिर में मैं एक बात और कह देना चाहता हूँ कि जो भी सीमैन आपके रजिस्टर पर हो वे हमारा नेशनल हो, ऐसा आपको नियम बना देना चाहिये। हमारी जिम्मेवारी अन्य देशों के सीमैन को नौकरी दिलाने की नहीं है। दूसरे देशों के लोगों को भरती करने में एक कठिनाई है। अगर वे कोई खराबो करें तो आप उन पर मुकदमा नहीं चला सकते, उन पर कानूनी बन्धन शिथिल रहना है। अगर वह सीमैन अपना नेशनल है तो उस पर कारवाई करने का आपको पूरा अधिकार है। इसलिये मैं चाहता हूँ कि केवल भारतीय नेशनल ही सीमैन भरती किए जाय।

इन शब्दों के साथ मैं आपको बधाई देता हूँ और धन्यवाद भी देता हूँ, और साथ ही साथ यह भी कहना चाहता हूँ कि हम कांग्रेस वाले तो महात्मा गांधी के अनुयायी हैं और आशावादी हैं, हम निगशावादी नहीं हैं। आपका नाम राज बहादुर है। राज पाट तो आप कर हो रहे हैं, इसमें कुछ बहादुरी भी आनी चाहिये और आप की बहादुरी उसी दिन सकल होगी जब कि आप कम से कम . . .

परिवहन मंत्रालय में नौपरिवहन मंत्री (श्री राज बहादुर) : जब रघुनाथ जी की कृपा होगी।

श्री रघुनाथ सिंह : इस दुनिया में आपका दो परसेंट शिपिंग हो और दुनिया का जो ड्रेड है उसका दो परसेंट आप के हाथ में हो। लगभग १२५ करोड़ रुपया आप प्रति वर्ष विदेशी जहाजी कम्पनियों को देते हैं, अगर यह रुपया आपने बचा लिया तो आप हिन्दुस्तान की सब से बड़ी सेवा करेंगे। जो देश फारिन एक्सचेंज के रूप में १२५ करोड़ रुपया प्रति वर्ष इस प्रकार दूसरे देशों को देता हो, उसका बजट कौन ठीक तरह चल सकता है। अगर हमारा कोई मेम्बर बाहर जाता है तो उसको आप पांच सौ या एक हजार का फारिन एक्सचेंज नहीं देते। लेकिन १२५ करोड़ रुपया फारिन एक्सचेंज के रूप में विदेशी कम्पनियों को किराये के रूप में देते हैं। यह ड्रेनेज जो हिन्दुस्तान का हो रहा है यह अविलम्ब बन्द होना चाहिये। जब यह बन्द होगा तभी हम कहेंगे कि आप का वास्तव में राज-बहादुर नाम है, नहीं तो राज तो आप का नाम है, बहादुर नहीं।

Shri Daji: Mr. Deputy-Speaker, Sir, we are discussing the demands under the control of the Transport Ministry which consists of various wings. It is very difficult in the short time to cover exhaustively the working of the Ministry and that itself is an advantage to the Ministry every year, that it can run away with a rather slipshod treatment at the

hands of the Members of Parliament. But that cannot be helped. To give emphasis, I have chosen only some points on which I shall make some observations on the different aspects of the Ministry, because it will be very difficult to treat the different wings exhaustively.

The first point this year is one about the transport policy. My criticism about transport policy is two-fold. My first criticism is that we have absolutely no transport policy, and I refer particularly to road transport. In the field of road transport, it seems that deliberately or out of incompetence, we stumble from year to year without any co-ordinated transport policy. If the Centre takes certain steps, they are faulty and hesitant, and even those hesitant steps are not co-ordinated and followed up by the States. In the five year Plans we had a scheme for nationalisation, the setting up of transport corporations in the different States. The Centre has allotted certain sums of money, but most of them have lapsed. The scheme was not followed up by the States. We all know that the plans and programmes are drawn up in consultation with the Planning Commission but they remain a dead-letter.

It is not only a question of failure. It is an open secret that the various State Governments treat road transport as a means of political corruption, by issuing permits and licences to their own kith and kin. Therefore, they are not very anxious to follow up any co-ordinated road transport policy or take to road transport corporations. They would prefer to use these as political bribery for their own friends and relatives. I think that it is an open secret and so I need not give examples. If examples are called for, at least half a dozen Chief Ministers can immediately be named, who have utilised this power of the State for the benefit of their own relatives.

Shri Raj Bahadur: It would be hardly fair to make these generalisations.

Shri Daji: Do you want the names?

Shri Raj Bahadur: You know your own responsibilities, but at their back such remarks should not be made.

Shri Daji: Why? You challenge them.

Shri Raj Bahadur: In most cases, yes. (*Interruption*).

Shri Daji: I am talking of the State Chief Ministers.

Shri Raj Bahadur: I am also talking about the Chief Ministers.

Shri Raghunath Singh: The Chief Ministers are not here to defend themselves.

Shri Raj Bahadur: I think in respect of Chief Ministers I can say without any hesitation that no such remarks can be made.

Shri Daji: Then you are very wrong. One of the Chief Ministers had recently to be changed because of this. I am coming from the same State, and I know to whom he has given permits: the daughter of the President of the Provincial Congress Committee, the son of the Chief Minister—the whole galaxy is there, that it has become a scandal and it has burst out in the whole State as a sore which was festering. If you want further names, I can give them.

Mr. Deputy-Speaker: No names.

Shri Daji: He provokes me.

Mr. Deputy-Speaker: He may criticise the Central Government.

Shri Daji: The Central Government must step in boldly and see that the programmes are executed. Why should the Central Government allow the State Governments to run away with it? That is the first point.

My second point is, we have the misfortune of a World Bank Mission which originally came to the country for examining the transport problems of coal. But slowly, it was allowed to enlarge its terms of reference to a point where not only the question of coal transport but transport by rail, transport by water and not only about coal but about all goods and the relative means of transport were allowed to be examined on its own, with the result that you have brought to ridicule the Transport Co-ordination Committee set up under Mr. Neogy, and which has led to his resignation. We may not be concerned with a man and his resignation, but we certainly are concerned with the aspect of the Government policy, as to why this unilateral expansion of the terms of reference was allowed; that is the first point. Secondly, if it was allowed, why was it that the Transport Co-ordination Committee was not consulted at any stage. Thirdly, why was the World Bank allowed to select its own personnel and its own conditions and terms? Even a small country like Argentina, when it invited the World Bank study team for a similar study, laid down that the Minister for Transport would be the *ex-officio* Chairman of that committee and he would be assisted by local technicians; only certain foreign technical consultants were taken on loan. We did not even follow that model. We did not follow even the model set up by our own country in an earlier study. This time we have abrogated all our responsibilities and powers and given the powers to the World Bank, so much so that even the Indian personnel were to be selected by the World Bank. This certainly is an abrogation of our sovereignty, which we should not take so easily, but which we should consider seriously. This has resulted in a crisis. The Transport Coordination Committee has already submitted Part I of the report and it was going forward with the complete study. At this time, to throw this time-bomb of the World Bank study team on its path and disrupt the study was uncalled

for. We want an explanation from the Government regarding this.

15 hrs

Then, I would submit that the Motor Vehicles Taxation scheme should be rationalised completely and along with that, there should be rationalisation about the load allowed to be carried. Each State has its own law, its own standards and variations of taxation and load allowed, with the result that there is absolute chaos and there is overloading also. It is time that the Central Government stepped in and rationalised the whole thing.

There is one peculiar feature about tourism. I do not have the time to go into it in detail, but I would like to draw the attention of the House to the recent decision of Government that even in building of hotels, foreign capital is to be invited. We have become so much in dearth of brains and brawns that even for the simple purpose of building hotels, we are taking not foreign loan, but foreign hoteliers to build hotels in India. Is it a projection of the new shift in policy indicated by the budget of the Finance Minister? Up till now the policy has been that in fields where we have the know-how, we shall not invite foreign capital. But now even for a simple thing like building hotels, we are inviting foreign capital. Will it serve the national interests or the interest of the ordinary honest hotelier in India who wants to invest money and run hotels in this country? Can he do so in competition with the chain of foreign hoteliers who may be coming from England or France or America? This is certainly an objectionable feature of the tourism policy of the Government.

Coming to the civil aviation wing, when one starts talking about it, this year particularly, one cannot forget the humiliation heaped on the nation by the escaped of Walcott. We cannot forget this episode and also the cavalier way in which the Ministry has treated it. It is open knowledge that

all sections of the House, irrespective of party affiliations, were agitated by it. All the technical explanations, the excuses and the extenuating circumstances pointed out by the Ministry hold no water. The fact remains that he could smuggle himself out of the country from a recognised Government aerodrome, and all this happened during the emergency, which heightens the sense of omission and commission of the persons concerned. The Government may consider that this is a closed chapter, but it is not a closed chapter for us. We would like to know as to who were responsible for this and what steps have been taken at least now to tighten up the security and precautionary measures of our civil aerodromes for the future.

We are very sorry to note that accidents are becoming more and more disturbing. I am not an expert on civil aviation, but I have a suggestion to make in this regard. When an accident occurs, there is an enquiry. We have a feeling that the enquiries do not ring out all that is there in the accident. So, I propose that all civil aviation enquiry should be entrusted to a department not connected with civil aviation. So, a sort of independent Government department should enquire into every aeroplane accident, so that we may have at least an independent view.

About civil aviation, the department is almost tinkering with the problem. Large areas of the country are uncovered. For example, important sectors of the whole country are uncovered. The whole sector ranging from Bhilai to Bailadilla is without a single aerodrome. Even Delhi is not connected by air with State capitals like Bhopal. Even the Calicut aerodrome is not coming up. The whole of that area is without air service in spite of the development that is coming up. In such cases we cannot weigh in the scales of gold. It is not a question of profit and loss. In this modern age if Delhi is not connected by air with all the State capitals and with important industrial hubs of the

[Shri Daji]

country, the civil aviation department is giving a very bad account of itself.

I would like to say a few words about the conditions of employees. I have moved a number of cut motions to draw attention to the specific problems, each of which I cannot refer to here for want of time. For instance, the operational staff living near aerodromes are not allowed to draw the allowances which are applicable to the Government employees living in the city on the technical ground that they are living beyond the city limits. That is absolutely unfair. The aerodromes are normally outside the city limits and they have got to live near the aerodromes for operational purposes. So, they should be entitled to draw all the allowances which are applicable to Government employees living in the city. Even this simple request the Government is unable to fulfill, despite many representations.

Retiring rooms and other amenities are lacking even in Safdarjung where civil employees are on round the clock duty. They have not got even the minimum amenities. This attitude towards the employees will not pay. The over-time allowances recommended by the second Pay Commission has not yet been implemented. I am only selecting one or two important failings of the Government in this respect. There is a heap of such cases which are mentioned in the cut motions. I think the Government should adopt a more sympathetic and more dynamic policy regarding civil employees working in the department.

