

Vishnu Kamath would catch me up next time.

**Shri Hari Vishnu Kamath:** Only on a subject like this Chinese affairs, which is very important, and which is getting worse day by day

**Mr. Speaker:** It is really important. But, we should not open it into a regular discussion. We could have a regular discussion on it if the hon Member seems remedy under other rules. I shall certainly allow. That can be seen when he gives notice. That is a different matter altogether.

**Shri Hem Barua:** May I put a question, Sir?

**Mr. Speaker:** No.

**Shri S. N. Chaturvedi:** My question has not been answered.

**Mr. Speaker:** He can put it again if that has not been answered. If he has written it out, it becomes too long.

**Shri S. N. Chaturvedi:** May I know, if the Government was not prepared for reciprocal action against China, what prevents it from closing our Missions there instead of allowing our personnel and our representatives to be subjected to all sorts of indignities?

**Shrimati Lakshmi Menon:** It is a suggestion for action.

**Shri Surendranath Dwivedy:** This is not Question-hour. It should be replied.

**Mr. Speaker:** The Minister can say that it was not the intention of the Government. That finishes the matter, if that is the policy.

**Shrimati Lakshmi Menon:** That is so.

**Mr. Speaker:** Papers to be laid on the Table.

**Shri Surendranath Dwivedy:** What is the reply?

**Mr. Speaker:** She says that what I have replied is the correct answer.

12.17 hrs.

#### PAPERS LAID ON THE TABLE

##### NOTIFICATIONS UNDER THE MOTOR VEHICLES ACT

**The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur):** I beg to lay on the Table a copy each of the following Notifications making certain further amendments to the Delhi Motor Vehicles Rules, 1940, under sub-section (3) of section 133 of the Motor Vehicles Act, 1939:

- (i) Notification No. F. 12|57|60-Transport published in Delhi Gazette dated the 1st June, 1961.
- (ii) Notification No. 12|186|59-Transport published in Delhi Gazette dated the 18th January, 1962.

[Placed in Library see No. LT-133/62].

12.18 hrs.

#### GENERAL BUDGET—DEMANDS FOR GRANTS—contd.

##### MINISTRY OF TRANSPORT AND COMMUNICATIONS—contd.

**Mr. Speaker:** We shall take up further discussion and voting on the Demands for Grants under the control of the Ministry of Transport and Communications. Out of eight hours, three hours and five minutes have already been taken and four hours and fifty-five minutes remain. Shri Birendra Bahadur Singh might continue his speech.

**Shri Birendra Bahadur Singh (Rajnandgaon):** Sir, I was saying yesterday was, that the grants which are covered by this Ministry are most

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adequate and secondly, the requirements of the States are never taken into consideration: for instance, the backwardness of the areas, the mileage of the roads there, etc. Works are taken up in a haphazard manner. Not only that, Even when a grant is made it is not looked after properly. There is no inspection of the work. No one bothers to see how the grant is utilised. Sometimes it happens that the grants which are provided by the Government to the respective States lapse because the work is not done. This is one of the main reasons why Madhya Pradesh is suffering; in particular Chattisgarh Division and during district, where I can say with all the emphasis at my command that barring one or two roads, there is no good road worth the name.

**Mr. Speaker:** This rule is generally violated by hon. Members that they come in between the Member speaking and the Chair. I have already said that the eyes, ears and the mind of the speaker is always focussed on the Member who is speaking and snaps the chain that is created.

**Shri Birendra Bahadur Singh:** What I was saying was that in Madhya Pradesh not only is the grant not adequate but there is not a single road worth the name. I may be accused of being too regional. I will take up Tripura, a border area. I wonder what the Defence Minister has to say on the border roads in Tripura State. On going through the report submitted by the Ministry, on page 87, it is said,

"Satisfactory progress has already been achieved during the Second Plan with the completion of the Assam Agartala road and links between Agartala and all the sub-divisional towns."

I can say that I know Tripura very well because I have got my relations there; and not only that, the area is known to me right from the time of the war. I can say this that although

all this report has been given to us, there is not one single permanent bridge there. I would like to ask the Ministry what they have done with regard to the Gomti bridge. There has been talk about its construction for the last four years, but up till now, the tenders that have been given to the Ministry have not been accepted. This is just one instance.

Further, in Tripura, the monsoon sets in very early. It is not like the monsoon in Delhi or some other place. Probably by the end of this month, the monsoon would set in. I would like to know whether all this grant that has been provided in the 1961-62 budget will be utilised. The works that have been carried out there are left half finished, and the road from Assam to Tripura is not yet complete. This is none of our major roads which links with NEFA and also with Manipur. Therefore, the highest priority must be given to this road. If the conditions that are prevailing are allowed to continue, I wonder how soon that road could be finished. Somehow or other I feel that the Ministry is overburdened with all kinds of ideas about Union Territory roads and other roads etc. They should hand over this road entirely to the Army, and let them do it, instead of their trying to do this work and leaving it half finished, which is not at all proper and which is not to the interest of anybody. I now turn to another point, and that is regarding tourism. I must say that the Department of Tourism reminds me of a grown-up girl who has just come out of the school, looking in her best attire and trying to do what is possible....

**Shri Tyagi (Dehra Dun):** That is what you are.

**Shri Birendra Bahadur Singh:** ... the parents being rather hard, and the relations being too diehard, while her friends at the school expert much, too much from her, the parents being the Ministry of Transport, the other Departments such as the cultural,

social, archaeological and other departments being the relations, and the friends being the States. So, the Department does not know how to please everybody. The Ministry has to provide money for the Tourist Department.

No doubt, the Tourist Department has brought out very nice pamphlets. It is a member of so many organisations. That is very laudable. I do hope that if it can follow the rules of at least one of the organisations, so much could be done. But, instead of that, these pamphlets are being brought out, and these are simply old pamphlets which everyone who has read the ordinary history of India knows. But what does the department do besides this? Have they brought out any important pamphlets about the really scenic beauties like the Gangotri, Yamunotri and other places? Only some old pamphlets are there; the work has to be carried on, and the Department of Tourism must show us something.

I shall refer to the report of the Ministry again to show how the Department of Tourism has to please some of the States. Let us take, for example, Rajasthan. I know Rajasthan very well, and I know the whole place very well, because I was educated there in the Mayo College, and I have also got my relations there. It is really a marvellous State. But all the money that is being provided under the head 'Rajasthan' has been earmarked only for Udaipur. In other words, it appears as if there are no other places of tourist interest there; as if there is no Jaisalmer, no Jodhpur, leave aside Jaipur Bundi etc.

**Shri Surendranath Dwivedy** (Kendrapora): No Bharatpur is there?

**Shri Birendra Bahadur Singh:** As for Bharatpur what is there except the fort? But, even that, I shall include Bharatpur also, because Bharatpur is a very good place for shikar.

Let us see what are the places for which this money has been earmarked. Gangotri, Yamunotri and other States, this money is earmarked in several places; for instance, for Orissa, it is earmarked for Bhubaneswar, Konarak, Puri etc. We find a similar thing in regard to Punjab and Uttar Pradesh as well. But when it comes to Rajasthan, we find that the money is earmarked only for Udaipur, Sahelion ki Bari which is also there in Udaipur only, and again for Udaipur. If the grant is to be distributed, let it be properly distributed elsewhere also. For instance, Jaisalmer is a very beautiful place of tourist interest; so is Jaipur but there is no money for these places.

I do not know whether it comes under the Cultural Department or the Archaeological Department, but there it is. The tourists go to Jaipur and all these places. As you know, the city of Jaipur is called the Princes City. It was built during the days of Maharaja Sawai Jai Singh. Now what is happening? People who visit those places—this is the complaint made to me by tourists—find that the walls are being pulled down. The beauty of the Jaipur pink city wall is being spoiled; it is being gradually hacked. Not only that. The same process has started in Bundi and my little place in Madhya Pradesh, Khajuraho, where the artistic beauty of the temple and walls is being interfered with, because some cultural officer or somebody has said that the picture of the devi or idol there was not proper. They are also being removed. These are complaints made by the tourists themselves.

Government should see to it that these places are properly maintained. This hacking business should stop. The beauty of these places of tourist interest should be properly maintained. In fact the Government should see that the money is spent to keep these places safe without being broken or hacked into pieces. I hope the Ministry will pay special attention to this.

[Shri Birendra Bahadur Singh]

Then I come to the point of comforts for tourists. In every hotel you go, you will find the linen is bad and the crockery poor. To crown all this, the westerners are made to use commode of a type to which they are not accustomed. In these hotels or rest houses there are on western-type commodes. Tourist face difficulties regarding this. When they come, they are told to contact the PWD or make some other arrangements. In these places where tourists from western countries come, we have to make such arrangements; will provide them with comfort and convenience, if you want to have them.

Then the question comes of linen in private hotels and rest houses. There is a good hotel near the Krishnarajasagar Dam in Mysore. Please go and see the condition of linen there. It is a very nice place, beautifully arranged. The food and other things are good. But the linen used is not of the proper type. These are little things which do not cost much. When you provide the money, this must be attended to. These things count with the tourists. Also hotels should be in places where they are really necessary. As I said, they should have all the modern amenities.

Then I come to shikar. Our great Shikari, the Maharajakumar of Vizianagram, is not here. Nevertheless, there are some shikaris present here who have got experience in the frontier and other places. I want to ask what arrangements they make about shikars. You get the tourists no doubt. You ask the tourists to go for shikar without any attendant. They do not know about these things. Most of the animals they shoot are just wounded. I know four cases in Madhya Pradesh and UP where tigers shot have been just wounded and have become man-eaters. No decent shikari will allow this sort of

thing. It is better that trained shikaris go with them. Now a days trained shikaris are not available, the reason being that there is an import cut on all cartridges. Our army department in Jabalpur does not make rifles to shoot these animals. Import of cartridges from foreign sources has completely stopped. Therefore, no one goes there, unless one goes with a heavy rifle and kills a tiger. No one would like to do this. This is the condition. Most of the tourists go there to take photographs for films or they allow somebody else to shoot. They get the horns, the meat is sold somewhere else.

Therefore, I suggest to the tourist department that there must be a central games warden stationed in Delhi. All these tourists who come from foreign countries for shikar pay the money in advance. Sometimes a tiger shoot costs; Rs. 20,000-25,000. I wonder how it costs this much. They pay some part of it in foreign currency and some in Indian currency. It is better that all the money is deposited with the tourist department and then utilised. The central games warden must be there in the centre trying to arrange these things, where to go, what to do and what to shoot, who should go as attendant and so on—similar to safaris in East Africa and other places. This system must be there.

There are two other points. One is about the Posts & Telegraphs. About telephones many have already spoken. I am only referring to the question of the trunk call. If you book a trunk call they give a priority number 1, 2 or 3, whatever it may be. You have got to wait for the trunk call for 2 hours.

**An Hon. Member:** Then you are lucky.

**Shri Birendra Bahadur Singh:** When you ask them again, the reply you generally get is that the line is out of order. This must improve.

I have not been able to follow what is happening about the telegraph department. Last time I sent a telegram from here at 7 in the morning. It was despatched at 7 o'clock. But the telegram reaches Sagar 24 hours after my arrival there. I was told later on that on Sundays, in Sagar, the telegraph, the post and the telephone staff all go to picnics. These things must be looked into by the Ministry. I hope the Minister would see to that.

Lastly, about my request. I do not know why Nagpur, of all the places, is being ignored from day service. Previously, there was a remark that government was running it at a loss. I have not been able to follow it. If Government are running it at a loss, how did the previous airlines, the Deccan Airways and the Ministry Airways run it well? Therefore, Nagpur should be included in the day service between Calcutta and Bombay and between Delhi and Madras.

Not only that. Another point is this: Most of the officers, whenever they have to travel, always go by air. If they have to go to Raipur from Calcutta they come to Delhi and from Delhi they go to Raipur. By this you are wasting so much of T.A. If they have to attend meetings, it would be better if they have a special route from Delhi via Bhopal etc. going through all these steel factory areas to Calcutta which would help them also.

Our new Minister has come in charge of this after varied experience of Railways and Transport and Communications before. I look up to him to deliver the goods; not only what has been done but also what has not been done.

**Shri Jaipal Singh** (Ranchi West): Mr. Speaker, Sir, when the first Consultative Committee of the Ministry met for this new Parliament, I sought to elicit information on the question of replacement and addition of aircraft for our domestic services. The information was supplied but, unfortunately, in that particular session, aviation could not be taken up. Aviation, evidently, would be taken

up some time next month. But since some of the problems that have been mentioned there are fairly urgent I thought I would bring the attention of the Ministers to the broad aspect of replacement and of addition of aircraft.