Coming to the question of shipping, my hon. friend who has just preceded me has spoken exhaustively on it. I can only say that the Government's shipping policy is a penny-wise-pound-foolish policy. What else can we say when the Government in the second Five Year Plan spends as much as about Rs. 450 crores on foreign ship-owners for freight charges, but invests not even a fraction of this money for

developing its own shipping? Mr. Raghunath Singh has given a whole list of data to substantiate my characterisation of this policy as penny-wise-pound-foolish. There is absolutely no national outlook on shipping. It seems we want to allow things to drift as they are and we do not want to emerge as a major maritime power. It is not a question of 2 per cent share of which Mr. Raghunath Singh spoke. According to him, that was the minimum that has been achieved. It is a question of fighting for our right and gaining that right. It cannot be gained if we go on pushing crores of foreign exchange to foreign shipowners and do not invest even a fraction of it for our own shipping.

This year Government has faced a rebuff in the Continental Conference on the question of rates. I think even the Government has expressed its disapproval or dissatisfaction with the rates that came off. It was a rebuff to the Government. The whole manner in which the Government dealt with that conference was most slipshod and conceited. They dealt with it in a self-complacent way. They were sure that they would be able to get what they wanted. They did not get it. When they did not get what they wanted, we had to suffer and we had to pay higher rates. Then they woke up and started shouting that the Conference was not fair to them.

This opens up another question. Why is it that we are still sticking to this outmoded British system of this conference? Even America has given it up. The U.S. Committee called the Alexander Committee has called this system as a system of exclusive patrons. Why do we stick to this system? Why don't we encourage independent shipping? Why do we not assert our independence in the matter of international shipping? Why do we not re-orient our policy so that we break away from this conference system and encourage independent shipping authorities to do it. We are wed-

ded to this system more firmly, more lovingly than Antony was wedded to Cleopatra. We are hugging the remnants of imperialist strong-hold on our foreign trade. We hug it fondly and we kiss it. When instead of kissing they bite us, then you start screaming saying that the rates have been raised too high, that an unsatisfactory treatment has been given to you. Now the time has come not only to shout about such unsatisfactory treatment but also to see that the whole system is re-examined.

In shipping we have over-fulfilled the target. The report of the Ministry very exultantly says that we have over-fulfilled the targets. That is because the target was abnormally, miserably, hopelessly low. It had no connection with our needs. It had no connection with our possibilities. It had no connection with the possibilities of development. Therefore you have been able to fulfil in two years the target that you set to be achieved in five years. What was the target. It was only a petty two lakh tons. That is why I say that it is unimaginative. Out of consideration for the Government I am not calling it anti-national, but it is un-national. It is absolutely un-imaginary. You put the minimum target and you glorify saying that you have overfulfilled the target. What have you done? You want 30 lakh tons. You are able to create hardly anything comparable to your needs. Even then you say that you have over-fulfilled the targets. The very fact that you have over-fulfilled the target in two years shows your incompetence, your incompetence in planning, absence of vision and lack of imagination in your shipping policy.

Then I come to the question of ports. The same thing is there. Everything is at sixes and sevens. Dredging in Calcutta is in a miserable state. The other free port is limping. There is no co-ordinated authority for development of ports. That is the main reason why port development cannot take

place. There is no Director-General. There is divided responsibility between the States and the Centre. Each one looks after his own interest. Therefore we are not able to develop the ports. That is why we see ports without rail links, ports without trade links, ports being developed without other facilities. We find that after some time we may have to abandon some. The main reason is that you have no central organisation to deal with ports. There is no guiding and controlling authority. Therefore, you find an absolutely lopsided development of ports. Why is this happening? You cannot plead absence of funds because the World Bank has offered you huge amounts of money for development of ports. But our incompetence, our administrative lethargy had made us unable to utilise whatever has been offered to us for port development. This shows how we are absolutely shirking our responsibility as a maritime power.

This being the position of the different wings, I cannot offer either congratulations or express my satisfaction. On the contrary, I say the whole Ministry requires a new outlook, a fresh outlook, a more dynamic outlook, on the one hand, and, on the other, I must say, the two 'shames' of this year that stick to this Ministry cannot be answered. One is the escape of Walcot and the other shame is of allowing the World Bank team to run away with a complete survey neglecting our own Transport Co-ordination Committee. Therefore, what is required is, really speaking, a complete re-orientation of the Government's policy bringing into this department not only *bahaduri* but also urgency and drive and not mere complacency.

Sir, this morning I saw a photo in the Statesman. It was the photo of the hon. Minister waving to the vintage race, the motor race. It is a very appropriate photo for today's debate. I wish to conclude by saying that our whole transport policy and our transport system is a vintage system with

[Shri Daji]

Rolls Royce of 1907 rolling on the roads of 1964. That sums up the whole transport policy.

Mr. Deputy-Speaker: Shri Samanta.

Shri S. C. Samanta (Tamluk): Mr. Deputy-Speaker,

श्री कछवाय : अध्यक्ष महोदय, हाउस में क्वोरम नहीं है ।

Shri Rane (Buldana): How many Members of the Jan Sangh are there??

Shri Daji: When Government business is taken up it is the business of the Government to see that there is quorum in the House.

Shri Rane: There are about 130 Members of the Opposition and only three are present in the House.

Shri Daji: Our responsibility is only on Friday afternoon.

Mr. Deputy-Speaker: Let the Bell be rung. Now there is quorum—Shri Samanta may begin.

Shri S. C. Samanta: Mr. Deputy-Speaker, Sir, the Ministry of Transport after undergoing so many changes at last has come. . . .

श्री कछवाय : उपाध्यक्ष महोदय अभी क्वोरम पूरा नहीं हुआ है । जब तक क्वोरम न हो जाये, सदन की कार्यवाही स्थगित रखी जाये ।

Shri S. C. Samanta: Now the Posts and Telegraphs Department is different and the Transport Ministry is dealing with land transport, air transport and sea transport. This is really the form that we wanted. Since 1952 we were criticising the set up and saying that this Ministry should be split up. Now I think this Ministry will be able to give that much attention that is necessary for the development of all these three kinds of transport.

My hon. friends, Shri Raghunathji and Shri Daji were complaining about..

श्री कछवाय : उपाध्यक्ष महोदय क्या हाउस की कार्यवाही बिना क्वोरम के ही चलेगी ।

Mr. Deputy-Speaker: This is the third time that quorum is being challenged and the bell being rung, while the second one was only a little while ago. Hon. Members should make it a point to maintain the quorum. Otherwise, if it is challenged and there is no quorum despite the bell, I will have to adjourn the House.

Shri Rane: The Opposition benches are almost empty.

Mr. Deputy-Speaker: He cannot blame the Opposition parties. It is the duty of the Government to maintain quorum.

Shri Hari Vishnu Kamath: Yes, Sir. When Government business is being translated, they have to maintain quorum.

Mr. Deputy-Speaker: It is the duty of every one to maintain quorum.

Shri Rane: Including the Opposition.

Mr. Deputy-Speaker: Not only Opposition but Government party also.

Shri C. K. Bhattacharyya: Sir, if you allow me to submit, it is not a question of blaming the Opposition for not joining us in keeping the quorum. We have all taken the oath that we will function in such a way that the business of the House can go on. So, hon. Members of the Opposition cannot now say that the whole responsibility for maintaining quorum rests on this side alone and not on the other side. They have also taken that oath.

Mr. Deputy-Speaker: When there is no quorum I have no other alternative except to adjourn the House.

Shri C. K. Bhattacharyya (Raiganj): When there is no quorum, you have to look at both sides.

Shri Hari Vishnu Kamath: Whoever may be at fault, once a question of quorum is raised, Sir, you have no option at all. I feel the Government must do their duty when their business is being transacted.

Mr. Deputy-Speaker: Now there is quorum. Shri S. C. Samanta may continue his speech.

Shri S. C. Samanta: Shri Daji has referred to the difficulties faced by the ports in India. I am glad to see that the Indian Ports Act has been amended this year and Marmagao port has been declared as a major port. It is a right thing because export from Marmagao port is the largest. The tonnage handled by all the ports are gradually increasing year by year because of the industrial development of the country and the Ministry is trying to accommodate as far as possible.

We know very well the difficulties of both Calcutta and Visakhapatnam ports. I am sure the steps that are being taken at present will go a long way in helping the efficient functioning of these ports in future. So far as Calcutta port is concerned, it cannot be developed to the extent it is necessary. So, a subsidiary port has been taken up at Haldia. I am grateful to the Ministry for giving full attention to it. At the same time, I want to refer to one point. We read in the newspapers recently that the foreign exchange component which will be necessary for improving the Haldia port, which will come to about Rs. 14 crores, has been asked for from the United Nations. In case that foreign exchange component does not come through, the expenditure that we will have to incur will be quite heavy. So, I would request the hon. Minister to find out whether foreign exchange could not be obtained from other sources also.

I have already placed before the hon. Minister the difficulties that are being experienced by the people living near Haldia port. Though compensation is being paid for the land acquired, the way in which the market

value of the land is calculated is not just. The hon. Prime Minister, the Minister of Transport, the Chief Minister of West Bengal and others have been telling us that adequate compensation should be paid to those whose lands have been acquired. But what is adequate compensation? According to section 4 of the Land Acquisition Act of 1984, it should be the market price of the land at the time of the preliminary notification; not at the time of acquisition. In this case, the preliminary notification was published in the Calcutta Gazette in May 1959. The compensation was paid to the people in 1963. Government may very well say that if they do not pay compensation according to the Act there might be speculation about the price of land. It is true that there will be speculation. But how can those people who have been dislodged from their permanent abodes be settled elsewhere? Can they get land for the same amount of money elsewhere? I am not speaking of areas close by but areas 20 or even 25 miles away. If they can get land for the same amount of money, I have nothing to say about the rate of compensation. But that is not so. The hon. Minister of Transport wanted to know from the Land Revenue Minister of West Bengal whether there has been any increase in the price of land since 1959 and he has been informed that there has been 61 per cent increase not only in that area but even in places 20 miles away. If that is so, I feel there is every justification for amending the Act.

Another proposal was placed before the Ministry that while compensation may be paid according to the Act, some sort of relief may be given to the displaced person. 200 acres of land have been selected for that purpose. It will be developed and small pieces of land will be given to each displaced family. We have requested the West Bengal Government to come forward with a scheme and they are trying to do it. The expenditure for developing these 200 acres of land will come to about Rs. 8.35 lakhs. It is

[Shri S. C. Samanta]

not possible for them to bear this expenditure.

15.28 hrs.

[DR. SAROJINI MAHISHI in the Chair]

And that amount of money cannot be borne by the West Bengal Government. So, they approached the Central Government and we hear that the Central Government is ready to bear 50 per cent of the development cost. We are glad to hear that. Some such solution should be found. But why should such gifts be taken by the displaced persons? Have they not got the right? Have we, the Indians who have made the Constitution of India, not the proud privilege of taking the land and giving the price which is really just? Is it not our duty towards that? If he is in possession of 10 acres of land, he must acquire 10 acres elsewhere. That should be the duty of everyone to see to that. So, if necessary, the Act should be amended and we should act according to the Constitution.

About this Haldia Port, I proposed that its name should be "Tamralipta Port". This is not only my suggestion but it is also the suggestion of the West Bengal Government. I want to take the time of the House to reproduce the reasons given by the West Bengal Government in support of this proposal:

"It has been decided to establish a Subsidiary Port at the mouth of the river Haldi down the river Hooghly for providing additional Port facilities for vessels of large tonnage. The establishment of this Subsidiary Port will be a project of national importance. The Dock is expected to be put into Commission by the year 1967. The proposed Port is now called Haldia Port as it is situated at the confluence of the river Haldi with the Hooghly river.

It may be recalled that this new port is being set up at a place near about which stood the once famous Tamralipta—the prosperous ancient Sea port of Eastern India. During the Mauryan period Tamralipta (Modern Tamluk) was the principal Port of the Eastern India. Asoka himself is said to have erected a stupa at Tamralipta and the Buddhist legends mentioned it as the Port where travellers landed from and embarked for Ceylon. It was here, they relate, that the nephew and envoy of the King of Ceylon landed on their mission to the Emperor Asoka and to this Port they returned with a branch of the sacred Bo tree, escorted by an army commanded by Asoka himself and set sail for Ceylon. Between 405 and 411 A.D. i.e. during the administration of Chandragupta Vikramaditya, it was visited by the Chinese pilgrim, Fa-Hian. He described Tamralipta as a kingdom "at the sea mouth". The well known Chinese traveller, Hiuen Tsiang also visited the place during the rule of the Emperor Harshavardhana. Other travellers also mentioned this Port as an important one.

The Port dwindled after the 8th century A.D. as a result of silting of the river bed. Gradually, owing to great changes of the river courses, this once famous Port paled into insignificance and its glory faded away with the passage of time.

With the declaration by Government of India of their intention to establish a subsidiary Port near Tamluk in the District of Midnapore fond memories of the glorious past have been revived. It would, therefore, be in the fitness of things that the proposed subsidiary Port at the mouth of the river Haldi be named after the famous ancient Port Tamralipta."

This is the suggestion put forward by the West Bengal Government. What

does the Central Government say? It says:

"The matter was considered carefully in consultation with the Chairman, Calcutta Port Commissioners, whose views are reproduced below:—

"As you know, what we are planning to have is merely another dock system on the other side of the river in addition to the two present docks namely Kidderpore Docks and King George's Dock"

We wonder at this. In all papers, Government papers—I can show them—it has been described as a port. Only last month I received a letter from the Ministry where it is described as Haldia Port. Now, the Chairman, Calcutta Port Trust comes forward and says that it is not a port and that it is a dock. How is it? On that ground, the Government is not going to designate the port as "Tamlipata Port".

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

Shri S. C. Samanta: There are other things also which have been put forward but the Government is not willing. I would request the Government to ponder over the matter and take the decision. This Haldia Port which is being set up has many potentialities. I think the West Bengal Government has proposed the setting up of a steel mills complex, the oil refinery and the petro-chemical industries to be built there and also the setting up of ship breaking yards where condemned ships can be broken in order to use the ship plates for making small boats, for coastal shipping, barge making and fishing. The production cost is very low. We are glad that the second ship breaking yard is improving at Cochin.

Mr. Chairman: The hon. Member should conclude in a minute.

Shri S. C. Samanta: Then, I sit down.

Shri Brij Raj Singh-Kotah (Jhalawar): Madam, I support the Demands put forward by the Ministry of Transport. I should like to devote my little time to the civil aviation side in which comprises of the two Air Corporations, namely Air India and the Indian Airlines Corporation.

Let me first congratulate the Minister in-charge of Civil Aviation for ushering in an era of pure jets in our far eastern skies. The Indian Airlines Corporation happens to be the first airline in the Far-East to operate pure jets and this is a big milestone in our career. Just a few minutes ago, the hon. Member from Indore was speaking and he said that our policy is oriented towards 1912 models. He was saying that we are still in the era of 1912 vintage. I wish to point out that we are living in the modern age of pure jets and I wish to congratulate the I.A.C. for putting up such a splendid performance. In spite of the suspended service during the emergency between October and November 1962 and the additional levy on fuel, the I.A.C. has, despite all these facts, produced a profit of Rs. 20.91 lakhs which goes to show that the Airline is doing well.

The introduction of the "Caravelles" on the trunk routes has taken away the pressure on these important routes and has put the "Viscounts", badly needed on the regional routes which to this day also suffer from over-growth and great pressure of traffic because our carrying capacity does not seem to fill the need in time. The Friendships are also doing excellent work.

I have heard some criticism as regards these Caravelles. Certain people, I believe, the big business class or the industrial bigwigs have spread a sort of gossiping campaign that the Caravelles are not very comfortable or that there is a need for creating a first class and an economic class. I have

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travelled myself on these Caravelles, and I have found that they are one of the most comfortable aircraft you can ever fly in. Besides anything else, I think we live in an era of socialistic pattern, and when I myself, being not exactly thin can sit very comfortably, I do not see why other people cannot do so!

The IAC has a very big fleet. It has 66 aeroplanes operating right from the Dakotas to the Friendships, the Viscounts, the Caravelles and a few DC-4's. This fleet is much bigger than what the BOAC operates, and it goes to the credit of those who maintain the IAC, who fly the IAC aircraft and who look after the ground duties, that this fleet has been doing so well, despite our comparative lack of modern navigational aids.

The safety record is a splendid one. Since 1954, we have flown on the IAC roughly 7 million passengers with the minimum of disasters. That goes to prove that the maintenance staff and the engineers and the mechanics of these airlines are doing a splendid job. But I should like to point out that the overhauling bases which we have for this maintenance are not up to the mark. We have a base at Delhi, at Palam and at Calcutta and a sub-base at Hyderabad. But I am told and I have found that they are not quite up to the modern standards as is expected. The work is carried out in old hangars of World War II vintage, and the mechanics and other maintenance staff are exposed to all sorts of rigorous during the bitterly cold season, especially at Delhi. I hope the Ministry will look into this and see that the overhauling bases for the passenger planes are absolutely modern, just like what Air India have got at Bombay.

Coming to Air India, I would like to point out that this international carrier of our flag throughout the international world has earned for itself a unique reputation as being one of the best airlines anywhere in this

world. It is the only airline which is absolutely an all pure jet line. There are no piston-engined carriers, and we have 6 Boeings already, and we are going to get one more by the end of this year, and I hope the Ministry will consider getting one more when the foreign exchange is available.

Amongst the things that I have come across with regard to Air India, I would like to mention this—I was in America about three years ago, and I may just quote what I listened there. I happened to meet somebody who was a senior executive or some big boss in the Boeing factory at Seattle. When he came to know that I was from India, we were just talking about some things, and I asked him 'How do you find our Boeings which are made by you?', I was surprised and very pleasantly surprised, when he said 'Air India maintains the best Boeing engines anywhere in the world'. Those were his words. I am very proud to state that if that is the condition, we are very proud of it and will live up to it. Air India has also earned a very good name for its punctuality. The figures are 98 per cent, I am told. It is a very high figure. Also, the unit cost, Re. 0.84 nP., is the lowest per air traffic-kilometre flown. The overall base at Santa Cruz is one of the most modern jet overhaul bases, that is anywhere in existence on the surface of this earth. I congratulate the chairman of Air India and the other personnel for running this base which is truly a national asset.

The other point which I wish to drive home is the woeful inadequacy as far as fire fighting goes on our major international and domestic airfields. The figures are as follows: In 1959, one Super-Constellation was burnt or damaged partially; in December 1962 another Air India Boeing 707 was partially or very nearly destroyed by fire; in August 1963, we found a TU-104 also falling victim to the hazards of fire. All this shows, whe-

ther this has happened by accident or otherwise, that our fire fighting capacity at the airfields is still not up to ICAO standards. We need a better performance. We need more firetenders. I am told on one occasion the chemicals failed to work even before the hoses were put to work; on another, there was no adequate pressure in the hydrant for the hoses to work! So I hope that this vital aspect of safeguarding not only the very costly planes but the valuable lives—fortunately in these accidents, no life was lost; but had there been loss of life who would have had to be blamed?—is being gone into so as to protect our aircraft, whether international or domestic, from the hazards of fire.

Regarding the instrument landing system and the ground control radar approach system, we are still lacking in these, in some of our major airports. There is no complete directional guiding system, as far as the report goes, working at Santa Cruz, Dum Dum, Palam or Madras. I hope more foreign exchange will be available for putting these vital directional guiding systems into the airports so that we have no loss of life owing to bad weather.

Even at Bombay, where there is such a system working, it does not, to the best of my knowledge, work on a 24-hour, round the clock, basis; it works for 16 or 19 hours, for the very reason that they want to economise. Economy is good as far as it goes, but economy on life is the worst thing that can happen. We must see that the high power radar surveillance and the instrument landing system, must work at least in all international airports and especially in Bombay where the monsoon is very bad and the approaches tend to be dangerous, on a 24-hour basis.

Coming to the next point, I have often been inconvenienced when flights go from here, Delhi to Kashmir, and come back because of bad weather over Banihal. It is all right for us because we live here—but even we have our valuable time—but for tourists, it is very inconvenient. I have

had occasion to go three times on three days consequitvely and come back, just because the weather was very bad in the Valley. Why cannot the Ministry have a system which will give us warning here in Delhi of the weather over Banihal, so that we do not have to waste two hours going to Banihal and coming back? There can be some sort of a weather station right at Banihal to flash news to Delhi that the weather in the Valley is clear for takeoff or it is not. Apart from inconvenience to us, it creates a bad impression on the foreign tourists because they come on a very tight schedule; when once something goes wrong, the whole chain of planning is upset.

The other thing I wish to point is that at least on our major airports where we operate jets today, we must have mechanical runway-sweepers which will sweep the runways, because so many things are lying about there—stones, metals, nuts, bolts etc. The jets have a tendency to scoop anything into their engines. If anything goes in, that will create trouble. This thing should also be looked into.

Coming to the air terminal part of it, I read from the report by the Jha Committee on tourism that we are very badly off as far as air terminals go. Figures are given, and they say "the most lasting impression on the tourist mind is that of the treatment which he receives at the time of his arrival and departure. For him every minute spent at the airport is so much precious time lost, which he would rather spend at the Taj or some other rewarding venue". I must emphatically say that our airport terminal at Palam is a disgrace to our country! The very fact that it happens to be the nation's capital, the very heart of India, makes it more so. We have such a poor terminal at Palam that it is a shame even for any Indian passenger who comes there to be put unimagivable inconvenience as far as the baggage point goes. It

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is all right that the baggage comes quickly to the dispersal part, but then modern airliners carry 84 or 100 passengers at a time. They are all disgorged together, and when they come to the baggage part, it is a sheer scramble and a sort of free for all. There is not enough space for the baggage to be put, people just push and jostle each other, and I think that by the time a person is able to collect his baggage and put it in his car or bus, it is anything from 20 minutes to half an hour, or maybe more.