In the note supplied to us we have been told that the Indian Airlines Corporation looked about for a suitable aircraft for the trunk routes. Some of the officials have already announced they found Caravelle 6R to be the suitable one. I find that one of the reasons why they think it is suitable is because it is "best fitted" for the present requirements of the Corporation.

Then, later on, we are told that there is some difficulty about foreign exchange. The target is for 7 Caravelles. In view, however, of the difficult foreign exchange position, the Corporation are buying 4 aircrafts immediately—mind you, immediately—at a cost of Rs. 9 crores, with an option for 3 more to be purchased, if funds are found, during the Third Plan period itself, or in the early part of the Fourth Plan period. I do not quite understand what is the meaning of the word 'immediately' when they talk of somewhere in the Third Plan period or, perhaps, in the early part of the fourth Plan. I am somewhat confused. Today, I do not wish to bring in too many details in what I have to say. But, I do hope that the search for the replacement of aircraft has not come to the final conclusion, not merely because there is difficulty about foreign exchange. I would have thought that the Ministry would have done well to have given the Consultative Committee at least full information as to where the search had been. We have been just told that Caravelle 6R, perhaps, is the best aircraft under the circumstances. We should have been given a comparative statement about other aircraft also so that we would know that the IAC were making a sensible decision.

[Shri Jaipal Singh]

I am sorry the senior Minister is not here. When he was Minister for Transport and Communications, once upon a time, you will recollect, I put the same sort of question to him. There was dilly-dallying for about 2½ years before a decision was taken to go in for Viscounts. I do hope the same sort of mistake will not be repeated. It is a very very serious thing. Let us not have a rat race for jets. Internal services are nationalised. We are not compelled to by competition. Let us think very hard and choose the aircraft we can afford. We must look ahead as to what is to happen next. Whatever aircraft we purchase, what is the next step? I am not arguing against Caravelles. All that I want to know is what is wrong with our present Viscount services? Are you sure of foreign Exchange? As the sportsman Member, the Maharaja of Baroda, said, the Viscounts have restored the reputation of the IAC. They have become popular; they have become safe; and they have become also paying. Now, any number of Viscounts are available. My friend, the Maharaja of Baroda has already volunteered information; he will tell Government where they can get them. I would humbly request that he also club me in that endeavour. I can also tell them where they are available. If we cannot afford things at the present moment, let us do with much less money. Supposing you get two Caravelles. If you go in for Viscount expansion, you will find that if you go in for two Caravelles, in just a position to that, if you go in for Viscounts, the Caravelles would cost you 2½ times more. If they say they can afford it, I have no argument to offer. But, even if we can afford it, Parliament must be sure that the money is being spent properly any that all other avenues have already been explored and this is the one and the only conclusion IAC can come to.

When I got this information, I thought I would examine the large picture. I am not a technical man,

nor are the Ministers technical men. So, I must be forgiven if there are mistakes here and there.

At present we are using Viscounts. They have done extremely well. I know they cannot last for ever. All of us know that. Look at Caravelle 6R. It is said that it has straight turbo-jet engine. We are told in this note that it is 80 seater. I do not know how it becomes 80-seater, because the interior width of the Viscount is 118" and of the Caravelle is also 118". The capacity of Viscount is 44; and the question of 5 seats abreast is completely ruled out. I do not see how it can become 80-seater. According to me, it can at the most be 64. As against this, I find that there is one aircraft BAC-111 with aft-mounted turbo-fan engines. I do not know whether the IAC had looked at it. The interior width is 124" which means that it will have 68 seats. As against this 68, the other claim here is 80. It can really be only 64. I should like to be corrected on this. As I said, I am not a technical man. As far as I can see, there is some mistake in supplying me the information.

Then, when we buy an aircraft there are so many factors that have to be considered. No one single factor by itself is sufficient. One factor by itself cannot be sufficient in respect of an aircraft. We have to think of so many things and see what we can afford. Is it speed that we are going in for? Is it economical to have the aircraft? Or, should we go in for something that is more expensive? When it comes to the question of speed. We know what the speed of the Viscounts is. In the case of the Caravelle, we are told that its cruising speed is somewhat 485 miles per hour, depending upon the temperature, air-conditions, etc. As against that, I find that BAC-111 has a cruising speed of 540 to 548 miles per hour. If it is speed, obviously, there is another aircraft. There may be other arguments against it, and I am not disputing it.

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I have already mentioned the question about the number of seats. Along with the seating capacity, there is also a very, very valuable and important and valid argument, and that is the freight-hold volume per passenger. How many cubic feet can each passenger have for freight? In the case of the Viscount, the present position is, 8 cft per passenger. In the case of the Caravelle 6R, a bigger aircraft, it is only 6 cft. As against these two figures, there is the other one, the BAC-111, where I find it is also 8 cft. So, the argument is in favour of BAC-111.

Take next the operating cost which is very, very important. Rolls-Royce may be the best car in the world but if you cannot keep it running, it is no good for you. I would now like to compliment the IAC—the staff, the pilots, the ground engineers and others—on the fact that, at long last they have turned the corner and have shown some profit. I am glad of it. With the addition of Viscounts, they have created confidence, and hence a greater number of our people are now flying.

I was coming to the operational costs. The economics of aviation is very, very important, as far as we are concerned. The operation cost per aircraft mile in the case of Caravelle 6R is 122, 138 to 156 as against the basic index of BAC-111 which is 100. So, taking 100 as the basic index, you find that in the case of Caravelle 6R, it is 122 to 138 and it goes up as high as 156.

Then I come to the next arithmetic. I am sorry I have to burden the Minister with these statistics. Take the question of cost per seat mile. Taking 100 as the index for BAC-111, what happens? For Caravelle 6R, it starts at 110 and mounts up to 114 and 120 and reaches as high as 134. I am only mentioning these facts because we should be assured here why we should be going in for this or that aircraft, particularly in the light of the admission that has already

been made about our difficulties in regard to foreign exchange.

Then there is also the question of fuel consumption. It is again part of the operational economy. If you take 100 as the index figure for Caravelle 6R, in respect of the fuel per mile, then, it is 22 per cent less in the case of the BAC-111; it is only 78. In other words, it is a more economic aircraft with more or less the same performance, with more or less the same requirements.

I have already pointed out that BAC-111, according to my calculation, is a 68-seater. We have been told that the other is an 80-seater, which should be 64 only. It is for the Minister to correct me. My calculations may be wrong. In the matter of speed, it is clear that the BAC-111 is faster, if cruising speed is the thing we are going in for. The range is about the same. But we must see the overall, general picture. I have only picked up a few things. There may be others. It is quite likely that the IAC authorities have examined a good many of them, but my dissatisfaction arises from the fact that even in the Consultative Committee we have not had the opportunity to be informed or to put questions so that we could be satisfied. I would, therefore, like the Ministry to examine very, very carefully the conclusions to which, according to this note, the IAC authorities have already come. We should not repeat the mistakes that have been made in the past.

The question is this: whether we can go in for more Viscounts. According to the notes given to me, the Caravelles will be delivered somewhere about 1964. That means, by that time, the Caravelles will be about ten years old. The question is, can we not get hold of an aircraft which will be more up-to-date. I am not condemning the Caravelles. They may have done a splendid job. The Caravelle is a very fine aircraft, but if we are trying to be up-to-date, is there no other aircraft which, by the

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time it is delivered to us, will yet be more modern? As arrangements stand at present, it may be 1964 or 1965 when the Caravelles may come. Of course, one year's difference is not going to make that much of a contrast. But is there nothing else? Take the BAC-111 for example. I am only quoting this aircraft; in the short time at my disposal I cannot mention other types of aircraft I think we should think of these things.

Further, there is the problem of designing. BAC-111 has taken about ten years for Viscount designing. That is something we should know. We already have four different kinds of aircraft at present under the IAC. By going to add a fifth, which means more expenses, more overheads and the like. I do not wish to take up more time. The main thing is this. As far as I can find out, what I feel most is about the fact that when you get an aircraft like the Caravelle, you are going to have fewer of them, which means that there will be less flexibility in the pattern of your service. In the note, they say that they will get four. So, it is a triangular or quadrangular service. Instead of these four, supposing you get eight Viscounts, it simply means there can be more flexibility. The frequency may be changed, but in the case of four new aircraft, you are just stuck up with four. I know they will say, "One Caravelle can go from Delhi to Calcutta and from Calcutta to Bombay and from Bombay to Delhi". I know it. I am not that ignorant as not to appreciate that fact. But the question is, what is the flexibility if you get only four. They tell us that they are going to get them immediately. "Immediately" means 1964! The delivery period given in the note is November, 1964. So, the word "immediately" has no meaning in this particular context. There may be a mistake in the drafting of the note, but the word is there. I want the Ministry to examine these points very

carefully, because I have a feeling that one might say something like this: if we go in for the expansion of the Viscount fleet and for the Viscount services, we can strike a very, very good deal with some of the aircraft manufactureres so that by the time we come to the total replacement of the Viscounts, the Viscounts could be disposed of to our advantage. In other words, what I mean by looking ahead is this: if we go in for a particular aircraft, what are we going to do with that aircraft? There has been a problem with regard to the Vikings, and we have not been able to sell them. There was the police DGCA once upon a time; the Vikings were in demand. We could have sold them off for a good price, but he said: "I will get a better price". That DGCA has disappeared and the Vikings are still with us!

So, what I suggest is, we should be more provident and look ahead in all the planning with regard to this matter of purchase of aircraft. I know, and it is quite right, I think, that we should try to be as up-to-date as possible, but only within our capacity.

I do not want to say much more. I do hope the Ministry will accept the offer of the Maharaja of Baroda, myself and many others, who will be willing to assist in this matter, because, after all 20 heads are better than one I will be misunderstood.

**Shri Surendranath Dwivedy:** Zero has no meaning.

**Shri Jaipal Singh:** In conclusion, may I say a thing or two? My friend comes from the State of Bihar. He hails from a little farther north. I am a little bit shocked, because here is my friend, a Cabinet Minister, who has been there as Cabinet Minister longer than perhaps anybody else, excepting the Prime Minister; and, what has he done for the Patna air-

port? It is most shocking, the airport building. It is an international airport, people all the time going to Nepal and coming back, mostly foreigners. I think he also feels it. Now that he is reinstated in his former Ministry, I hope he will do something about it.

Lastly, I would like to say just a few words about tourism. About tourism, all that we have to say is that it has developed into an industry. It is accepted as such in the report. If it is an industry, why does it not go to the Commerce and Industry Ministry? Why does it remain here? The reason why I would like this to be transferred to that Ministry is not because they are more competent, but because I feel that if it is a subject under the Ministry of Commerce and Industry, at least for the tourists, prohibition would be abolished. Today we are practising apartheid, which we condemn, in a most insidious form, as far as the tourists are concerned. Why do tourists come to Delhi? Only to see our beautiful Lal Qila? Are they not here to see Indians, mix with us, so that they get to know us and we get to know them?

**Mr. Speaker:** Another reason I was thinking of is this. Because this industry of tourism is always on the move, therefore, it should come under the Communications Ministry.

**Shri Jaipal Singh:** Yes, but I want some lubrication to be provided, so that it moves faster. Tourists are always used to it. As a matter of fact, if you will forgive me, I would like to read what the late revered Pandit Govind Ballabh Pant said.

**Mr. Speaker:** I am going to ring the bell for the second time.

**Shri Jaipal Singh:** It is rather important, Sir. I seem to be in a minority of one in this Parliament and elsewhere as far as prohibition is concerned.

**Shri Warrior (Trichur):** Can per-

sonal matters be brought into the debate?

**Mr. Speaker:** He may be knowing that there are others also, but they are not so vocal.

**Shri Jaipal Singh:** The late reversed Pandit Pant said:

"It is neither necessary nor possible to enforce prohibition among the foreigners. India wants to attract the largest possible number of tourists, many of whom are in the habit of consuming alcoholic drinks."

The Ministers should consider this very seriously. I do not know whether they are with me in the matter of prohibition; I have not tested their habits. But I do feel that this type of apartheid whereby you make it impossible, more or less, for the tourists to meet Indians in a social way should be discontinued.

I do hope that the Ministers will forgive me if I have gone into details about the future policy of replacement of aircraft. But I do hope they would be more careful than they have been in the past.

**Mr. Speaker:** Shri Mohiuddin.

**Shri Harish Chandra Mathur (Jalore):** We have to make certain points on civil aviation also. The Deputy Minister may be called later in the day, say, 3 p.m.

**Mr. Speaker:** There are three Ministers to speak and I have to spread over their speeches. I cannot put all of them together.

**Shri Harish Chandra Mathur:** You may call one at 3, another at 4.30 . . .

**Mr. Speaker:** In between there ought to be certain speeches made by the Members also. If Shri Mohiuddin has no objection, I can allow two or three more speeches, and then call him.