I shall, in conclusion, stress the fact that our terminals are inadequate to cope with the growing demands made on them. I am glad to note that finally, after 17 years, the Air Force and the Civil Aviation Department, have decided whose baby it is, and they are going to make a new terminal at Palam, but there are other cities also like Calcutta, Madras and Bombay. Though Bombay has a very good terminal, even that is not proving sufficient for the growing demand put by tourists coming into India. So, we must look into these terminals not only from the planning point of view, but from the point of view of facilities and amenities to be provided not only to the tourists, but to the staff who stay there working round the clock. They must have their basic amenities also.

The Caravelles going from here to Madras are at the moment about 40 per cent full and 60 per cent empty. I hope they will consider doing something about it. This flight could be put between Calcutta and Madras, and the Viscount could be sent from here to Madras direct, though it will perhaps infringe on the prestige that the gentlemen from Madras enjoy, because they think they are being cheated out of a direct jet flight to the capital.

Shri Balakrishnan (Koilpattu):
What about the Caravelle which goes to Calcutta?

Shri Brij Raj Singh-Kotah: That is full.

Shri C. K. Bhattacharyya: That is more than full.

Shri Brij Raj Singh-Kotah: I should like to congratulate the IAC and Air India for maintaining very good service. Our fares compared with the world fares are among the lowest, if not the lowest, and I hope we will continue the splendid performance as we have been doing so far.

Shri C. K. Bhattacharyya: I will only put in one sentence. The Caravelles from Calcutta to Delhi and Delhi to Calcutta carry passengers to their full quota. To my knowledge, at least on one day they carried one passenger more than full quota of the plane.

Shri Hari Vishnu Kamath: That was overloading.

श्री श्रीकार लाल बेरवा : सभापति महोदया, परिवहन और संचार मंत्रालय के बजट अनुदानों पर बोलते हुए मुझे ऐसा प्रतीत होता है कि इन मांगों के लिये पैसा बहुत कम दिया गया है और यहाँ भी राजस्थान को हर एक मामले में पीछे रखा गया। हालांकि हमारे मंत्री जी भी राजस्थान के रहने वाले हैं तो भी राजस्थान को हर एक बात में पीछे रखा गया है।

सब से पहले मैं हवाई सेवा के बारे में कुछ निवेदन करूँगा। हवाई सेवा इतनी असंतोषजनक रहती है कि हम कुछ कह नहीं सकते। हमारे हवाई अड्डों के ऊपर कुछ पाकिस्तानी व चीनी जासूस इस तरह से घूमते फिरते हैं जिससे कि हमारी सी०आई० बी० कुछ पता नहीं लगा सकती। यह बड़े अफसोस के साथ कहना पड़ता है कि अभी कुछ वक्त पहले ही इसी दिल्ली की राजधानी में सफरजंग हवाई अड्डे से श्री वाल्काट दिन दहाड़े अपने हवाई जहाज को लेकर

उड़ गया और हमारी सी० आई० डी० और पुलिस देखती रहीं। मझे तो ऐसा प्रतीत होता है कि शायद हमारी पुलिस भी उनसे मिली हुई थी क्योंकि इस तरह से दिन में कोई व्यक्ति पुलिस के घेरे में से अपना हवाई जहाज लेकर निकल जाय, सम्भव में आता नहीं है। अब हवाई जहाज कोई चिड़िया तो थी नहीं जिसे कि वह बगल में चुपके से दबा कर निकल गया हो। हवाई जहाज का ले आने के लिये बड़ा रन करना पड़ता है, आवाज हाँती है लेकिन इनके पर भी वह हवाई जहाज लेकर हवाई अड्डे से उड़ गया।

दूसरी बात में निवेदन करना चाहता हूँ कि हवाई सर्विस में दुर्घटनाओं की संख्या में इधर काफी बढ़ती हुई है और इन डर के बारे हमारे उपराष्ट्रपति जी ने तो यहाँ तक कह दिया कि अब मैं रेल से सफ़र किया करूँगा। हालाँकि उन्होंने कहा तो यह है कि रेल में सफ़र करने से जरा आम आदमियों से मेरा सम्पर्क अधिक होगा लेकिन दरअसल बात यह नहीं होगी क्योंकि अगर उपराष्ट्रपति जी रेल से जायेंगे भी तो उनके लिए उस में अलग से एक सैन्य लगेगा और उनकी सुरक्षा के लिए १००० पुलिस आस पास और दूर दूर तक उनके इर्द गिर्द होगी और बंसी हालत में उनका जनता से अधिक सम्पर्क होने का सवाल ही पैदा नहीं होता है। दरअसल उन्होंने हवाई सेवा में जो आये दिन दुर्घटनाएं होती रहती हैं उसके डर के बारे उन्होंने यह कह दिया कि मैं रेल से ही सफ़र करना पसन्द करूँगा और ऐसा करने के लिए बहाना यह कर दिया कि इससे मेरा आदमियों से सम्पर्क हो सकेगा। यह जो आये दिन दुर्घटनाओं की बाबत हम सुनते हैं तो इन हवाई दुर्घटनाओं को रोकने के लिए हमारे तकनीकी कर्मचारियों को प्रोत्साहन नहीं मिलता है वल्कि मैं आप को बतलाऊँ कि ४४ अधिकारियों ने तो चार वर्ष पहले ही इस्तीफ़ा दे दिया। जो सहूलियत इन तकनीकी लोगों को मिलनी चाहिए

वह सहूलियत उनको मिलती नहीं है। मैं आप को बतलाऊँ कि ६१ तकनीकी अधिकारियों में से १५ ने त्यागपत्र दे दिया और तीन वर्ष में ४४० कर्मचारियों में से १३ कर्मचारी नौकरी छोड़ कर चले गये। इसलिए मेरा निवेदन है कि तकनीकी कर्मचारियों को प्रोत्साहन दिया जाय और तकनीकी योग्यता के आधार पर उनकी सरकारी की जानी चाहिए। वह इंजीनियर जबकि बाहर उसमें कहीं अधिक पैसा पामा सकते हैं जोकि हम उन्हें बतौर तनख्वाह के देते हैं तो फिर आप स्वयं समझ सकते हैं कि वे हमारे पास कैसे टिक सकते हैं। इस पर हम कहते हैं कि हमारे देश में इंजीनियर्स की कमी है लेकिन मैं कहूँगा कि कमी तो रहनी ही है क्योंकि हम उनकी कद्र नहीं करते हैं। अगर उन इंजीनियर्स की कद्र की जाय तो आज जितने भी यह ऐक्सीडेंट्स होते हैं वह कम हो जायें। इसलिए मेरा निवेदन है कि तकनीकी लोगों को यानी इंजीनियर्स को उनकी योग्यता और जानकारी के आधार पर तनख्वाह मिलनी चाहिए। हमारे इंजीनियर्स विदेशों में जा जा कर काफी अच्छी तनख्वाहें पाते हैं और चूँकि यहाँ उनको अच्छी तनख्वाहें नहीं दी जाती हैं इसलिए योग्य व प्रशिक्षित इंजीनियर्स की हमारे वहाँ कमी बनी रहती है। मैं चाहूँगा कि हमारे जो इंजीनियर्स विदेशों में हैं उनको सब को बुलाया जाय और उनको देश के काम में लगाया जाय।

दूसरी बात मैं हवाई सर्विस के बारे में यह कहना चाहता हूँ कि जब आपने हवाई सर्विस मध्य प्रदेश में पश्चा में चला दी तो क्या कोटा तक उसको एक्सटेंड नहीं कर सकते। आप उसे दिल्ली से जयपुर तक तो चलाते ही हैं तो जयपुर से आगे कोटा तक उसे चलाने में आप को क्या अड़चन है

श्री बजर्राज सिंह-कोटा : ठीक कह रहे हैं आप।

श्री श्रीकार लाल बेरवा : भ्रजी आप तो कोटा के लिए बोले ही नहीं। आप की राजधानी है। मुझे आप के लिए बोलना पड़ रहा है। अब आप तो कांग्रेसी हैं इसलिए इस तरह से साफ़ साफ़ यहां पर कह नहीं सकते लेकिन मैं तो कहूंगा ही क्योंकि मुझे तो कोई डर है नहीं। आप तो कोटे से चले गये हैं लेकिन मैं तो कोटा में ही हूँ। अगर कोटा राजस्थान को जयपुर से मिला दिया जावे तो बड़ा सुभीता हमारे पर्यटकों को रहेगा। जयपुर से कोटा तक हवाई सर्विस होना बहुत जरूरी है क्योंकि कोटे में सूक्ष्म यंत्र का कारखाना लग रहा है व रूस की मदद से टूल्स प्लांट की फैक्टरी व अणु बिजली घर व गांधी सागर की वजह से काफी पर्यटक आते हैं। इसलिए मेरा निवेदन है कि कोटा तक यह हवाई सेवा जरूर बढ़ा दी जाय।

चित्तौड़गढ़, उदयपुर और जयपुर में आपने पर्यटकों के लिए कुछ होटल बना रखे हैं लेकिन मैं कहना चाहता हूँ कि अणु बिजली घर व अन्य फैक्टरियों को देखते हुए कोटे में भी पर्यटकों के लिए अच्छे होटल सरकार की तरफ़ से होने चाहिए। इसके साथ ही मध्यम वर्ग के पर्यटकों के लिए भी कोटे में १, २ होटल ऐसे बनाये जाय जहां रुपये दो, रुपये में वे अपना पेट भर सकें। इसलिए मेरा निवेदन है कि इस और भी ध्यान दिया जाय।

जो मीटरगेज की रेलगाड़ी है वह तो आप जानते ही हैं कि १५-२० मील के हिसाब से चलती है और अगर उसमें बैठा जाय तो दो, चार रुपये तो कपड़ों के धुलाने में देने पड़ेंगे।

16.00 hrs.

अगर यह व्यवस्था कर दी जाती है, तो बड़ी कृपा होगी।

रिपोर्ट में बताया गया है कि राष्ट्रीय राज-मार्ग (नैशनल हाईवे) कार्यक्रम के

अन्तर्गत तीसरी योजना में राष्ट्रीय राजमार्गों को अन्य सड़कों से मिलाने के लिए ३०० मील लम्बी सड़कें और ८५ बड़े पुल बनाये जायेंगे और लगभग ३००० मील लम्बी षटिया सड़कों को सुधारा जायेगा। तीसरी योजना में राजमार्गों को अन्य सड़कों से जोड़ने के काम में अब तक सिर्फ़ १२० मील लम्बी सड़कें बनाई गई हैं और २० बड़े पुल बनाये गये हैं और १२०० मील लम्बी षटिया सड़कों को सुधारा गया है।

संकट-कालीन स्थिति में इस मंत्रालय ने डिफेंस सम्बन्धी कुछ काम भी ले लिया है। उस ने ५३०० मील लम्बी नई सड़कें बनाने और २३०० मील लम्बी सड़कों की मरम्मत करने का काम ले लिया है। जब यह मंत्रालय अपने काम में ही प्राप्ति नहीं कर सका है, तब उस ने डिफेंस के काम को क्यों हाथ लगाया? पहले उस को अपना काम पूर्ण करना चाहिए और उस में प्राप्ति करनी चाहिए। अभी तक ८५ में से केवल २० पुल बनाये जा सके हैं। मैं ने इस बारे में एक कट-मोशन भी दिया है, क्योंकि एक प्रदेश को दूसरे प्रदेश से मिलाने के लिए नदियों पर बड़े पुलों का बनाया जाना बहुत आवश्यक है। राजस्थान, मध्य प्रदेश और उत्तर प्रदेश को आपस में मिलाने के लिए यह बहुत आवश्यक है कि आगरा-बम्बई रोड पर कोटा को खातौली, शिवपुरी और ग्वालियर से मिलाया जाये। वहां पर एक पार-नदी का पुल पड़ता है, जो कि आगरा-बम्बई रोड को मिलाता है। अगर उस को मिला दिया जाये, तो यातायात में वृद्धि हो सकती है और काफी इनकम भी हो सकती है।

दिल्ली से बम्बई जाते वक्त कोटा का पुल पड़ता है। शायद उस पुल को बने हुए शताब्दियां हो गई हैं। वह इतना नीचा है कि चम्बल के चढ़ जाने पर आठ आठ दिन तक ट्रक इधर के उधर खड़े रहते हैं। अब बैराज का पुल बना दिया गया है, लेकिन उस पर

लोडिड ट्रक नहीं जाने दिये जाते हैं। वह केवल आदमियों के आने-जाने के लिए है। चम्बल में पानी चढ़ जाने पर दिल्ली आने वाला बम्बई का माल उधर पड़ा रहता है और बम्बई जाने वाला दिल्ली का माल इधर पड़ा रहता है। उस के आस-पास जितने पुल हैं, वे सब बन चुके हैं, जैसे वनास नदी का पुल, आगरा का पुल। ये पुल केन्द्र की तरफ से बनाये गये हैं और ऊँचे कर दिये गये हैं। कोटा के पुल के बारे में सुना गया था, लेकिन अभी तक कोई कार्यवाही नहीं की गई है। इसलिए मेरा निवेदन है कि यातायात को आगे बढ़ाने के लिए यह पुल बना दिया जाये। इस से यातायात को काफी सुविधायें मिल सकती हैं।

राष्ट्रीय राजपथों और अन्तर्राज्यीय सड़कों का उत्तरदायित्व केन्द्रीय सरकार पर है और औद्योगिक क्षेत्रों में पाँषक सड़कों का उत्तरदायित्व राज्य सरकारों का है। हमारे राजस्थान में ऐसी सड़कों की दशा बहुत खराब है। मेरा सुझाव है कि राष्ट्रीय राजपथों और राज्य की सड़कों और ग्रामीण सड़कों के लिए एक कार्यक्रम बनाया जाये, जिस के अनुसार देश में सड़क परिवहन का विकास हो। यह आवश्यक है कि राज्य सरकारों को ऐसी सड़कों के लिए ज्यादा धन दिया जाये।

सरकार की ओर से कहा गया है कि इस विषय में एक समिति बनाई जायेगी, जो इस बारे में देखभाल करेगी। लेकिन अभी तक उस के सम्बन्ध में कोई कदम नहीं उठाया गया है। इसलिए मेरा निवेदन है कि सरकार की ओर से इस तरह की कोई समिति या बोर्ड बना दिया जाये, जो देखे कि कहां से कहां तक क्या मिलाया जायेगा और क्या बनाया जायेगा।

तीसरी पंच-वर्षीय योजना में पर्यटन के लिए सुविधाओं आदि देने के खर्च के लिए ८ करोड़ रुपये रखे गये हैं। इस में से साढ़े

तीन करोड़ रुपये केन्द्रीय सरकार और साढ़े चार करोड़ रुपये राज्य सरकारें खर्च करेंगी। केन्द्र २,६२ लाख रुपये विदेशी पर्यटकों को सुविधायें देने पर खर्च करेगा और शेष ८५ लाख रुपये राज्य सरकारों को देश के पर्यटकों को सुविधायें देने के लिए दिये जायेंगे। राज्य सरकारें पूरा धन देश के पर्यटकों को सुविधायें देने पर ही खर्च करेंगी। १९६३ में १,४०,८२१ पर्यटक आये और १९६२ में १,३४,३६० पर्यटक आये। पर्यटकों की सुविधाओं के लिए मंत्री जी ने पहले कहा था कि हम ने ५० टैक्सियों और २५ ठेका गाड़ियों के लाइसेंस प्रत्येक राज्य में देने के लिए कह दिया है, लेकिन मुझे तो ऐसा प्रतीत होता है कि राज्य सरकारों ने इस ओर बिल्कुल ही ध्यान नहीं दिया है। जो भी पर्यटक आता है, वह या तो इधर उधर के किसी मिलने वाले की गाड़ी, या कम्पनी वालों की गाड़ी और या टेला गाड़ी से अपना काम चलाता है। मेरा निवेदन है कि अगर राज्य सरकारें ५० टैक्सियां और २५ ठेका गाड़ियां न चला सकें, तो फिर केन्द्रीय सरकार की तरफ उनका इन्तजाम किया जाना चाहिए।

हमारे देश में जो विदेशी पर्यटक आते हैं, उन को दिखाने के लिए या तो आगरे का किला या इधर उधर के कुछ स्थान रखे हुए हैं। मेरा कहना यह है कि हमारे यहां बहुत से पुण्य स्थान हैं, पुराने स्थान हैं, जैसे चित्तौड़गढ़ उदयपुर और जयपुर में ऐसे स्थान हैं, नाथद्वारा है। केन्द्रीय सरकार उन को अपने हाथ में ले ले, उन की सारी देखभाल करे और वहां पर पर्यटकों के लिए सब सुविधाएं उपलब्ध कराए।

माननीय मंत्री जी ने एक प्रश्न के उत्तर में बताया था कि बाहर से आने वाले पर्यटकों के लिए पर्यटन विभाग ने २३ गाड़क और फोल्डर फ्रांसीसी भाषा में, २० जर्मन भाषा में,

[श्री श्रीकार लाल बेरवा]

१७ स्पैनिश भाषा में और १२ इटालियन भाषा में छपवाये हैं और पर्यटन विभाग की अनुमोदित सूची में दिए गए और सक्रिय रूप से मार्गदर्शन का काम करने वाले कुल २२८ गाइडों में से केवल २६ गाइड अंग्रेजी के अलावा अन्य विदेशी भाषाओं भी जानते हैं। इन में से १७ गाइड फ्रेंच भाषा, ३ जर्मन भाषा, १ फ्रेंच और जर्मन भाषाओं, ४ स्पैनिश भाषा, १ जापानी भाषा, १ फ्रेंच और इटालियन भाषाओं, १ फ्रेंच, स्पैनिश और इटालियन भाषाओं और १ जर्मन, स्पैनिश, इटालियन और अरबी भाषाओं जानता है।

इस में हिन्दी का कोई जिक्र ही नहीं है। हो गया खल खत्म। जो हमारी अपनी भाषा है उस का नाम ही नहीं है।

एक माननीय सदस्य : हिन्दी सब जानते हैं।

श्री श्रीकार लाल बेरवा : इस में दुनिया भर की भाषाओं हैं, लेकिन हिन्दी का कहीं कोई जिक्र नहीं है। जिस हिन्दुस्तान को देखने आने वालों की सुविधाओं के लिए हम करोड़ों रुपया खर्च करते हैं, उस में हिन्दी भाषा का कोई नाम ही नहीं है। उस को लिस्ट में रखा ही नहीं गया है। जब हिन्दुस्तान की राष्ट्रीय भाषा के रूप में हम ने हिन्दी को अपनाया है, तो फिर वह भी इस में रखी जानी चाहिये।

टूरिस्ट डेवलपमेंट कौंसिल ने यह सिफारिश की थी कि महात्मा गांधी से सम्बन्धित जो प्रसिद्ध स्थान हैं, वहां टूरिस्ट सेंटर बनाए जायेंगे। उस के लिए बहुत धन्यवाद। मैं उस से सहमत हूँ, लेकिन महात्मा गांधी से पहले जो राष्ट्रीय देशभक्त थे, उन से सम्बन्धित स्थानों को भी टूरिस्ट सेंटर बनाया जाना चाहिये। उदाहरण के लिए शिवाजी हमारे देश के बड़े महापुरुष थे। उन के कारण ही आज हम को ये दिन देखने को

मिले हैं। अभी अभी एक साल पहले जब महाराष्ट्र की गद्दी हिली थी, तो पंडित जी ने वहां जा कर उन का स्टूटू का अनावरण किया था और उस को माला पहनाई थी। शिवाजी की राजधानी रायगढ़ थी। क्या हम ऐसे स्थानों को टूरिस्ट सेंटर नहीं बना सकते? ऐसे स्थानों को टूरिस्ट सेंटर बनाया जाना चाहिये। राजस्थान में भी कई एक महत्वपूर्ण स्थान हैं। चित्तौड़गढ़, हल्दी घाटी और नाथ-दारा ऐसे स्थान हैं, जहाँ के तीर्थों में एक एक कण बलिदान किया था। उन के कारण ही हम को इनके दिन देखने को मिले हैं। ऐसे स्थानों को टूरिस्ट सेंटर बनाया जाना चाहिए, जिस से विदेशी पर्यटक वहां जायें और हमारे देश का गौरव बढ़े।

श्री बृज राज सिंह-फोटा : कोटा को भी बनवा दें।

श्री श्रीकार लाल बेरवा : कोटा में तो कोई पैदा ही नहीं हुआ। आप हुए थे, लेकिन आप बात ही नहीं करते हैं।

आसाम और बंगाल के बीच माल के परिवहन की व्यवस्था का सुधारना बहुत आवश्यक है। पीछे पाकिस्तानी कर्मचारियों ने कलकत्ता के डाक में जो हड़ताल कर दी थी, उस के कारण आसाम को माल पहुंचना मुश्किल हो गया था। इस बात को दृष्टि में रखते हुए यह काम और भी आवश्यक है। मैं चाहता हूँ कि पाकिस्तानी कर्मचारियों की जगह पर जल्दी से जल्दी भारतीय कर्मचारी बहाल किये जायें। देश की सुरक्षा की दृष्टि से यह बहुत उचित कदम होगा।