**The Minister of Transport and Communications (Shri Jagjivan Ram):** At whatever stage the Deputy Minister speaks, there will be some Members who will be speaking after him. I will take care of the points made after him and deal with them in my reply.

**Shri Warrior:** Will the debate be continued tomorrow also?

**Mr. Speaker:** We have 4 hours and 55 minutes left; i.e. up to 5 o'clock. If the intention of the House is that time should be extended because three Ministers are intervening, I am prepared to do so.

**Some Hon. Members:** Yes, Sir.

**Mr. Speaker:** The debate will go on for the whole of the day. The Deputy Minister and the Minister of State will intervene today. The senior Minister will reply tomorrow.

**The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin):** Mr Speaker, Sir, in the debate yesterday and today there has been quite a volume of criticism and a number of suggestions regarding the Indian Airlines Corporation as well as Air India. The criticism has mainly been on the availability of capacity to carry the passengers. It is a fact that the traffic in India has increased very rapidly and the Indian Airlines Corporation have not been able to cope with the traffic demands. The traffic in 1957-58 was only about 6 lakhs on the I.A.C. In 1961-62, it was about 9 lakhs. This increased traffic has been mainly due to the introduction of Viscounts, as hon. Members mentioned.

The capacity provided by the Indian Airlines corporation has been lagging behind. There had been difficulties—I shall come to them later. But unfortunately this Corporation had been able to get only a few second-hand Viscounts during the last 2 or 3 years

and 5 Fokker Friendships. They have placed an order for another set of 5 Fokker Friendships, which are expected to be delivered in the beginning of 1963. On the other hand, unfortunately we have lost practically one Viscount which met with an accident at Colombo. There have been unfortunate accidents, not involving any passengers—one in the hanger at Calcutta with the Skymaster and another forced landing of the Skymaster on the Belgaum-Bangalore route. I am told that we will have to write them off as well. Therefore, with this loss on our fleet and lack of addition of new aircraft I am afraid we will be faced with great difficulty during the coming season or the next season. I am sure the corporations are making their best efforts to cope with the demand and I hope that facilities will be provided for traffic as far as possible.

**13 hrs.**

The Indian Airlines Corporation have sent up their proposal for purchase of Caravelle. We were informed that they examined the comparative costs, operation costs and other factors of so many equivalent aircrafts. I am sorry that in the note circulated to the Advisory Committee perhaps this point was not mentioned.

**Shri Jaipal Singh:** Not 'perhaps', it was not mentioned at all.

**Shri Mohiuddin:** I am sorry it was not mentioned. They have examined BAC 111, Trident, the new design Boeing 720, Ilyushin and one or two other aircraft.

**Shri Jagjivan Ram:** Not 'illusion'.

**Shri Mohiuddin:** They have come to this conclusion that Caravelle would be the best. I think there is one psychological factor as well among the engineers of the I.A.C. They prefer a proved aircraft (*Interruption*). I am saying as far as the bigger aircraft is concerned. Shri Jaipal Singh asked as to why we should have Caravelle and not BAC 111 or Boeing 720. As far

as equivalent aircraft is concerned, they prefer a proved aircraft. Government has received, as I mentioned just now, their proposal only about ten days ago. We have not yet fully examined it. My hon. friend on this side, the hon. Member from Baroda, suggested yesterday, and Shri Jaipal Singh also very strongly suggested today with all the backing of the technical knowledge that he has, that it would be desirable to wait for a jet aircraft for three or four years or even five years more and to go in for secondhand Viscounts to meet the present demand of traffic. My hon. friend has suggested that Caravelle is not a 80-seater but could be only a 60-seater on the basis of the length and breadth of fuselage. I am not in a position exactly to reply to that point. I think it is an 80-seater. But still the Government have not yet come to any conclusion on the type of aircraft to be purchased for IAC.

There is no doubt about this, that unless IAC have more and better aircrafts there will be great difficulty in meeting the traffic demand all over India. I am already informed that in the central booking system which they have introduced recently at Delhi the booking is already so heavy that perhaps we, sitting in Delhi, may not be able to travel from Delhi to Calcutta or from Delhi to Madras because the existing aircraft will be fully occupied by the tourists people coming from abroad. Anyhow, I hope that that situation will not develop.

My hon. friend Shri Jaipal Singh threw some doubt on the word "immediate" in regard to placing of the order is for aircraft. Earlier the order is placed, delivery will be at an early date. The proposal is that the placing of the order has to be taken in hand immediately. I hope that if the order is placed here and now, perhaps it will take about a year and a half for a proved aircraft to be delivered. We

have that experience in the case of smaller aircraft—Fokker—which take 1½ to 2 years.

The hon Member from Baroda said that he was afraid to travel by Dakotas. Dakotas are very safe aircraft; there is no doubt that. They are very safe.

**Shri S. M. Banerjee (Kanpur):** Ears are blocked; that is the only difference.

**Shri Mohiuddin:** I am coming to that. As far as safety is concerned, they are safe. They have not got the modern amenities. They are not air-pressurised. They are not air-conditioned.

**Mr. Speaker:** That might be the reason why a young man is afraid of travelling in that, because young men always like adventure.

**Shri Mohiuddin:** Those amenities are not there. But I may assure my hon. friend from Baroda that it is safe, and our record of Dakota services which we had been using for the last so many years is one of the best in the world. I must pay a tribute to our pilots and our engineers who have maintained and overhauled these Dakotas to a very high pitch of safety and efficiency. But there is no doubt that if we have medium sized twin-engined turbo-prop aircraft for our smaller sectors our traffic will increase considerably, the cost will go down and the IAC will be able to make much more profit than what they are doing at the present moment. The cost of maintaining and running a Dakota is very high. The cost of spare-parts has gone up and other costs are also extremely high with the result that the earnings of IAC on other sectors, especially the trunk route sector, is considerably reduced by the high cost of operation of dakota on other sectors.

My hon. friend from Baroda was shocked by many things. He was shocked by the ground services provided by the IAC; he was shocked by the forks and knives that are provided

[Shri Mohiuddin]

in their services by the IAC. But I was very much shocked when I heard that the crockery and cutlery provided by the I.A.C. are not clean. After hearing that yesterday, I went to Palam to check up for myself as to how the cutlery and crockery are washed and cleaned. I saw the whole process myself.

**Shri Prabhat Kar** (Hooghly): Did he give prior notice?

**Shri Mohiuddin**: I did not give prior notice?

**Mr. Speaker**: But the speech had already been delivered.

**Shri Mohiuddin**: Yes, Sir. That is why I went there. I never expected that this complaint would come from hon. Members. I could have understood a complaint about food.— I have myself complained about the food—but not a complaint about the cleanliness of the forks plates and other utensils that are provided for meals. I can assure the hon. Member and the House that the IAC uses the modern method of cleading the utensils; a detergent is used to clean them. They are very careful about the supply of food and of the supply of utensils to the travelling public.

**Shri Trivedi** raised an objection and asked why Government have given a loan to Air India without interest. The hon. Member perhaps did not know that the advances made to IAC and AIJ since 1953 have been free of interest.

**Mr. Speaker**: From 'AIJ' one 'I' has been dropped.

**Shri Mohiuddin**: A Bill has been passed to drop it, but the notification has not yet been issued.

**Shri Prabhat Kar**: So, the Minister is up to date.

**Shri Mohiuddin**: Air India is an international airline. It has to compete

against world airlines and, with that view, it had to re-equip itself with the modern, latest and best aircraft. That is why it has purchased Boeings. It has so far purchased 6 Boeings. As hon. friends very well know, the cost of a Boeing is Rs. 4 crores. For the purchase of Boeings, Air India had to borrow money from abroad. The Export and Import Bank and a consortium of some American banks, having fully satisfied themselves with the financial soundness of Air India and its management, agreed to give the loans. As hon. Members know, banks do not advance money unless they are fully satisfied on the financial soundness.

**Shri S. M. Banerjee**: Palai Bank used to do it.

**Shri Mohiuddin**: Air India has to pay to these banks an instalment on capital as well as interest which comes to quite a large amount. That is a prior commitment of Air India, which is their financial liability.

**Dr. M. S. Aney** (Nagpur): What is the rate of interest?

**Shri Mohiuddin**: It varies from, I suppose, 6 to 6½ per cent.

**Shri Jaipal Singh**: Six per cent.

**Shri Mohiuddin**: If we were to consider the financial position of Air India, we have to take into account the financial soundness and what contributes to financial soundness. If we were to insist that Air India must pay interest on that part of the capital which we have advanced as loan—that is, about Rs. 12½ crores to 13 crores—at 4½ per cent, the result would be that Air India would have to pay to Government about Rs. 52 lakhs a year. That will be a further liability and we know fully well that they will not be in a position to pay Rs. 52 lakhs a year as interest to Government. So, the net result will be that this interest due to Govern-

ment will go into the balance sheet and impair the soundness of the balance sheet; it will simply add to the debit side of the balance sheet and unnecessarily swell it. And we know that with the accumulation of the debit side, it will be very difficult in future to write it off. And since it will not be able to repay, there is no alternative to writing it off.

13.17 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

Taking into consideration the experience of IAC all these years, it was decided that until at least the loan for purchase of Boeings was repaid—and it is expected to be repaid by 1966—the interest should be waived.

**Shri Birendra Bahadur Singh:** On a point of information. May I know whether Boeings were purchased by Air India after they were purchased and introduced by the other airlines?

**Shri Mohiuddin:** Yes.

**Shri Birendra Bahadur Singh:** Then, naturally, we have to compete with the other airlines.

**Shri Mohiuddin:** That is the object for which we purchased it. It has to compete with other airlines. There are hundreds of Boeings running from East to West, from the side of Japan, from Australia to Europe and from Europe to New York. Now, Boeings or other big aircrafts of the same size.....

**Shri Jaipal Singh:** Excuse me for the interruption. May I ask for some information? The question of the balance-sheet coming in was mentioned. Air India do not countenance chartering of flights by tourists because the rates would be more or less half. Neither do they provide charters nor do they permit charters to come into this country.

**Shri Mohiuddin:** Chartering is, of course a different matter. It is gove-

rned by the IATA agreement. There is a rule which says that chartering at a reduced rate will be possible only if certain conditions are complied with. So, chartering has nothing to do with the point raised by the hon. Member.

**Shri Jaipal Singh:** My point was something different.

**Shri Mohiuddin:** I hope my explanation has satisfied my hon. friend opposite regarding the reasons for the interest-free loans that have been given not only to Air India but also to IAC.

**Shri Mohammad Elias** was the only hon. Member who mentioned the Meteorological Department. The Meteorological Department is the one department which is carrying on a steady and sound scientific work silently and without any propaganda.

**Shri Hari Vishnu Kamath (Hoshangabad):** Question.

**Shri Prabhat Kar:** When it propagates it always comes false.

**Shri Warrior:** That means no result is coming out of it.

**Shri Mohiuddin:** I will just now explain. The annual report which has been placed at the disposal of hon. Members briefly describes the varied activities of the Meteorological Department not only deals with meteorology and climatology but it also covers other scientific activities which are directly connected with meteorology; for example, geophysics, seismology, geomagnetism astrophysics etc. I invite hon. Members to visit at their leisure the Meteorological Office in Delhi. I am sure that they will learn a good deal as to what the Department is doing and has been doing for the last 70 or 80 years.

The service of whether forecast is only one aspect of the Meteorological Department. It is a very important aspect, no doubt. One hon. Member just now questioned it when I said that the

[Shri Mohiuddin]

Department is carrying on scientific work methodically and silently, but I am sure that if hon. Members visit the Department and read the Estimates Committee's report on the Department of Meteorology, they will be satisfied that the work being done is of a very high order. The work done by the Meteorological Department has been appreciated all over the world and we send from here our officers on loan to so many other countries where their services are required.

As regards the forecast, Shri Elias unfortunately confined himself to one sweeping remark of condemnation, namely, that the forecast were not correct.

**Shri Mohammad Elias (Howrah):** Weather forecast for air traffic proves to be correct almost all the time but for the general public it always proves to be incorrect.

**Shri Mohiuddin:** I am afraid, the hon. Member is mixing it up. If it is correct for air traffic, it must be correct for the general public also.

**Shri Mohammad Elias:** Forecast for air traffic is made only two or three hours earlier but the weather report for the general public is made 24 hours earlier; so, it cannot be correct.

**Shri Mohiuddin:** In places like Delhi and Bombay it is done periodically every four or five hours. Hon. Members can ring up a specified telephone number at Lodi Road and find out what the weather will be during the next four to six hours. We are making a constant and a very rapid improvement in forecasting methods.

I might mention here that for the last 1½ to 2 years Delhi is the centre for the northern hemisphere forecasting. Information is received from all over the centres regarding the weather conditions in the whole of this region. It is tabulated here and the results are sent or broadcast to other places. This system has been introduced

specially with the introduction of the jets which must have long distance weather information when they start their services from one point to another because they travel 500 to 600 miles per hour.

The other important improvement is the starting of the Institute of Tropical Meteorology at Poona. Hon. Members already know about it and there have been some questions. The scheme has progressed quite satisfactorily and we hope that the Institute will start soon. That institute will be specially meant for research on tropical meteorology as well as for training our youngmen in meteorology specially tropical meteorology.

Shri Elias also complained that we do not have rules for direct recruitment. I assure the hon. Member that recruitment is made directly according to the rules where the Public Service Commission has to make the recruitment. Of course, there are certain rules and regulations approved by Government regarding promotion also for certain grades.

I hope I have covered almost all the points made so far. Any more point that may be raised will, of course, be replied to by the hon. Minister tomorrow morning.

**Shri Yajnik (Ahmedabad):** Mr. Deputy-Speaker, Sir, I profoundly regret to say that a somewhat step-motherly treatment has been given to the Gujarat State not only in the allocation of funds but also in the way in which the funds are spent. For the Plan in all Rs. 3,70,00,000 have been earmarked for intermediate and small ports of Gujarat, out of which the Centre finds only Rs. 1,70,00,000 and the Gujarat State, poor as it is and faced with deficits every year, has to put in a big amount of Rs. 2 crores. Looking at the long coastline of the Gujarat State and the number of intermediate and small ports with which it swarms, I thought that the infant Gujarat

State deserved a better treatment. So, I would appeal to the Government to see that more funds are allotted to the Gujarat State for looking after its intermediate and minor ports which are certainly within the province of the State.

But there is one major port that we have in Gujarat. That is the Kandla Port. I regret to say that all the big hopes that have been cherished about the Kandla Port have not only come through but have been seriously disappointed. According to the figures given in the Report, the picture looks fairly nice. Rs. 18 crores have been allotted for the Kandla Port. Revised estimates for 1961-62 show that about Rs. 115 lakhs will have been spent. A provision has been made for Rs. 122 lakhs for 1962-63. In the same way the Gandhidam Township has been allotted Rs. 357 lakhs in all out of which the Budget of 1962-63 provides Rs. 17 lakhs. Kandla port, during this year, is to have works relating the sixth berth, fishing jetty, construction of staff quarters, purchase of a dredger and other items. The Gandhidam township is to have works including the construction of roads, provision of sewage, etc. The rosy picture that emerges from these figures is belied by hard facts. During the last year, the work on the sixth berth was suddenly terminated. After all, the money has been spent, the Kandla port is not drawing general cargo. It mostly depends on Government cargo and oil freight. The latest report that I have about the Gandhidam township is that since the last four months, people are migrating from Gandhidam. The chief difficulties are higher prices of land and rents, of buildings, high rates of electricity managed by Gujarat Electricity Board, high water rates and no broad gauge connection with Gujarat. I may state here that though the plan has been approved for a direct broad gauge line between Jhund near Viramgam and Kandla, very little money has been set apart by the Railway Ministry. I do not

know when and after how many years the Kandla-Ahmedabad link will be in operation. The Kandla port itself suffers from high coastal freight rates. The free trade zone that was promised has not yet come into operation. No industries worth the name have been set up there. Kandla port and Gandhidam suffer from a kind of stagnation. When no new industries are starting, when the free trade zone is not yet within view, naturally, no high hopes are entertained today about its further development. Crores have been spent, I know. But, they have not brought any results worth the name. Money has been often sanctioned but not spent.

A dredger is now being bought. A dredger had been rented some years ago. After we had paid almost the entire cost of the dredger by way of rent, we returned back the dredger. We have been without a dredger for all these years. Dredging is most essential not only at Kandla but in the other minor and intermediate ports which we have in Gujarat. Dredging is necessary at Bhavnagar, Veravel, Porbandar, Okha, Bedi, Navlakhi, Mundra, Jakhau, Mandvi, Mahuva, Jaffrabad, Rajula, Bulsar, Bilimoria, Broach and Rupen. This is according to the report that has been submitted by a sub-committee that was appointed to look into the development of the intermediate and minor ports of Gujarat. Both the economy of the trade and the economy of shipping require that dredging operations should be carried on at the earliest date possible. Dredging is also essential to enable sailing vessels to handle a larger volume of trade at some of the minor ports like Mahuva and Rupen. Unfortunately, most of the ports, small and intermediate ports and also Kandla suffer from a lot of silting that gathers round these areas. A dredger has been the crying need of all the ports of Gujarat. Unfortunately, the Centre has given no priority to these dredging operations, with the result that we are left today without any dredger. The Government

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of Gujerat is asked to find a dredger from the money, that it has to find for buying the dredgers and for cleaning up the intermediate and minor ports. I would ask the Centre to pay very serious attention to this urgent need of dredging. I would also request that they should not leave dredging to the sole care of the Gujerat State. They should also help the Gujerat State, preferably with a couple of dredgers so that the immediate need of dredging of the intermediate and minor ports may be fulfilled very soon.

There are one or two ports about which I have to say a word. There is the port of Porbandar, an intermediate port now. Not only the Government of Gujerat, but the National Harbour Board has agreed that it should be developed as an all-weather port provided its freight comes to about 5 lakh tons a year. Shri Rashik Lal Parikh, a Minister of Gujerat State, has adduced figures to show not only a tonnage of 5 lakhs, but a tonnage of probably 7 lakhs by the time the Third Plan is over. On the basis of these figures that have been supplied by the Gujerat State, a request has been made to the Central Government to allot about Rs. 5 crores and 25 lakhs that have been promised if Porbandar port was to be developed as an all-weather port. The Central Government has apparently sent the report to other Ministries. Not only the Gujerat State, but the people of Gujerat are waiting for a decision of the Central Government on this vital point. I would request the Central Ministry not to sit like spinnix preserving golden silence on the subject, but to communicate its decision at an early stage. A large number of industries are developing and have been recently established in Gujerat. The Cement industry is developing and at very many places, it is being expanded. Chemical industries are expanding. About Rs. 15 crores have been invested by industries on

the understanding that the Porbandar port would be developed as an all-weather port. Looking at all this, I think it is absolutely necessary for the Central Government to make up its mind very soon and favour the Gujerat State with its decision and help them to the extent of Rs. 5 crores and 25 lakhs for the development of Porbandar as an all-weather port.

Next, I have to draw attention to the port of Cambay. Unfortunately, Cambay has no traffic worth the name today. It was an old port. It was a port that served the whole State of Gujerat some centuries ago. It was a port for embarking especially for Mecca for pilgrimage. Now, it has fallen on evil days. That port did have a traffic of about 1 lakh tons about 10 years ago. But, there, again, there has been silting. There has been no dredging operation. There has been complete neglect of this port. Therefore, the matter has been placed before the Hydrographic committee. The Gujerat State has represented this matter recently also and asked the Hydrographic committee to carry on hydrographic survey of this port as soon as possible. This matter has been before the Hydrographic Committee since 1953. It was agreed in 1959 that it would be taken up as a priority B project, that is to say, that this hydrographic survey would be completed within one or two years. But two years have gone, and yet we have no assurance from the Centre that this hydrographic survey would be carried out as soon as possible.

It is not merely a question of the Cambay town or the vicinity of Cambay. It is a question that concerns the waters between Bhavnagar and Bombay, because Cambay is situated at a strategic site. It is almost between Bhavnagar and Bombay and Billimora. The whole water area has to be thoroughly surveyed so that the possibilities of developing any kind of port at Cambay and near Broach and near Surat and near

Billimora can be thoroughly examined. I submit in all humility that it is high time that the Centre took a decision to make the necessary arrangements for a complete hydrographic survey of the Cambay and surrounding waters as soon as possible.

So far as posts and telegraphs services are concerned, I have to say only one or two things. As you know, the posts and telegraphs services employ about 2½ lakhs people, and the efficiency of the whole Department would depend upon the conditions of work. Unfortunately, the most serious complaint that can be made about this Department is that its office buildings and quarters leave much to be desired. To give a few examples, the Asarvana post office has 30 people working in a room of the size of 12'x18'; the Surat post office and the Madras GPO are equally congested. The Bombay Stock Depot is worse than a dungeon. The telephone exchange building at Ernakulam is a very old building and has no sufficient space for such a big exchange. The new building for the telephone exchange in Cochin is very defective; cracks have already developed, and the officers concerned have not been properly dealt with.

While such is the condition of the post offices and telephone exchanges, what is to be expected about quarters for the personnel of the posts and telegraphs offices? Here, the performance of the Posts and Telegraphs Department compares very unfavourably with that of the railways and other similar Departments. While 36 per cent of the employees of the railways are housed in railway quarters, and while 21 per cent of the other civil department employees are housed in Government quarters, only 4.4 per cent of the total staff of more than 2 lakhs have been provided quarters by the Posts and Telegraphs Department. Why is that so?

Besides, sometimes, we find that the money that has been provided is not spent. For instance, under the head 'Postal', Rs. 17.24 lakhs were

allotted for buildings last year, out of which only Rs. 4.95 lakhs were spent. Under the head 'Telegraphs', Rs. 6.77 lakhs were allotted for buildings, but only Rs. 2.16 lakhs were spent, which is again less than one-third. Why is that so? We were told that the Posts and Telegraphs Department were going to have their own arrangements for building their buildings. All that they have done is that they have appointed a liaison officer.

I say without any possibility of contradiction that the Posts and Telegraphs Department will never have their up-to-date modern offices and sufficient quarters for their personnel till they make their own arrangements like the railways to build their own buildings. Let them get out of the old groove, and let them not depend all the time of the CPWD. Let them have their own building staff for building the necessary buildings, and it is only then that they will be able to solve the problems that probably vex them and vex their personnel more.

With these words, I would again request Government to pay more serious attention to the ports, major, intermediate and minor ports, of Gujarat and provide more liberally for their development.

**Shri Osman Ali Khan (Anantapur):** While I support the Demands for Grants of the Ministry of Transport and Communications, because of the limited time that is available to me, I shall confine myself to the subject of civil aviation.

Civil aviation has a vital role to play in the present-day world. When the nations are progressing fast towards the concept of one world, there is the greater need today than ever before for building up faster communications between the countries of the world. Nothing helps more in the building up of better relations and good-will and understanding between nations than the visit of people from the country to another. International

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trade and commerce has developed to such a degree that a fast international air transport has become a necessity.

Thanks to the advance civil aviation has made during the past decade, the vast distances between countries are now reduced to a matter of hours. The situation of our country on the air map of the world is very favourable. Situated at the head of the Indian Ocean, the traffic from the East to the West can very conveniently pass through our country. Even internally, the vast expanse of our country is most favourable to long air-routes, the clear skies and the temperate climate are most suitable for flying.

The Department of Civil Aviation deserves to be congratulated for the operation of its international airline. The Air India is known all over the world as one of the best airlines in the world. Indeed, it is an honour and it is a matter of prestige for the country that we should have such an efficient airline.

An authority on civil aviation has pointed out:

"The position of well-developed air transport, especially for international traffic, is a factor which can enhance the prestige of a nation at home and in countries abroad. The very extent of such air transport seems to indicate that the nation is progressive, efficient and highly civilised and that it is contributing its share to the progress of mankind".

I have no hesitation to say that Air-India International has enhanced the prestige of our country in the world. With the delivery of the sixth Boeing, our international airline will be an all-jet airline. It is the only airline in the world which provides jet service with the most modern Boeing 707 on all its routes. With the sale of the fleet of super-constellations to the Defence Ministry, which it has now been concluded, Air-India Inter-

national would have achieved the objective of standardising one aircraft, and that the most modern aircraft available—Boeing 707.

Looking at the financial picture, I should say that the results are most encouraging. We have made a net operating profit of Rs. 117 lakhs for the year ending March 1961. Even for the past year year, 1961-62, we have made a profit of Rs. 50 lakhs, which I should say is really very good. The past year has been a very bad year for international airlines all over the world. BOAC incurred a loss of about Rs. 8 crores, TWA incurred a loss of Rs. 6 crores during the first six months of the year and KLM has incurred a loss of Rs. 5½ crores during the same period. These losses are due to several factors. Firstly, because of the introduction of Boeing by the international airlines, they have developed more capacity. Secondly, there has been an annual increase of 12—14 per cent in the traffic, but this year that increase is not there. Thirdly the policy of the US Government to conserve dollars and that of our Government to conserve foreign exchange has restricted the growth of air traffic. In these circumstances, if Air-India International has made a profit of Rs. 50 lakhs, it is really very good.

I have a word of caution. The service of Air-India International is considered to be one of the best in the world. The 'Air India Maharaj' signifies all courtesy and care to the passengers going on this airline. But in the recent past, a tendency is observed to slacken in respect of service to passengers. It is very necessary that sufficient courtesy and care has to be shown to passengers on board the airline and also at the air offices. I am sure Air India will give sufficient thought to this in time and will be able to keep upto its reputation.