शिपिंग—जहाजरानी—का विस्तार तेजी से हाना चाहिये। विदेशों से माल मंगाने में विदेशी कम्पनियों को काफी भाड़ा देना पड़ता है, जिस में विदेशी मुद्रा खर्च होती है। हम को सिर्फ पिछले एक साल में ही विदेशों से

अनाज मंगाने के लिये जहाजों के भाड़े के रूप में ३५,२३ लाख देने पड़े ।

16.05 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

अब मैं दिल्ली की बस सर्विस के बारे में कुछ शब्द कहना चाहता हूँ । दिल्ली की बस सर्विस से इस साल में ३६२० एक्सिडेंट हुए । हम कलकत्ता, बम्बई और दुनिया भर की बात करते हैं, लेकिन जिस दिल्ली में हम लोग बैठे हैं, उस की बस सर्विस का यह हानि है कि ३६२० एक्सिडेंट्स उस के कारण हुए, जिन में १३८ आदमी मरे और १९६ आदमी घायल हुए । इस लिये यह आवश्यक है कि इस में सन्तोषजनक सुधार हो और बसों की संख्या बढ़ाई जाये । दिसम्बर, १९६३ तक ८५१ बसों का बेड़ा यहाँ पर चलता था, जिसे अगले एक दो वर्षों में दुगना किया जाना चाहिये । अगर इस के लिए बसों का अभाव है, तो निजी बस संचालकों को खास खास मार्गों पर अपनी बसें चलाने की अनुमति दी जानी चाहिये । उन को जरूर अनुमति मिलनी चाहिये ।

दिल्ली में आने वाले पर्यटकों की संख्या बहुत बढ़ रही है । जिस हिसाब से इन की संख्या बढ़ रही है, उसी हिसाब से यहाँ होटलों का बढ़ना भी बहुत जरूरी है । साधारण लोगों के लिए एक जनता होटल की स्थापना की जानी चाहिये । इस के बारे में सुझाव पर पिछले कुछ समय से विचार हो रहा है, लेकिन अभी तक इस दिशा में कोई सन्तोषजनक प्रगति देखने को नहीं मिली है । मैं समझता हूँ कि एक काफी बड़ा जनता होटल खोला जा सकता है जिस में पांच रुपये प्रतिदिन से अधिक एक कमरे का किराया नहीं होना चाहिये । इस से जो साधारण पर्यटक हैं या मध्यम श्रेणी के जो पर्यटक हैं, उन को सुविधा होगी ।

Mr. Deputy-Speaker: Shri Subramanyam.

श्री कछवाय : उपाध्यक्ष महोदय, हाउस में कोरम नहीं है ।

Shri T. Subramanyam (Bellary): Mr. Deputy-Speaker, Sir. . . .

Mr. Deputy-Speaker: He may resume his seat. Quorum has been challenged. The Bell may be rung. Now there is quorum. But I would request hon. Members to sit inside the House.

An Hon. Member: Lobby is part of the House.

Mr. Deputy-Speaker: Shri Subramanyam may proceed now.

Shri T. Subramanyam: Sir, in the context of the emergency and the availability of limited resources, the Ministry has done well in the current year, and therefore I congratulate them and support the Demands.

Sir, the progress of a country industrially depends upon the full utilisation of the various modes of transport—roadways, railways, airways, inland waterways and shipping. In the west they have attended to all these things and made remarkable progress. We must also do the same thing here. We were expecting a sort of a report with regard to the co-ordination of these various modes of transport on a long range basis from the Neogy Committee. I will only say at present that we were denied this unique, shall I say, privilege. We were not happy to receive it. I shall not go into it further. But there is the utmost need to have a long range policy to co-ordinate these things, and I hope the Government will take it up and fulfil this need.

The road expenditure in the Third Five Year Plan is to be Rs. 416.3 crores. Of this, Rs. 125 crores is in the central sector and of this about Rs. 76 crores would be for the emergency roads in NEFA etc. Then, the surfaced roads have to increase from 147,000 miles in 1960-61 to 172,000 miles in 1966. The first two years are expected to add about 11,000 miles with regard to national highways. The programme has been to attend to the

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construction of missing road links, bridging the un-bridged river crossings and improving the existing low-standard at sectors. In this context, I am glad that the Ministry has taken up the Sholapur—Chitaldurg road, which was an old road, Highway No. 16. Since it has been included in the programme, I hope the Ministry will expedite the completion of this road.

Then there are some State roads of inter-State economic importance for which Central aid is given. In 1963-64, Central financial assistance for widening the Hubli-Karwar road up to two lines in Mysore has been taken up. There has been a grant of Rs 42.7 crores, which is in addition to the previous grant made for this. This additional allotment is due to the change in the specifications of the road. This road is very important because it has to carry iron ore to Karwar, Tellichery and other ports. I have met people who have experience of carrying this traffic by lorries, 10 to 15 ton lorries. Their vehicles get damaged and they are not able to fulfil the task. So, many of them give up the business. I am glad this road has been taken up, it will improve the conveyance of iron ore to Karwar and Tellicherry.

In this context, I will say one thing. There should be a link from Hospet to Gadag. Now there are roads or proposals for roads from Hospet to Hubli and from Hubli to Karwar. If there is no link between Gadag to Hospet it will add to the complications and difficulties. As only two very small bridges are to be put up on this road, I suggest that this road should also be taken up.

Now the west coast road has been taken up. It will cover 763 miles, including a portion in Goa. The estimated expenditure on that project will be Rs. 24.42 crores. I welcome that project.

The Planning Commission has now suggested that simultaneous steps should be taken to prepare a transport plan in broad outline for the period ending 1975-76 and in detail up to 1970-71, which will be the end of the Fourth Plan. I hope that the transport needs and requirements will receive a fairer deal in at least the Fourth Plan. I know that the Minister has been trying his level best to make the transport position as satisfactory as possible. So, I hope it will get a fairer deal in the Fourth Plan.

I will say just one word in regard to road transport. The production of commercial vehicles is expected to reach 365,000 from 200,000 in 1965-66. The Inter-State Transport Commission is taking adequate measures to facilitate long distance inter-State traffic, for which a provision of Rs. 23.2 crores has been made.

In this context, I will say one thing. I am anxious that nationalisation of road transport should prove a success. So, the Transport Ministry should get reports from various States with regard to income and expenditure of the nationalised undertakings so that we may have the full picture of the whole country. We are anxious to succeed from the point of view of efficiency. Also, it should earn more profits so that it can be ploughed back and there will be more of investment in the nationalised undertakings.

With regard to road construction equipment I must say that the indigenous production of road rollers has been in full swing and this import has practically been banned. To meet the requirements of some roads to be constructed against credit to be provided by International Development Association, the receipt of equipments particularly earth-moving, earth compaction equipment and stabilisers, is causing delay in the completion of roads. Therefore there will be some delay in the completion of roads from 1964 to 1966.

The Directorate of Transport Research has undertaken research in respect of various forms of transport. Here I want to say that the bullock cart has been in vogue in lakhs of villages in India. Yet, it has not undergone any change. In these days of science and technology, when phenomenal progress has been made in research. I am sorry to say that we have not been able to register any improvement with regard to bullock carts. It may sound somewhat amusing, yet I submit that in view of the presence of millions and crores of bullock carts in our country, particularly in the villages, this problem should be attended to by the research section.

Then, I say a word about ports. Attention to the development of major ports is given in the context of growing number of large-sized vessels visiting these ports and the need for modernisation and mechanisation of cargo handling and operational facilities. This attention is given because of the ports receiving large-sized vessels. Our ports are not meant to receive these large-sized vessels. They should be enabled to receive large-sized vessels and do cargo handling and all that. I must say a word about Mangalore port. The development of this major port was included in the Third Plan. The project is estimated to cost of Rs. 15.63 crores. The Lay-out has been approved by a high-level technical committee. A new harbour will be located in Parambur, north of the Gurpur river and the preliminary steps have been taken as the appointment of staff, acquisition of land and all that. The sanction has been given for the construction of staff quarters and other things. I suggest that this may be expedited and other ports like Karwar and Belukeri should be attended to because it is proposed that 1 million tons of iron ore are to be exported from these ports and harbour facilities should be provided here. So that they may be able to fulfil their role.

Then, I come to tourism. Till 1960, our record on tourism was very encouraging and heartening. But from 1960 onwards, it registered a slowing down record and then an *ad hoc* committee was appointed to go into the reasons as to why there had been a slowing down and all that. A total number of 1,40,821 foreign tourists visited India in 1963 and in 1962 the number was 1,34,360. I would now just quote figures with regard to the United Arab Republic. Our country is much larger with greater resources and more places to see, but in spite of that we have not been able to come up and fulfil the expectations. I know hon. Minister, Shri Raj Bahadur is doing his best and he has been in terrible earnest to improve our tourist traffic by way of promoting hotel facilities, conveyance, etc. But somehow we are not recording a good progress as we ought to.

The latest figures received from the International Union of Official Traveling Organisation in respect of the various countries of the world show that in 1963, the United Arab Republic, Egypt, had 404,109 tourists. Of these, 132,682 tourists came from Europe alone. It may be worth mentioning that 32,463 came from U.S.A., Canada and South America and 1,51,393 came from the neighbouring Arab countries. In 1962, the number of foreign tourists who came to the United Arab Republic was 291,308. We have to improve because this is a good foreign exchange earner and the people who come here must carry good impressions of our country. Even Ambassadors come to this land. Goodwill has to be established, good contacts have to be established and friendly and cordial relations have also to be established. Therefore, we have to do our utmost to improve and promote the tourist traffic. Then, I may point out that the income from this has been only Rs. 20 crores per annum. There should be a Tourist Development Council, a principle advisory body at the national level.

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There have been several tourist bungalows which have been constructed during the Second Plan, about a dozen, and besides these there were other tourist bungalows under the Ministry at Sanchi, Udiapur, Mahabalipuram, etc. Of these, only 3 places have been able to secure private caterers and all the others are managed departmentally. Besides these, some restaurants also have been constructed. Now, there is a proposal to open restaurants at Ellora, Ajanta and Elephanta and other places. The restaurants at Taj Mahal in Agra and at Hampi are under construction. The hon. Minister had come to Hampi some time back, and, therefore, he knows the locality. Hampi is a place where the previous historic grandeur and the future development and progress meet in one of the most historical and beautiful settings. Hampi was the site of the Vijayanagar Empire. There is also the Tungabhadra dam there. There is also another place called Ramadrug, which is a very good hill-station there. If all these three are connected together under a system of tourist attraction centres, I am sure we shall be able to make a good headway and we shall be able to secure very good earnings.