The work of acquisition of land at the Madras airport was already considerably delayed. Now that the land

has been handed over by the Defence Ministry, I hope the work will go on according to schedule and at the earliest possible time, the Boeing will be landing in Madras airport which is an international airport, in place of the Comet service which we are proposing to have shortly. There is much traffic from Madras airport to various places, particularly to Malaya and Singapore, and the public of Madras are eagerly awaiting the Boeing service to land there.

Coming to the internal service, I very much regret to point out that it is as unsatisfactory as our international airline is satisfactory. The services are inadequate, the cost of operation high and efficiency low. I cannot understand why there should be such a disparity between the two sister airlines. I very humbly point out that the Indian Airlines Corporation needs to improve its management technique, with particular emphasis on planning.

At this stage, I must mention that there is sufficient justification for the amalgamation of the two air corporations, Air-India International and IAC. Apart from the advantage of better efficiency that may result therefrom, there will be an immediate saving to the extent of Rs. 6 lakhs annually as a result of the merger. The Estimates Committee in its 41st Report had recommended a common corporation in place of the two at present existing. The Ministry had then replied that the merger could take place at a later date. I should say the time has now come when the merger should take place. If, however, the merger is to be delayed for any technical reasons, I should say that the recommendations of the Transport Inquiry Committee have to be implemented. The recommendations of the Committee are as follows:

"Even with a statutory corporation, we are persuaded that it is important for the success of the enterprise that an outstanding man of business with administrative ability and drive preferably with sufficient

experience of air transport should be appointed as chairman of the organisation".

The Estimates Committee had also made a similar recommendation. While agreeing with this view, Government have pointed out that it is not easy to get a person with such experience and qualifications. Even here there is a solution possible. The Estimates Committee has suggested that there should be a common chairman for the two corporations with a common board. At present we have a very able chairman for Air-India International and we are seeing the wonderful results in the same corporation. I am sure if we have a common chairman for the two corporations with a common board, IAC will benefit considerably and it will be in the interests of all.

14 hrs.

One of the main handicaps besetting I.A.C. is the inadequacy of capacity. Just now the hon. Minister pointed out that probably during the coming season all seats are booked by tourists who are coming to this country and it will not be possible, perhaps, for any of us to get seats in the Indian Airlines. In this connection, Shri Jaipal Singh had mentioned that instead of the Caravelles, we should immediately have Viscounts and that we should wait for another two or three years when we can go in for another type of Boeing. I very humbly differ from this view. It was pointed out that the Caravelle has only 64 seats. That is not correct. I have myself travelled by that aircraft, by Caravelle; and it can easily carry 80 passengers. Today, in place of the 40 or 42 seats that the Viscount has—it may carry 44, taking all things into account—taking into consideration also the operating expenses, Caravelle aircraft should be a very economic proposition. It is said that the initial cost, the capital cost is going to be high. Because the capital cost is going to be high are we going to have uneconomic aircraft or less pro-

[Shri Osman Ali Khan]

fitable aircraft? No, Sir. This aircraft, Caravelle is a first-class aircraft which can carry 80 passengers. Certainly, we are not going to wait for 2 or 3 years because right now there is the need for increased passenger capacity.

Shri Jaipal Singh has given further details; he has mentioned many minor and technical details. But, I must say that if an aircraft carries 80 passengers, we should go in for that and it should be an advantageous proposition.

He mentioned some other factor which must be taken into consideration. We have the problem with our Dakotas, the sale of Dakotas. If we buy an aircraft we must always think of its re-sale value; and we should be able to sell them when we want to go in for better type of aircraft. That point has to be examined by the Ministry in detail.

The Night Air Mail Service has not made any progress since its inception. At the present moment, we have only 4 cities of India that are connected by this Night Air Mail Service, Delhi, Calcutta, Bombay and Madras. But I must point out that it should be possible to connect the capital of each of the States with the Night Air Mail Service.

Take the example of Hyderabad. Hyderabad is the capital of Andhra Pradesh. It is only 1½ hours by air from Madras. A letter posted in Madras today will reach Hyderabad after 3 days. If it is posted today, it would be cleared tomorrow by air and it reaches in the evening and it will be delivered day after tomorrow. It is very serious. Feeder services should be connected to Nagpur. We can connect Hyderabad, Madras and Cochin with Nagpur. Similarly, in the other cases also. Wherever the State capitals are not connected by the Night Airmail, feeder services should be connected with Nagpur so that all the

capitals of the States are connected by the Night Airmail Service.

Mr. Deputy-Speaker: The hon. Member should conclude.

Shri Osman Ali Khan: Sir, I would just point out that sufficient attention has to be paid to reduce the wasteful expenditure that is now visible in the I.A.C. Thousand clerks sit and count and recount the tickets that are already sold. I feel that if some attention is paid intelligently and in a practical manner, it should be possible to reduce this expenditure by 50 per cent.; and it would result in a saving of Rs. 6 lakhs a year.

Even on the engineering side, there is great scope for reduction of expenditure. While the overhaul of an aero engine is an exact technical operation, now a considerably longer time is being taken in the overhaul of these engines and also in the overhaul of aircraft. The committee that was set up to study the financial aspect of the I.A.C. and Mr. Wheatcroft who was connected with it, have recommended standard costs of operation for each type of aircraft and standard maintenance cost and schedule. The I.A.C. has not, so far, seen its way towards the implementation of this suggestion.

The financial picture of the I.A.C. is rather disappointing. This year, we have incurred a loss of Rs. 11 lakhs, while we had made a little profit during the past 2 years. I am sure if they would introduce larger aircraft soon, and, if we keep a watch over expenditure, it should be possible for the I.A.C. to come up to our expectations in the years to come.

Shri Surendranath Dwivedy: Sir, I want to confine myself to the cut motion, that is, the need for developing Pradi as all weather port during the Third Five Year Plan.

This is a problem which we have referred to in this House since many

years now. And, it seems a lot of activity is going on outside. But, very little information is being given to us in this Parliament.

The House may remember that in the year 1957, on the 13th December, a non-official Resolution was tabled from the side of the Opposition asking for making Paradip a major port before the completion of the Second Five Year Plan. We had a thorough discussion. All that the Minister could tell us at that time was that the examination of all the aspects of the question was not over and that some Japanese team or some other team was going into the question and that the Poona Research Station was also seized of the matter; and after all these things were available, they would be able to finalise the matter.

Then, the Third Five Year Plan came. Even then, the Intermediate Port Development Committee or the Third Planners themselves did not decide in favour of making Paradip a major port. They only recommended that Paradip would be made an intermediate port, for which some money has been provided and about which a reference has been made in the annual report of the Ministry.

All that I want to know is what is the basic difficulty about Paradip. I do not make this demand only because it is in the Orissa coast or that it will benefit the Orissa State. But national interest demands that we should have a major port in the east coast. And, especially, when Orissa has such vast resources of iron ore which can be very cheaply exported to Japan and other foreign countries which are in need of it, by having a port at Paradip it will open the way for export and, as a result, we will earn foreign exchange which is so much needed at the present moment.

I submit that some such blue-print is before the Planning Commission, submitted by the Government of Orissa for making Paradip a major

port. As I mentioned earlier, there are many reports appearing in the Press about this. The latest information that the Ministry has given us in this House on the 3rd May is that Rs. 150 lakhs to cover the first and second priority for works recommended in the report of the Port Development Committee has been provided and no further sums have been earmarked for the development of Paradip.

I am sorry that probably—intentionally or unintentionally, I do not know—the information is being concealed from the House in order to take political advantage of it. I make this charge because there have been reasons for me to believe that this matter has more of politics in it. Even during the elections it was made an issue.

The Prime Minister visited Paradip port. It was given out in the papers that he was going there to lay the foundation-stone for making Paradip a major port during the course of the Third Five Year Plan; whereas here is the reply on the 21st November, 1961 when the Minister had told us that there was no use agitating for Paradip as there is no provision made in the Third Five Year Plan to make it a major port.

I wrote to the Prime Minister and asked him whether it was a fact that he was going to make this precise announcement to the effect that the Planning Commission and the Government of India have accepted Paradip as a major port and all schemes have been accepted. Of course, in his reply, how could he say that the Government of India have accepted it? He said he could not give a precise undertaking. At the same time, why I say that politics was in it is because the Prime Minister who was requested to lay the foundation-stone actually went there, not for laying the foundation-stone for making Paradip a major port but to commemorate his visit. That was utilised in the elections to show, "here

[Shri Surendra Nath Dwivedy]

is the stone laid by the Prime Minister for making Paradip a major port". I think that game is still continuing, because the present Ministry wants to show that they alone have been able to get Paradip and that, therefore, the people in Orissa should support, not all Congressmen but the present group of Congressmen, who are in the Ministry.

I want the Minister to let the House know what is the latest position regarding this matter, and whether the plans that have been submitted have been accepted. It is reported that the Chief Minister of Orissa and the Commerce Minister or somebody are going to Japan sometime in June or July to negotiate about the export of iron ore, and the money earned out of that will be utilised for developing Paradip port.

Again, here is a news item published in the *Times of India* of 21st May—yesterday—the news item emanates from Madras—to the effect that a contract for the development of Paradip port in Orissa is expected to be entrusted to the National Building Construction Corporation, a Union Government undertaking. It is learnt that the work on the project is estimated to cost about Rs. 15 crores. The matter was discussed in detail recently by Shri K. S. Krishnaswami, the Managing Director of the Corporation with Shri B. Patnaik, Chief Minister of Orissa. So, the outside world, the newspaper world, knows more about this than Parliament. I went through the entire report on this Ministry reading about the major schemes, the details of which have been given under the Demands, but I find no mention whatsoever of any money being provided for Paradip port. But in the news item it is said categorically that Rs. 15 crores are to be spent and that the Government of India undertaking, namely, the National Building Construction Corporation, is going to undertake the job. We all will be happy about it.

because we are making that demand, namely, that the Paradip port must be developed before the end of the third Five Year Plan. All that I want from the Minister is this. He must categorically tell us what is the position in regard to Paradip; whether they are really taking any positive steps to see that the work in Paradip is completed, as a major port, before the end of the third Plan.

Now, you will find another newspaper report, wherein it is said that the National Council of Applied Economic Research in Delhi has been entrusted with the task of examining the commercial and economic possibilities of Paradip port. The Chief Engineer has been appointed and a canal has been dug; an express highway is being built with crores of rupees. All these things are reported to be proceeding. It is all to the good. It is good that there is a little activity in this matter, but why is it that Parliament is kept completely in the dark about the whole matter?

As I have stated, we will be happy; it will be a day of rejoicing not only for Orissa but for the whole country if we have a major port at Paradip. We all want that to happen and be accomplished during the third Plan. My only point in rising on this occasion was for making a reference to this matter in the House. So, let not the Minister be a party to the politics introduced in this scheme. I especially make an appeal to Shri Raj Bahadur, because, in the course of the debate in this House in 1957, I pleaded for the major port at Paradip, and I had then just mentioned that probably this Ministry was carrying on in the old traditions of the imperialists who had looked to this problem only from the point of view of big cities—Madras, Bombay and Calcutta. And then, my hon. friend, the Minister, appealed to me thus: let us leave the agitational approach; let us work in harmony and let us not introduce anything else. "What we

need is a harmony of hearts so that we can think together in a peaceful and calm manner about the problems which confront us". There will be no dispute as regards the sentiments especially when matters of national importance are concerned. But I deprecate the political things introduced in these matters.

So, I want the Minister to make it clear on the floor of the House that no political considerations should weigh in these matters and that nobody should take any political advantage whatsoever. For the needs of the country, for the defence of the country, for the success of our Plan, for export and for all other possibilities, we want that a major port at Paradip should be established.

**Shri Muthiah (Tirunelveli):** Mr. Deputy-Speaker, Sir, I rise to support the Demands for Grants for the Ministry of Transport and Communications. The Ministry of Transport and Communications deserves credit for its great achievements in road transport during the last ten years. After Independence, we have made great progress in road transport. So far as the Madras State is concerned, almost all the villages have been connected with good approach roads connecting the main roads and the national highways. In this, I may say that we are a little better off than even U.S.S.R. where, as has been pointed out by visitors who have returned recently from that country, in the countryside there are no good roads. But, with all the creditable achievements made in road transport, much yet remains to be done in the matter of development of ports and shipping.

On this occasion, I would like to speak a few words on the development of Tuticorin port into a major harbour. The scheme has been there for a very long time, for over 30 years, but nothing tangible has yet been achieved. In this connection, I would like to tell the hon. Minister and this august House that the Madras

Government are most earnest and most helpful in the development of the Tuticorin port. Recently, on 23rd April, 1962, the Madras Government, by their G.O. No. 1155, entrusted the Tuticorin harbour development works to the Government of India under article 258A of the Constitution.

The have also, by their G.O. No. 890, dated 2nd April, constituted a high-power committee for the development works of the Tuticorin area in view of the harbour development. They have appointed recently a liaison officer, Shri C. V. S. Mani, I.A.S., to assist the Central Government in the harbour development works. I would also like to bring to the notice of the Transport Ministry the resolution of the Tuticorin Port Trust Board, dated 11th May, 1962. The resolution has been communicated to this Government through the Madras Government. The Trust Board has expressed in that resolution its deep disappointment over the prolonged delay in the implementation of the harbour development scheme. One year in the third Plan period has gone, and the work has not been started. The engineer, Shri Venkatanarasimhan, appointed by the Central Government, has not yet taken charge. That is the information that I got recently when I had been to Tuticorin just a week ago. He has not yet taken charge and no works have been undertaken. The Ministry has, however, allotted for this year, 1962-63, Rs. 12 lakhs, and for that our gratitude is due to the Transport Ministry. The Port Trust has made earnest efforts for 30 years for the port development and it has spent about Rs. 30 lakhs in this cause. At their instance, several surveys have been made such as hydrographical survey, topographical survey and geological survey. Further many boring tests have been carried out recently at the instance of the Port Trust, and these tests are most successful and most encouraging for commencing the construction works, such as construction of 5 berths and 5 mooring berths.

[Shri Muthiah]

The Madras Government are ready to supply 1 million gallons of water per day for the proposed harbour. The Port Trust Board are prepared to give any extent of land out of their 1,000 acres to the Central Government for commencing the work. The Port Trust are willing also to hand over their spacious bungalow at Tuticorin for Central Government offices and quarters. Many industrialists like Messrs Kothari and Sons Limited are postponing the starting of their industries, awaiting the commencement of the harbour works.

I would request the Central Government to consider the following favourable points. Tuticorin is on the east coast of our country and it can be called the Gateway of South India. There is no major harbour south of Madras, and Madras is too heavily congested. Tuticorin has been the foremost among the intermediate ports and its trade is fast increasing every year. Its trade now is about 1 million tons and in five years, it is likely to increase to 1½ million tons. The existing port is quite insufficient to cope up with the increasing trade. Tuticorin has a considerable volume of export trade, which earns a good deal of foreign exchange. Its chief exports are salt, cement and cement products, senna leaves, dry fish, yarn and textiles, tanned hides and skins, fibre and other palmira products, chillies, onions, potatoes and tamarind.

The proposed harbour near Hare Island commands sheltered water and if it is outside the cyclone belt. Therefore, it can be easily developed into an all-weather port. The port is well linked with the hinterland by good railway lines and good roads. The proposed harbour needs a depth of 36 feet and fortunately, rock is found just below 33 feet. So, there is no need for rock-breaking. Thus, it is most easy and most economical to construct the harbour. One more point of consideration is that

Tuticorin is destined to be the centre of marine chemical industries in Madras State in the near future. Finally, I submit that all preliminary investigations for the proposed harbour have been completed, and detailed surveys and estimates have been prepared. In view of all these favourable factors, I appeal most earnestly to the Government of India to expedite the scheme and start the construction works without further delay.

**Shri Imblichibava (Ponnani):** *Commenced speaking in Malayalam.*

**Mr. Deputy-Speaker:** Can he read the English translation of his speech for the benefit of the Members?

**Shri Warrior:** The practice is that an English translation is submitted earlier.

**Mr. Deputy-Speaker:** I have got the English translation of his speech. That is why I am saying he can as well read that. He will be helping the Members to understand him.

**Shri Daljit Singh (Una):** We are not able to understand him.

**Mr. Deputy-Speaker:** He has given an English translation of his speech.

**Shri Harish Chandra Mathur:** He is well within his rights in speaking in Malayalam.

**Shri Raghunath Singh:** We are happy to hear him.

**Shri Birendra Bahadur Singh:** On a point of order. Generally, when speeches are made, the Minister takes down notes. Is the Minister taking down notes of his speech?

**Mr. Deputy-Speaker:** The English translation will be passed on to the Minister.

**Shri Raj Bahadur:** Whatever point he has raised will be duly considered and whatever we can do about it will be done.

**Shri Warrior:** Can we not take advantage of those Ministers who can follow that language?

**Shri Raj Bahadur:** I cannot do that now.

**Shri Radhelal Vyas (Ujjain):** Does not the hon. Member know English? If he knows English, what is the difficulty in speaking in English?

**Mr. Deputy-Speaker:** He cannot express himself properly in English.

श्री बागड़ी (बिहार) : अंग्रेजी से इतना प्यार क्यों है ? माननीय सदस्य एक हिन्दुस्तानी भाषा बोल रहे हैं। इस बारे में एतराज करने की क्या बात है ?

\***Shri Imbichhava:** Mr. Deputy-Speaker, Sir, Let me first of all thank you for having given me an opportunity to participate in this discussion on the demand for grants for the Ministry of Transport and Communications. As you know Sir, people like me suffer from a serious disability. The convention in this House is that speeches should either be in Hindi or English. But since I am not in a position to communicate in either of these languages effectively, I have to speak in my mother-tongue Malayalam. I am sure there are so many other members here who suffer from the same disability like me and it is sure that in future, with the development of democracy in our country more and more people's representatives like me will be returned to this House. It is therefore, necessary that proper arrangements should be made for the free use of all the 14 languages enumerated in the Constitution in this House. I am sure that you as the custodian of the House will give earnest consideration to this aspect.

I want to place only a few problems before the House. First of all I want to bring before this House

the plight of the sailing country craft industry of the West Coast. This is a centuries old industry of West Coast especially Kerala. But what do we find? While every other sector of the economy has a plan, there is no plan for the development of this industry. As a matter of fact, this country craft trade in our side is the mainstay for thousands of people on the Malabar coast. Lakhs of tons of merchandise is carried in these sailing vessels. But there is no proper scheme for the protection on development of this trade. In fact while the country is obliged to spend crores of rupees of foreign exchange for the purchase of ocean-going liners, practically no attention is paid to this aspect of our traditional shipping. The Government has almost ignored the potentialities of this mode of transport in the solution of our problems of coastal trade.

Let us see what are the main problems of this industry. First of all the question of safety in navigation and facilities for rescue in face of storms etc. Practically the Government measures are only the usual storm warning signals in light-houses and ports. This is not enough. Most of these country crafts have no special instruments to see these signals from long distances especially when the weather is squally. They do not have other modern navigational aids like radio equipment etc. Therefore very often they fail to notice these signals and are therefore subject to great risks. Every year lakhs of tons of merchandise and many crafts are destroyed in storms and bad weather. That the Government do not have proper statistics of these losses itself is proof that no attention is paid to this problem. It is not enough to put up warning signals. There must be a series of rescue stations on the West Coast at every 50 mile distance, from Gujrat to Kerala. These stations must be

\*English translation of the speech delivered in Malayalam.

[Shri Imbichibava]

equipped with high speed tugs to tow the sailing vessels in distress to safety. Because these sailing vessels cannot rust to safety just by seeing the warning signals. They have to be helped while in distress by being towed to safety.

Then regarding the arrangement for training of tindals etc. The report says that 6 training centres have been set up to train tindals. I have seen the centre of Kozhikode and I can say that it is an utter failure. There is no arrangement for housing or messing for the trainees. They have to find money to meet their expenses, during training. These tindals are poor people and they have no means of independently to meet these expenses. It is therefore necessary to provide the trainees with some allowances sufficient to meet their expenses during training period. Due to this reason, the Kozhikode training centre has not been able to attract trainees. I hope the Government of India will make some provision for helping the trainees.

Then there is the problem of loans and advances for construction of craft, etc. Practically no help is being given for this purpose. Similarly technical improvements should be made in the construction of the crafts. Minimum navigational aids like radio-receivers, signalling equipment etc. should be installed to reduce navigational risks. Possibility of mechanising these crafts should be explored and suitable engines etc. should be developed. For all this the Government should give aid, should formulate plans etc. While crores of rupees are being given to the modern merchant shipping industry, practically nothing is being done to help this traditional mode of transport. It is completely neglected.

Then some lines of trade should be reserved for the traditional country craft trade. Now we are doing

so many things to help our traditional industries like handlooms, cottage industry etc. Certain lines of production are reserved for these industries in order to save them from extinction. Similarly in order to save our sailing vessel trade, some item of merchandise should be reserved for this mode of transport.

Lastly, I find from the report of the Ministry that central and regional advisory committees for sailing vessels have been set up. But there is no such committee in Kerala which is the State most interested in this matter. I, therefore, request the Government to set up a Committee with its centre in Kozhikode. But these committees have not done any useful work. The Central Board has met only once during four years. If this is the way these committees function, then it is not very useful.

Next I wish to refer to the conditions of the workers in the harbour-craft. These crafts with tonnage of 50 to 100 tons are used to take merchandise to and from the jetties and warehouses on the shores to big ships berthed three to four miles off the shore. These poor workers are not provided with any amenities like shelters, canteens etc., on the shore. While something is being done in big ports like Bombay, there is nothing in places like Kozhikode, Ponnani and other smaller ports. They have to cook, eat and live for days together in these crafts. They live a hard and miserable life. The Government should give attention to the welfare of these labourers and provide minimum amenities for them at these intermediate ports.

Then I come to the question of development of Ponnani in Kerala as a support port to Cochin. Cochin is already a crowded port with a big harbour, naval base, oil terminus etc. It is, therefore, necessary to develop a support port to Cochin. Ponnani should be developed as a support port for use during fair weather to ease congestion in Cochin.

Then I come to the report of the National Council of Applied Economic Research on the problem of developing Bepore port. The Council's survey has found that the present average annual traffic of Kozhikode-Bepore is 290,000 tons. Important foreign exchange earning commodities like tiles, timber, cashew kernals, pepper, coconut etc. are exported from this port. The survey has estimated the traffic potential of Bepore by 1965-66 at 5,22,685 tons. In order to improve the existing facilities and make Bepore an all-weather deep-sea port, the Council has recommended a series of measures. They have made nine recommendations including construction of a long jetty, provision of electric cranes, transit sheds, water supply, staff-quarters etc. I urge upon the Government of India to make provision during the Third Plan for these works for the improvement of Bepore port.

When I come to the problem of Haj pilgrims from India I have to say that a large proportion of Haj pilgrims from India visiting Jeddah are from Kerala. But Pilgrims from Kerala have to come all the way from Kerala to Bombay for embarkation. As a result they have to incur huge extra expenditure and undergo a lot of unnecessary sufferings. Kerala has an excellent port at Cochin where the facilities for passenger traffic are available in plenty. It has been a long-standing demand of Kerala people that facilities and arrangements for Haj pilgrimage should be made at Cochin as a port embarkation for Haj pilgrimage. I hope the Government of India will at least now take this matter seriously and set up a Haj Committee at Cochin also. The relevant amendments to the existing Act on the lines suggested by Shri A. K. Gopalan in his non-official bill some time back should be undertaken.

Lastly, I come to the National Highway programme in Kerala. We find from the answers given to questions in this House that the National Highway projects in Kerala are lagging behind miserably. Even schemes included in the First Five Year Plan

have not been as yet completed even though this is the second year of the Third Plan. Out of 58 projects in the Second Plan, only four projects have been completed. Twenty of the Second Plan projects have not even received sanction. At this rate I wonder how long it will take to complete this programme in Kerala. This is a most deplorable state of affairs. All planning loses its meaning if projects included in the First Plan are not completed even in the Third Plan. I, therefore, request the Government to take up this question in a more serious manner and see that the projects are executed in time according to plan.

Finally, I wish to refer to the coastal road running through Palghat and Trichur Districts known as the Tippu Sultan Road. The responsibility for the construction of this important coastal road should be taken up by the Centre. Also, two important bridges, the Chetuvaye Bridge in Trichur District and Veiyankode Bridge in Palghat District. This road connects a number of important pilgrim centres in Kerala like Cranganore, Tripprayar, Guruyaur etc. These are great temples in Kerala which are visited by lakhs of pilgrims every year. The road is also of great commercial and economic importance. I urge upon the Government of India to take up the work of this road and these bridges during the Third Plan itself.

**Shri Thirumala Rao (Kakinada):** Mr. Deputy-Speaker, Sir, it is a matter of satisfaction not only to this House but to the vast mercantile interests outside the country that the dispute between the pilots association, Hooghly, and the Government has been satisfactorily solved even before the Demands for Grants have come up before the House. I think the experience, foresight and statesmanship of the Minister and the Minister of State are largely responsible for bringing about this dispute to a satisfactory conclusion without appearing to be giving away much that compromises the interests of other services which have got a sort of antagonistic attitude towards the demands of these pilots.