At the instance of the Directorate of Tourism, the National Productivity Council of India had appointed a study team on the hotel industry to make studies on the hotel industry. They had gone to Japan and USA etc. and picked up some very good ideas. I am sure these ideas will be implemented so that we can make tourism a success.

Shri Jashvan Mehta (Bhavnagar): The Transport Ministry is an important Ministry. At the time of the present crisis when we are faced with two enemies on two frontiers, and when Government have embarked upon a programme of defence and development, this Ministry has to play a very important role. The main

function of the Transport Ministry is one of the co-ordination.

I would like to draw the attention of the House to the fact that in 1959, the Neogy Committee was appointed for the main task which this Ministry has to perform. We have to judge the performance of this Ministry from this aspect. When this committee was appointed, and also at the time of the formulation of the transport policy in the Third Plan it was expected that the contribution of the committee would be helpful. Questions have been asked about the Neogy Committee so many times in this House. We have come to know from the press that the chairman of the committee has resigned. I would like to ask the hon. Minister to clarify the position, because the main function of co-ordination is still in doldrums.

The Ministry has to lay down the important policy and has to co-ordinate all our means of transport, and in this important task the Ministry is failing. The result is that at this critical juncture when we are laying more emphasis on defence and development, when our industrial production is also going ahead, we will have to face a bottle-neck in the matter of transport in future. We would like to know from Government what time Government will take to lay down the policy of co-ordination.

So, when we look at the achievements of this Ministry from that angle, I must say that the work of the Ministry has not been complete. There are also other problems inter-linked with this problem. One such is the absence of a uniform taxation policy. I would like to point out that different standards prevail in different States. When the Centre has taken up this task and we find that they have not been able to co-ordinate the policy, I do not know how far we can say that they have been success-

ful in this matter. A British transport economist working in the U.K. Ministry of Transport, Mr. Bonavia, was called here to study the problem and report. He was to give his report to the Committee. If we look at the problem of taxation, we find that there is no relation between the tax collected and the money spent on road development. The revenue from roads in the Third Plan was estimated something like Rs. 750 crores. The provision for roads is Rs. 325 crores; after this there has been an addition due to the defence programme being taken up. This expert has also said:

"Therefore seems to be a case for establishing some relationship between investment in road vehicles and investment in roads. There should be a link between receipts from motor vehicles on the one hand and expenditure on roads on the other".

The Government should therefore look into this aspect. Unless a uniform policy of taxation is laid down, we cannot go ahead. This is a burning problem. With their limited resources, State Governments are also representing to the Centre that this is one of their important sources of revenue. So, the responsibility and duty of the Centre is to try to co-ordinate as early as possible for the purpose of future development.

The third point—an important one—is the development of roads. In 1943, the Nagpur Plan was prepared. Replying last year to the debate, the hon. Minister stated that we have successfully carried out the Nagpur Plan and have gone further ahead, and taken up another new plan, a 20-year development plan. I would ask how many States are lagging behind in terms of the Nagpur Plan standards, and what time all the States will take to reach the target envisaged in the Nagpur Plan. If we look at the road map of the country, we see that in different States, different situation

prevails. The figures as on 31-3-61, are as follows (per 100 square miles): West Bengal, 119, Punjab 40, Kerala 82, Madras 59, Gujarat 21. This shows that there is regional imbalance. The main task of the Ministry to see that there is uniform development all over the country so that regional imbalance may not be created. This is a vital matter because road development plays an important role in the development of the country's economy. So if many States are behind schedule plan, what is the Ministry thinking to cope with the task which is a heavy one.

I will only mention the position regarding Gujarat State. The hon. Minister is aware of the situation. He attended in Ahmedabad the Gujarat Transport Seminar. Then it was represented that Gujarat was behind the schedule by 41 per cent at the end of the Second Plan. At the end of the Third Plan, Gujarat will be behind by 35 per cent. But the country would have gone ahead by 14 per cent above the Nagpur Plan. It shows that some States lag behind in transport development and should be given first priority in allocation of funds.

In the light of the emergency, more emphasis was laid on the development of border roads, and rightly Government allocated further funds for the purpose. But, as we have taken up programme in Assam, Bengal and other border States, it should be taken up in the Rajasthan and Kutch border areas also as they are lagging behind in this respect. Priority should be given to this by Government.

Then I come to allocation of funds for major and minor ports. Substantial allocations have been made for the development of major ports. The Calcutta scheme is for Rs. 25 crores, other schemes for Rs. 28 crores, the Bombay scheme is for Rs. 26 crores, the Madras scheme is for Rs. 7 crores and the Vishakapatnam scheme is for Rs. 4

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crores. We have 150 minor ports in this country, and for these 150 minor ports the allocation is only Rs. 15 crores. With changing conditions and the changing industrial situation, with increasing exports and imports, these minor ports are also playing an important role in the development of our country. Up till now the minor ports were handling 6 million tons, now they are going to handle 9 million tons of cargo. So, they require more attention.

Coming to inland water transport. The Third Plan mid-term appraisal report presented to the House stated that progress on schemes of inland water transport was slow. This is one of the main lacunae in the development of transport in this country.

Inland water transport is going to play a very important role and some attention should be paid for its development to the advantage of the country and its economic development.

The All-India Federation of Port and Dock Workers demanded a wage board six years ago. The labour tripartite conference has also supported them and suggested that Government should appoint a wage board. Their strength is 250,000. The Labour Minister assured that he would look into the matter, and assured the representatives of the union that he was for appointing a wage board. In the circumstances, I do not know why the Ministry is hesitating to concede the Demand.

We are proud of the functioning and performance of Air India. It has got a good reputation in the country and outside. But one important aspect to be looked into is the grievances represented on behalf of the employees of Air India. I shall conclude in a few minutes. There is no application of labour laws. They are also demanding acceptance of tripartite de-

isions, joint management and labour participation. Ultimately, in the public sector, they are partners of the enterprise. People are expecting a fair deal from the public sector concerns. Their demand is: gratuity and bonus and also provident fund at 8 and 1/3 per cent or even 8 per cent on basic pay and dearness allowance. So, I request the Minister to look into their grievances and do the needful in the matter.

श्री श्रीनारायण दास : (दरभंगा) :

उपाध्यक्ष महोदय, देश की अर्थ व्यवस्था में यातायात का महत्वपूर्ण स्थान सर्वविदित है। देश में कृषि और उद्योग सम्बंधी जो विकास हो रहा है उसके लिए जिस अंश में यातायात के साधन की आवश्यकता है यह पूरी नहीं होती है। थोड़े ही दिन को बात है कि यातायात की कठिनाई की वजह से हमारे औद्योगिक संस्थान जितने हैं उनका पूरा पूरा उपयोग नहीं हो पाता था। कोयले के उठाने में भी बहुत कठिनाई हो रही थी। ऐसी हालत में यातायात के साधन पर ध्यान देना आवश्यक है। यह बात सही है कि हमारे देश में अभी यातायात का मुख्य साधन रेलवे रहा है और रेलवे का विकास, मेरा जहाँ तक ख्याल है, संतोषजनक कहा जा सकता है फिर भी जिस प्रकार हमारे देश में कृषि सम्बंधी तथा उद्योग सम्बंधी उन्नति हो रही है उस के लिए अन्य साधनों की भी आवश्यकता है।

यह खुशी की बात है कि अब यातायात का अलग एक मंत्रालय बन गया है। अब तक सब विषयों को ले कर एक मंत्रालय था और पूरा ध्यान विशेष कर सड़क के विकास के लिए नहीं दिया जा सकता था। लेकिन अब ऐसा विश्वास किया जाता है, ऐसा समझा जाता है कि अब इस एक अलग मंत्रालय के खुल जाने से देश के अन्दर जो सड़क या जलपथ या दूसरे साधन हैं यातायात के, उनका पूरा

विकास होगा। जैसा कि माननीय सदस्य ने बतलाया था कि अभी हमारे देश में जो सड़क की व्यवस्था की गई है वह बहुत ही अनन्त-जनक है। जहाँ अमरीका में एक लाख जनसंख्या पर रोड माइलेज २५०० है, यू० के० में रोड माइलेज ३६२ है, फ्रांस में ६३४ है वहाँ हिन्दुस्तान में एक लाख की जनसंख्या पर रोड माइलेज सिर्फ ६७ है। इसी तरीके से प्रत्येक वर्ग मील पर यू० एस० ए० का जहाँ १.०३ है, यू० के० का २.०२ है, फ्रांस का १.८४ वहाँ हिन्दुस्तान का केवल ०.२ है। इससे स्पष्ट हो जाता है कि अभी हम सड़क के यातायात में बहुत पीछे पड़े हुए हैं। यह बात सही है कि प्रथम पंचवर्षीय योजना और द्वितीय पंचवर्षीय योजना में बहुत कुछ तरक्की हुई है लेकिन हिन्दुस्तान जैसे देश के लिए जहाँ लगभग ६ लाख गांव हैं उन सभी के लिए यातायात का प्रबंध करना यह महा कठिन काम है। फिर भी जो तरक्की हुई है वह संतोष का विषय है। सन् १९५०-५१ में सरफेड रोड का माइलेज ६७,५०० था वह सन् १९६०-६१ में अर्थात् १९६१ तक १,४४,००० तक पहुँच गया और आशा की जाती है कि सन् १९६१ में सरफेड रोड माइलेज बढ़ कर २,५२,००० हो जायेगा।

जहाँ तक अनसरफेड रोड माइलेज का सवाल है वह सन् १९५०-५१ में १,५१,००० था, सन् ६०-६१ में बढ़ कर वह २,५०,००० हो गया और आशा की जाती है कि सन् १९६१ में वह बढ़कर ४,०५,००० हो जायेगा। यह संतोष की बात कुछ कहीं जा सकती है लेकिन उपाध्यक्ष महोदय, जिस तरीके की व्यवस्था अभी है वह किसी भी प्रकार से संतोषजनक नहीं कही जा सकती है। जरूरत इस बात की है कि सड़क निर्माण का काम तेजी से आगे बढ़ाया जाय। इस सम्बंध में मैं कहना चाहता हूँ कि अभी जो सेंट्रल रोड फंड है उसमें मोटर स्पिट पर जो ड्यूटी है वह साढ़े १५ आने पर गैलन पड़ती है। जब ६