[Shri Thirumala Rao]

With regard to the other items of Demands that have come up, I am bound to be parochial and voice the grievances of my constituency and the part of the country from which I come before I take up the time of the House to answer a very important point that has been made the bone of contention and controversy in this House, the other House as well as among the public.

Take the question of construction of bridges. I come from East Godavari District. The bridge on the river Godavari is one of the main connecting links between the highway from Calcutta to Madras and even up to Cape Comorin in the south. This bridge has been pending completion for the last ten years. My late lamented friend Shri Kala Venkatarao, who is well known in political circles laid the foundation stone as Minister of Andhra eight or nearly ten years ago, and the bridge is still in the process of being built. There are two connecting bridges on the two main tributaries of the river Godavari. One is Gautami near Alumuru. Out of Rs. 175 lakhs estimated expenditure, Rs. 117 lakhs has been spent and another Rs. 40 lakhs is asked for in the present Demands. The other one is Vasishtha. Out of an estimated expenditure of Rs. 94 lakhs only Rs. 5,30,000 was spent last year and it is expected that Rs. 15 lakhs would be spent in the current year. For the next year they are demanding Rs. 80 lakhs. I would request the hon. Minister to see that this work is expedited and the main artery of one of the highways that contributes to the prosperity of the country will be an accomplished fact without much delay.

Coming to another point, it has been my annual ordeal of bringing to the notice of the Ministry and the powers that be that Kakinada is a port that has to be developed immediately. If you see the figures of total tonnage completely taken up in all the big ports you will see that Vishakhapatnam lifts a load of nearly 24 million tons every year. It is slightly bigger

than Madras port. Bombay handles 11 million tons every year and next comes Calcutta. Between Madras and Calcutta, we have got only Visakhapatnam port, which is being choked with all sorts of export and import trade. It has become the main receiving port for all the heavy machinery for Bhilai, Rourkela and other steel plants that are started round about Bihar and Orissa. That port has not got any big hinterland with agricultural development. It has to depend upon its exports from far off places for manganese and iron ore—300 or 400 miles away from the port. The Kakinada port that has been visited by the hon. Minister, Shri Raj Bahadur, other Ministers and men in authority and experts has been certified as having all the natural facilities for developing it into one of the very good ports in the east. I think that port can be developed with an expenditure of Rs. 4 crores to 5 crores.

I would ask the hon. Minister to plan ahead, sufficiently ahead, to meet the expanding demands of the economy of our country. We are now making provision for an export of nearly Rs. 1,700 crores. The main ports that are taking these exports and imports are the big ports of Calcutta, Bombay, Cochin, Visakhapatnam and, to some extent, Kandla. Of course, Kandla has not come up to the expectations of the planners. It has proved a disappointment to some extent. Therefore, I would request my hon. friend to give some consideration and thought to see that this port is developed and some substantial amount is allotted for that and see that the object is realised within the next four or five years so that the expanding demands of our economy, trade and commerce will be adequately met by having another good port between Visakhapatnam and Madras on one side and between Calcutta and Madras on the other side.

With regard to shipping, we are in a very poor condition in this country. If we see the total world ship-

ping, our contribution is only 66 per cent of the total world shipping. The share of United States is 19.14 per cent; the share of United Kingdom is 16.28 per cent. Next comes Japan, a small country with a population of 9 crores, whose share is 5.34 per cent. A still smaller country with a population of hardly 30 or 40 lakhs, Norway, has a share of 8.63 per cent of the total world tonnage. India occupies one of the lowest position with a percentage of 66. When we compare our position with that occupied by the rest of the countries, we find that it is not very encouraging.

Therefore, it is but right that the Ministry takes every opportunity and every available resources and assistance that is required to augment its total tonnage. By the end of the Second Plan, we were able to complete 9.2 lakhs tons. By the end of the Third Plan we are planning to have a total tonnage of 14 lakhs tons under Indian flags. It is a modest estimate of our requirement and a modest plan. Because Government have so many demands on their resources, enough money is not able to come to the shipping sector.

In this connection, there comes into the picture the Jayanti Shipping Company, which has been talked about so much by my friends the press and public (and by public I mean the public which believes the press). Some political parties wanted to make capital out of the deal which the Government of India have entered into and, without understanding facts, they started assuming all sorts of things against the company and dragged everybody concerned with it, not excluding the Government, into the picture in any manner that suited their likes or predilections and also, to some extent, their interest.

This company has been started specially to bring in new tonnage to India. No doubt, it is a new company, started by a brilliant young man who had made his mark as a

scientist in America, who had been in the list of advisers to the American Government on nuclear science, who has made a remarkable contribution as a very brilliant man to industry, commerce and also scientific investigations. He is a doctor of science of two universities. He has evolved a method of manufacturing steel and aluminium which has been purchased by eminent steel manufacturers in Germany like Demag and Schluman. When he came on a private visit to India in 1960, he happened to meet all our Ministers, not excluding the Prime Minister and the Finance Minister. The problem was discussed with him as to whether there will be any possibility of augmenting Indian shipping by collaborating with outside technical agencies in building new shipping. Within six months of his leaving India, in December 1960, he came again with a blue-print about building new ships and he convinced the Government of India and everybody else that the proposition is sound and worth considering. It has taken nearly 14 to 15 months for the Government of India to process this proposal, to vet it, to examine it, to scrutinise it with microscopic eyes at every level—technical, secretarial, financial and other levels. Finally, they agreed to this and they agreed to advance a loan of Rs. 22 crores.

Much was made of the fact that the paid-up capital of the company was only Rs. 200, by people who are interested, by people who are motivated with self interest, whose vision was warped, who were never prepared to look at facts. Even after it was announced by the Minister on the floor of the House that the paid-up capital of the company was Rs. 21 lakhs, certain leading dailies start writing leading articles, saying that the paid-up capital of the company was only Rs. 200. The company was started earlier with a small capital to meet with the requirements of the Companies Act, to start negotiations. We were not willing to put money

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into a company, a private company, until the fate of the negotiations were known one way or the other. A large number of technical, financial and insurance experts were brought to India at the cost of several lakhs of rupees to the company, and all the preliminary expenses were incurred with the hope that it will pass all the hurdles which the departments of Government are placing before it, the schemes will be thoroughly examined and finally accepted.

Then I come to the question of the loan advanced to this company. Here I have with me a whole list of companies to whom loans have been advanced by Government. The Scindia Steam Navigation Company have got a loan of Rs. 15.34 crores with a paid-up capital of Rs. 12.72 crores. The Government of India have laid down a rule that every loan to a company must bear the ratio of 1:4 to the paid-up capital. That is to say, if you raise Rs. 1 crore as paid-up capital, you are entitled to a loan of Rs. 4 crores. That is the rule that has been laid down and unless and until that rule is satisfied by this company Government are not going to part with a single pie to this company. But there are companies which have got a paid-up capital of Rs. 11.29 crores or Rs. 11.20 crores, getting a loan of Rs. 15 crores and a company with a paid-up capital of Rs. 1.15 crores getting a loan of Rs. 8 crores from Government.

**Mr. Deputy-Speaker:** His time is up. He should conclude now.

**Shri Thirumala Rao:** I will conclude in the next two or three minutes, because I want to give some of the salient facts to the House and the public, for this company and people associated with it were subjected to very unfair criticism in a language which is abusive and derogatory to the membership of this House.

**Shri S. M. Banerjee:** This is highly objectionable. He said 'abusive language.'

**Shri Thirumala Rao:** When a man who was much maligned was associated with my name under the privilege of the other House I would have challenged that gentleman to repeat that statement outside the House. But I thought that certain propriety should be observed when we are involved in names.

There is nothing objectionable. There is nothing shady. We are prepared to face any sort of scrutiny or examination by any impartial tribunal or high personalities to find out if we have done anything shady in this. But without knowing facts nobody has a right even if he is an hon. Member of Parliament to take shelter behind the privilege conferred on him to attack a man as something like a man whose name has become notorious and obnoxious in the public eye.

I want to conclude my argument with this. The main salient feature of this is that the Company has agreed to build eight new ships in Japan costing about Rs. 12 crores to Rs. 14 crores.

**Shri Warrior:** What is he referring to? Shri Thirumala Rao has been very vehement but we are in the dark what he is referring to as a personal matter.

**Mr. Deputy-Speaker:** Shri Thirumala Rao may go on with his speech. *(Interruption)*.

**Shri Thirumala Rao:** I request the Chair to cut it out from my time. I will explain it to him in the lobby... *... (Interruption)*.

**Mr. Deputy-Speaker:** Let him conclude.

**Shri Thirumala Rao:** I am not saying anything irrelevant. I want to

present this thing in a nutshell. The Company has been offered a certain loan. The loan is not paid as it is being paid to other companies. After the ships are built and are tested and accepted or, to use the technical word, are delivered to the Company and the Government takes charge of the ships under mortgage then will the Government pay the first instalment of the loan to the sellers, that is, to the builders of these ships. The cost of the ships has to be paid in seven instalments to the sellers and the Company has to pay back the loan to the Government in 20 instalments. These rules apply to everybody who applies for a loan.

The salient feature of this deal is that we are not parting with the whole cost of the ships to the sellers. It is paid in seven equal instalments. Meanwhile all the seven or eight ships will come under the control of the Company. They can ply and start earning foreign exchange even from today and from the earnings of this foreign exchange can discharge the cost of the ships. You can pay a part of it towards the cost of the ships. If Rs. 14 crores are to be paid by the Company to the sellers in seven equal instalments, it comes to Rs 2 crores. Half of it may be earned by foreign exchange and the real responsibility of the Government may be half. Therefore by the time this whole loan is liquidated the Government of India may have to pay only Rs. 7 crores and not more. A blanket loan of Rs. 20 crores is sanctioned because another five ships have also to be arranged with Holland. These things will be paid in instalments. The Government has imposed a condition that nothing starts without payment of Rs. 150 lakhs towards the paid-up capital. The Company has arranged today and we are informing the Government today or tomorrow that an amount of Rs 154 lakhs has been deposited in an American bank and the payment of the loan begins only after the ships are delivered.

One more point I want to clear. That is about American collaboration which my hon. friends are making much of. If you have Russian collaboration for the drug industry involving Rs. 25 crores, my hon. friends sing and hence around this proposal. What is the harm in this? I may tell you that here there are hundreds of companies offering foreign collaboration in this country and nearly Rs. 1100 crores of foreign investment is involved by the end of the Third Plan. As it is, 65 per cent of the capital is allowed to foreigners in this country to start some new industries. Here is the Merchant Shipping Act that allows not a pie more than 25 per cent of the equity capital or the paid-up capital to any foreigner, be he a Russian, a Chinese or an American. Therefore if my hon. friends bring a proposal which is as welcome and is as useful as the one that is proposed by the American collaboration, the country is prepared to accept it. That is the policy of the Government. If our Government decides that a proposal from Russia bring in this collaboration, the Company is prepared to look at it. We are not concerned with the nationality of the country or the source from which it comes, as long as the Government of India supports it and gives its approval and those countries are persona grata with the Government of India.

**Shri Harish Chandra Mathur:** Mr. Deputy-Speaker, Sir, as a matter of fact I never had any intention to deal with this particular subject of the Jayanti Shipping Company. I do not think the references made by my hon. friend were to the questions that were asked on the floor of the House. The first questions were asked by me about this Company and the hon. Prime Minister answered those questions. We do not sit in judgment until and unless we have all the facts before us, but we are also not prepared to be carried away by any statement. My simple question in this matter was that we ourselves

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have two shipping corporations; therefore why could such an offer not be utilised by our shipping corporations and why could it not be in the public sector. That was the question to which I have not yet received any satisfactory answer. I have no reason to believe that there is any shady transaction. I do not know whether it is a shady transaction or not. We have not examined it. The matter has not been looked into. I do hope that the Government when they agree to it after due consideration must have looked into the merits of the case. But at least this House has got to be satisfied that now that we have two shipping corporations ourselves why this could not be taken over by the public sector shipping corporations and why this foreign exchange and all the future benefits are not to accrue to the public sector when it is our studied policy. I will expect the hon. Minister to clarify this point.

My subject while dealing with this Ministry primarily is road transport. This annual report which is before us has a one-page introduction and this one-page introduction opens with a remark regarding co-ordination of different means of transport including railways, road transport and other things. I find that in this report itself there is absolutely no mention whatsoever about co-ordination throughout the report. We have got a 159-page report and it is only in the introduction that it begins with this co-ordination which is the subject matter of discussion and which has been engaging our attention all the time.