आने और ८ आने मोटर स्पिट का टैक्स था उस समय हमने ढाई आने पर गैलन के हिसाब से दे कर एक सेंट्रल रोड फंड कायम किया था। राज्य की सरकार भी उसका अनुदान के रूप में उपयोग करती है और केन्द्र की सरकार भी उस फंड के शासन में खर्च करती है। इतना समय नहीं है कि मैं यहाँ पर उसे विस्तार में बतलाऊँ लेकिन मैं समझता हूँ कि आज से २०-२५ वर्ष पहले जो ढाई आने प्रति गैलन के हिसाब से ड्यूटी का हिसाब लगा कर एक सेंट्रल रोड फंड कायम किया गया था वह पर्याप्त नहीं है। आल इंडिया मोटर वैहिकल्स टैक्सेशन इनक्वायरी कमेटी ने सिफारिश की थी कि उस ढाई आने को बढ़ा कर ८ आने कर दिया जाये। उसने यह भी कहा था कि हिन्दुस्तान के जो गांव हैं वह बहुत पीछड़े हुए हैं, उनकी आर्थिक उन्नति नहीं हो रही है, उस का एक मुख्य कारण यातायात का अभाव है। उस यातायात के अभाव की पूर्ति करने के लिए आल इंडिया मोटर वैहिकल्स टैक्सेशन इनक्वायरी कमिशन ने कहा था कि साढ़े ४ आने प्रति गैलन की दर से मोटर स्पिट पर की ड्यूटी हटा कर अलग एक फंड कायम किया जाय देहाती सड़कों के उत्थान के लिए। टैक्सेशन इनक्वायरी कमिशन ने १९५३-५४ में जो अपनी रिपोर्ट दी थी उस में खास करके कहा था कि देश के गांवों में यातायात के साधन का बहुत अभाव है। इस लिए जो सेंट्रल रोड फंड अभी है उसके अलावा एक आल इंडिया रूरल कम्युनिकेशन फंड भी स्थापित करना चाहिए। उस ने जोरदार शब्दों में यह सिफारिश की थी कि जो मोटर स्पिट पर टैक्स लगा हुआ है उस में से साढ़े ४ आने प्रति गैलन की दर से जो ड्यूटी आये वह इस आल इंडिया रूरल कम्युनिकेशन फंड में दे दी जाये। मालूम नहीं कि सरकार ने उस पर क्या विचार किया। यह बात सही है कि जो प्लान हमारा देश में अभी बना है उस प्लान के मुताबिक कुछ रकम देहाती सड़कों के सुधार के लिए भी दिया जाता है और जैसा कि नागपुर प्लान में कहा गया था और पीछे अभी जो हमारे स्टेट के और सेंट्रल

[श्री श्रीनारायण दास]

गवर्नमंट के इंजीनियर्स ने मिल कर जो प्लान बनाया है उसमें कहा है कि कोई भी गांव सड़क से ३ मील से अधिक की दूरी पर न रहे। मैं नमस्जता हूं कि वह आदर्श हमारे सामने रखा गया है। वह तब तक पूरा नहीं हो सकता है जब तक कि यह देहाती सड़कों के सुधार के लिए ग्लोबल इंडिया रूरल कम्युनिक्शन फंड अलग न कायम किया जाय और सरकार साढ़े १५ आने जो ड्यूटी लगाती है प्रति गैलन के हिस्साब से उसमें से साढ़े ७ आने उन फंड के लिए अलग न निकाल ले।

दूरी बाग जो मैं कहना चाहता हूं वह यह है कि सड़क निर्माण के लिए जिन जिन मशीनरियों और सामान की जरूरत होती है उसकी बजह से भी राज्यों के अन्दर यह काम बहुत आगे नहीं बढ़ रहा है। यह बात सही है कि राज्य सरकारें सड़क पर काफी खर्च नहीं कर सकती हैं। इन सम्बन्ध में मैं एक सुझाव यह भी रखना चाहता हूँ कि केन्द्र में और राज्य में भी एक अलग फंड रोड फाइनैन्स का होना चाहिए। बजट पर निर्भर रहने का काम नहीं चलेगा। इस लिए हर साल बजट में सड़क निर्माण के लिए प्राविजन होगा जो पर निर्भर रहने से यह काम ठीक से नहीं होगा। चाहे केन्द्र की सरकार हो और चाहे प्रदेश की सरकार हो इससे अनिश्चिन्ता रहनी है। अगर सड़क निर्माण के लिए अलग फंड कायम कर दिया जाय केन्द्र में और राज्यों में भी तब तक सरकार की आमदनी की एक निश्चित रकम उस फंड में हर साल रखी जाय और वह लेस न करे, ऐसा फंड अगर अलग से निर्माण किया जायेगा तो मैं भयमजता हूँ कि केन्द्र को जो जवाबदेही है और राज्य सरकारों की जो जवाबदेही सड़क निर्माण के बारे में है वह पूरी हो सकेगी।

मैं यहां यह भी कहना चाहता हूँ कि कुछ हमारे राष्ट्रीय राजपथ हैं और जोकि

केन्द्र की जिम्मेदारी है। उनके निर्माण, उनकी मरम्मत और उनको ठीक से रखना उनका काम है जहां तक पैसा पता है, स्वतंत्रता के पहले हमारे देश में जो राष्ट्रीय राजपथ थे वह १३,४१६ मील के थे और अभी एक प्रश्न के उत्तर में माननीय मंत्री ने बतलाया था कि वह अभी १४,६२५ ही हो गये हैं। इनसे पता चलता है कि केन्द्रीय सरकार ने भी जिसकी कि मुख्य जिम्मेदारी है राष्ट्रीय राजपथ निर्माण करना उसने काफी प्रगति नहीं की है। राष्ट्रीय राजपथ के अन्तर्गत जो १४,६२० मील की सड़कें हैं, उन में भी बहुत सी ऐसी जगहें हैं, जहां नदियों पर पुल नहीं हैं और बहुत सी ऐसी जगहें हैं, जिन का एक दूसरे से सम्बन्ध नहीं है।

पिछले मात आठ साल में केन्द्रीय सरकार ने निम्न राष्ट्रीय राजपथ की मिनिंग लाइन्ज को पूरा करने में और पुलों के निर्माण में ज्यादातर रकम खर्च की है। मैं नमस्जता हूँ कि यह पर्याप्त नहीं है। आज हमारे देश में जिन द्रुत गति से आर्थिक व्यवस्था का विकास हो रहा है, उस में यातायात की सुविधायें कम होने के कारण हमारे उद्योग-धंधे और कृषि का विकास रुक सकता है। इस लिए मैं चाहता हूँ कि भारत सरकार और माननीय मंत्री जी इस बात पर विचार करें कि सड़कों के निर्माण के लिए एक अलग निधि की व्यवस्था हो और इन काम को प्रति-वर्ष के बजट के एलाटमेंट पर निर्भर न रहना पड़े। मैं यह भी सुझाव दूंगा कि मोटर स्पिरिट पर जो साढ़े पंद्रह आने प्रति गैलन ड्यूटी लगाई जाती है और जो दूसरे मोटर व्हीकल्ज के टैक्सिज हैं, उन सब को सड़कों के निर्माण पर ही लगाना चाहिए।

जल मार्ग, यल मार्ग और वायु मार्ग—जितने भी यातायात के साधन हैं, उन में कोआर्डिनेशन होना जरूरी है। इसी लिए आज से कुछ बरस पहले नियोगी कमेटी की स्थापना हुई थी। उस कमेटी ने एक अन्तरिम

प्रतिवेदन दिया था, जिस को सरकार ने कुछ हद तक काम में लाया है। लेकिन मैं समझता हूँ कि जिस देश में योजनाबद्ध काम हो रहा है, उसमें अगर रेलवेज, सड़क परिवहन, वायु के यातायात और जलपथ के यातायात का समन्वित और विकासबद्ध कार्य नहीं होगा, तो आगे चल कर स्कावट पैदा हो सकती है। इसलिए मैं माननीय मंत्री जी से कहूँगा कि श्री नियोगी की जगह जो नये चेयरमैन बने हैं, उन से इन बारे में बातचीत की जाये कि चूँकि यह एक बहुत ही महत्वपूर्ण प्रश्न है, इस लिए अगर चतुर्य पंच-वर्षीय योजना के पूर्व ही रिपोर्ट आ जाये, तो फिर हम रेलवेज के साथ साथ यातायात के दूसरे माशनों का समन्वित विकास करने में नफल हो सकेंगे।

हमारे देश में रेलवेज, सड़क, वायु और जलपथ, ये यातायात के चार माधन हैं। इन में से तीन माधनों की तरफ तो थोड़ा बहुत ध्यान दिया गया है लेकिन जहाँ तक जलपथ के यातायात माधन का सम्बन्ध है, जो कि सब से कम खर्चीला है, जिसमें किनी पूंजी की जरूरत नहीं होती है, उसकी तरफ पूरा पूरा ध्यान नहीं दिया गया है। आज से पांच छः बरस पहले मि० गोखले की अध्यक्षता में एक कमेटी बनी थी, जिन ने एक रिपोर्ट पेश की थी। उस रिपोर्ट के मुताबिक कुछ काम भी सरकार ने किया है। मैं समझता हूँ कि उस रिपोर्ट में कहा गया था कि हमारे देश में विभिन्न नदियों में जल-मार्ग से परिवहन आदि की व्यवस्था करने के लिए पंच-वर्षीय योजना में काफी रकम रखी जानी चाहिये। जहाँ तक मेरा ब्याल है, उस कमेटी ने त्रिफारिश की थी कि इनलैंड वाटर ट्रांसपोर्ट के लिए तृतीय पंच-वर्षीय योजना से कम से कम पचास या पचत्तर करोड़ रुपये रखे जायें। जहाँ तक मुझे ज्ञात है, तृतीय पंच-वर्षीय योजना में इस सम्बन्ध में अभी तक केवल साठे सात करोड़ रुपये रखे गये हैं।

गंगा-ह्यपुत्र बोर्ड का निर्माण हुआ है, लेकिन अभी तक गंगा में जल के यातायात की व्यवस्था नहीं की जा सकी है। मंत्रालय की रिपोर्ट में इनलैंड वाटर ट्रांसपोर्ट के सम्बन्ध में सिर्फ एक पेज पर जिक्र किया गया है। लेकिन हम को मालूम नहीं कि गंगा-ह्यपुत्र बोर्ड ने और जो दूसरा बोर्ड बनाया गया है, उसने कितना काम किया है और उन को कितनी नफलता मिली है। मैं माननीय मंत्री जी से अनुरोध करूँगा कि वह इस आरंभ विशेष रूप से ध्यान दें और गोखले कमेटी की दूसरी त्रिफारिशों को भी काम में लाने का प्रबन्ध करें, ताकि हमारे देश में यातायात के सभी माधनों का पूरा पूरा विकास हो सके।

Mr. Deputy-Speaker: Shri Mohiuddin—

The Deputy Minister in the Ministry of Transport (Shri Mohiuddin):
Mr. Deputy-Speaker, Sir,.....

श्री कछवाय: उपाध्यक्ष महोदय हाउस में क्वोरम नहीं है।

Mr. Deputy-Speaker: The hon. Deputy Minister may kindly resume his seat. Quorum has been challenged. The Bell may be rung.

I am very sorry. This is the fourth or fifth time that the Bell is being rung today. It is very awkward for the Chair to wait like this for five minutes. The House stands adjourned till Eleven O'Clock tomorrow.

16.59 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, March 24, 1964/Chaitra 4, 1886 (Saka).