We have never seen the hon. Minister in charge of transport and communications playing the role of bringing about overall co-ordination. There is one small paragraph in this report also about co-ordination but that is limited only to road transport and waterways. It makes no mention of the overall co-ordination where railways are concerned. We have known

the hon. Minister of Transport and Communications only as a poor boy or as a second boy in the matter of road transport. We never knew that he was a big boy who was to control overall co-ordination of transport in which the railways were to be included. I hope that the hon. Minister who is a senior Minister of Cabinet rank will now assume that responsibility of overall co-ordination because that is a very important matter. We do not know of any authority who is taking this overall responsibility of co-ordination between the railways and road transport, waterways and other means of communication. I do hope that he will assume that responsibility and function and now he will take certain steps about it because co-ordination definitely is one of the subjects which has been mentioned as one where we have failed. I do hope that something will be done about it.

15 hrs.

But when I say that about this overall co-ordination I am not to be carried away by catch phrases. I do not feel that it is only co-ordination which will bring about results. Co-ordination is important. It will improve the state of affairs and we will have much lesser complaints. But, co-ordination of what? Co-ordination of the means of transport. Whether we have got adequate means of transport—that is the crux of the question. My feeling is that we have not got adequate means of transport. Therefore, we have got to be assured that all steps are going to be taken to see that we have adequate means of transport.

Only the other day, our new Minister for Mines and Fuel said that he is going to raise all the necessary coal in the Third Plan and he will carry that coal through waterways. It is a very bold and heartening statement which he has made. I am one who always shares optimism. To me, this statement does not appear to be only an optimistic statement, not only an over-statement, but I think

it is almost quixotic. I think he is only in the thin air. I would like the hon. Minister for Transport, the overall co-ordinating Minister to tell us whether he will be able to carry all the coal that is going to be raised during the Third Plan. Let us see simple mathematics. We are at present only carrying 54 million tons and 60 per cent of the capacity of the Railways is devoted to it. If we are to be self-sufficient, if we are to feed all our industries we must raise about 100 million tons which would mean another 44 or 46 million tons to be carried. How is this 44 million tons to be carried?

**Shri Prabhat Kar:** Almost double.

**Shri Harish Chandra Mathur:** The steel plants will give them steel. The Defence Ministry will manufacture the vessels and the Transport Ministry will take charge of them and transport. Let us see how superficial it is.

**Shri Prabhat Kar:** By 1987 it may be possible.

**Shri Harish Chandra Mathur:** Does not the hon. Minister know that we were all the time aware of waterways and road transport? Does not the hon. Minister understand that the steel plants were not in a position even to give the necessary steel for the manufacture of wagons? If we could not manufacture even the required number of wagons and if the manufacture of wagons was delayed, how does he expect that all this is going to be lifted? May I know where the provision for all that is? Let us know the programme. Let us know what is the plan, what is the programme and what is the provision, how much coal is to be carried by the Railways, out of 100 million tons, how much is to be carried by road and how much by the waterways, and for carrying coal by waterways, what amount of tonnage you have to raise. It is no use talking thin air. We must come to brass-tacks of the thing.

I also wish to remind the hon. Minister for Transport as well as the Minister for Mines and Fuel that only the other day, when the Minister for Steel and Heavy Industries, was speaking, he said that even during the Third Plan, he was apprehensive of a serious time lag, even with the present programme which does not include catering to all the manufacture of shipping and waterway transport. He says that no note has been taken of that. We have no programme before us. No provision has been made anywhere. He himself feels different about the manufacture of the steel which is visualised ever in the Third Plan. He is quite clear and can did to say that there is likelihood of some time lag in this. Therefore, it is no use running away with these brave statements. I would expect the hon. Minister for Transport to take the overall responsibility for co-ordination. I would expect him to give facts and figures to this House as to how the tonnage which is to be generated during the Third Plan is going to be transported, how much by Railways, and what is their programme for carrying that through road as well as waterways. Because, this is very important. Otherwise, there will be terrific frustration and waste. If we find that we have not got plan allocation, we must revise our plan allocations, we must cut out some other projects and we must give that amount of Rs. 150 to 200 crores. I feel that Rs. 200 crores will have to be transferred here. If we have additional funds, well and good. A sum of Rs. 200 crores will have to be made available for Transport of goods which are likely to be produced during the Third Plan. We must have a plan and a programme. We must have a grip over realities instead of talking brave and leading to frustration. Because, it results in a huge waste. When you have a project, when you have production and if that cannot be transported, that creates a lot of problems.

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While talking about road transport, I do not know why we take road transport so lightly. The hon. Minister in Charge of Railways has been providing us with all sorts of information. There is always a map giving the railways and the different zones. Why should we not have been given a map of the roads also? Road development, their future programme, we cannot understand these from what has been stated in the Appendix here. In a thorough going manner as the Railways do, they should also have a plan, a programme, they should give map of the roads, and national highways and show, this is the programme for the Third Plan, these are the State roads, and what is going to be done.

The allocations for road transport, I may submit, are absolutely meagre. They will not carry us any farther. If you just analyse what we have, it is only the carry forward of the schemes which had already been undertaken—mostly 75 per cent is only carry forward of the Second Plan. We have got here something for national highways. All that is left is about Rs. 30 crores which has to be given by them to the States. Of this amount which has to be given to the States, also, Rs. 22 crores are committed, another sum of Rs. 4 crores is committed. They have hardly Rs. 4 crores with them. What are they going to do? How are they going to open up the country? In this connection, I wish to invite the attention of the House to a very weighty observation made in this report of the Finance Commission. The Members of the Finance Commission which is appointed every five years, went all over the country and discussed the entire matter with the Chief Ministers of the States. They came to a definite conclusion that there must be a special allocation for the development of the roads and they suggested this. 20 per cent of what you raise from your fuel charg-

es and tax comes to about Rs. 38 crores. It is absolutely necessary that if you are to give some satisfaction to the people, you must have at least another Rs. 50 crores with the Central Government which will be made available to the State Governments for opening up the backward areas. A very strong recommendation has been made in this connection. I wish I could read out a passage which so well sums up the urgent need for such a special allocation to be made. All the Chief Ministers, all the four Members of the Planning Commission except the one Member Secretary who was from the Finance Ministry—with his solitary exception—all the members very strongly felt that there must be a special allocation and this must be placed at the disposal of the hon. Minister.

Then, I will come to the Committee on which I happened to be a Member, the Road Transport Reorganisation committee which is popularly known as the Masani Committee. This report was discussed on the floor of the House. I have never seen any report getting so much support from all sections of the House as this report. All the recommendations of this report were supported by all the sections of the House. I take note from the Annual report that certain recommendations have been put through. These recommendations will certainly help road development very considerably. But, there are a number of recommendations which have yet to be attended to. I would like to know from the hon. Minister .....(Bell rings) I have hardly taken 8 minutes.

**Mr. Deputy-Speaker:** He has taken 15 minutes.

**Shri Harish Chandra Mathur:** I started at.....

**Mr. Deputy-Speaker:** He started at 2:55.

**Shri Harish Chandra Mathur:** May I have another five or seven minutes?

**Mr. Deputy-Speaker:** Two or three minutes; I have still a large list.

**Shri Harish Chandra Mathur:** I would like to know from the hon. Minister whether he has been able to chalk out any policy. What is going to be the distribution of routes as between the private and the public sectors? We have made certain recommendations in this regard. Then, what is the policy of Government regarding dieselisation? I would like to invite the hon. Minister's attention in particular to the diesel buses running in Delhi; they are almost a public nuisance. We are very short of diesel, and we want to tax diesel also. May I suggest to the hon. Minister that in view of all these factors, he may please earmark all these diesel vehicles for the transport of goods? Let us not have any diesel buses; let us have buses carrying passengers, driven only by petrol. And Government should give us better buses and better transport services. If we are so short of diesel, let us not have diesel buses. Let there be a certain rationalisation of the whole thing.

Again, in the matter of the development of roads, I would like to know what the policy of Government is. Also, what is the programme regarding the manufacture of vehicles? Have we thought about it? Have we given any direction to the industry also, whether the industry should take to dieselisation or not, whether the engines for the new vehicles which are going to be manufactured should be run on diesel or on petrol? I think that we must give a plain directive on this matter.

I shall refer to the air services in brief and deal with that matter in just two or three minutes. So far as Air India is concerned, I have nothing but praise for it. They had the vision and the wisdom to switch

over in time from the piston to the Jet-engine—plane, and they have earned a great repute for us in the international field, in the different countries. When an entirely Indian crew goes and lands a jet aircraft in the USA or any other country, it does earn respect for us; they earn a great name for India; they are our best messengers; I have the least doubt about it.

I am mentioning this particularly because my hon. friend Shri U. M. Trivedi said yesterday that they were running at so much of loss. I would like to remind him that among the best organised international air services run by private companies as well as those sponsored by the States, the Air India has gone almost to the top. I have got here before me the figures in respect of eight of these companies. It was because we created more passenger capacity and we had introduced the jet aircraft that we are seeing a loss during this year. In fact, during this year, all these eight air transport companies have been incurring losses. The BOAC has incurred a loss of Rs. 10 crores; the KLM has incurred a loss of Rs. 5½ crores in nine months, the TWA a sum of Rs. 6 crores in 9 months, the Lufthansa a sum of Rs. 15 crores, and the TCA and the CPA a sum of Rs. 3.50 crores Canadian dollars, each. So, in active competition with these, the Air India does not incur any loss at all; the Air India will give us a return of about Rs. 50 lakhs, and the next year, it is going to do much better.

**Shri Thirumala Rao:** Does it pay interest to the Government of India? Has the hon. Member taken that into consideration?

**Shri Harish Chandra Mathur:** I would like to inform my hon. friend that Air India has paid back from its own resources during the last two years. The Air India had taken a loan from foreign concerns, and during these two years, it has paid back

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some amount. Rs. 9.71 crores was the loan which it had taken, and it has paid back Rs. 3 crores out of its own resources. This is certainly to their credit. We are only helping them to see that they clear off the foreign loan which they have taken. They are running in such competition, and still if we cannot give them this help, I do not know what is going to happen. We owe a special responsibility in this regard.

But I cannot say the same thing about the Indian Airlines Corporation. Much has got to be done. I have addressed a letter to the hon. Minister only yesterday. The things are not as satisfactory as they should be. Of course, the IAC has made some progress. I would not generalise and condemn the good service which it has rendered. It has made progress, no doubt, but much more has got to be done. Efficiency has got to be injected into the IAC. And we have got to open up the country. But we are putting the IAC on a very wrong policy. They are almost following a policy of a dog-in-the-manger. If we want the IAC to function properly, if we want that the country should be opened up, let them have some definite programme before them. They must have their surveys and they must have their programmes, and they must go ahead with their programme for opening up the country. If necessary, we must make a provision of Rs. 50 lakhs as subsidy for them so that they could open up the country. Otherwise, how is the country going to be opened up? This kind of thing has been done all over the world. Therefore, if we want our home services also to develop, then we must provide a fixed lump sum, say, about Rs. 50 lakhs at their disposal, so that they can have their own programmes and open up the entire country. They must have a regular programme, a regular survey and regular map in regard to what they are going to do.

श्री हेम राज (कांगड़ा) : उपाध्यक्ष महोदय, मैं आप का आभारी हूँ कि आप ने मुझे बोलने का मौका दिया है। मंत्रालय ने जो काम किया है—चाहे वह डाकखानों का हो और चाहे सड़कों का—वह सराहनीय है और उस के लिए मैं मंत्रालय को बधाई देता हूँ। हम ने देखा है कि माननीय मंत्री, श्री जगजीवन राम, जहाँ भी जाते हैं, एक नया जीवन प्रदान करते हैं। हमें आशा है कि इस मंत्रालय के काम में भी वह एक नया जीवन लायेंगे।

अभी आप के सामने माननीय सदस्यों ने सड़कों के बारे में अपने विचार प्रकट किये हैं। हमारी गवर्नमेंट इस देश में एक बैलफेयर स्टेट बनाना चाहती है। वह कहती है कि हम गांव गांव को सड़कों से मिला देंगे। उन को रेल से तो मिलाया नहीं जा सकता है, क्योंकि हम ने देखा है कि संकड़ फाइव यीअर प्लान के दौरान में सिर्फ पांच छः सौ मील की वृद्धि हुई है। देश के सब भागों को एक दूसरे से मिलाने का दूसरा तरीका सड़कों ही हो सकती है। उस के लिए १९६१ से लेकर १९८१ तक के लिए एक ट्वेन्टी-यीअर रोड प्लान बना। लेकिन मंत्रालय की जो रिपोर्ट हमारे सामने रखी गई है, उसमें इस बात का कोई विवरण नहीं दिया गया है कि थर्ड फाइव-यीअर प्लान में उस रोड प्लान की कौन कौन सी बातें रखी गई हैं, कौन कौन सी सड़कें ली गई हैं और कौन कौन सी नहीं ली गई हैं। इस के अलावा डिस्ट्रिक्ट रोड प्लान्ज भी बने थे। इस रिपोर्ट में उन के बारे में भी कोई विवरण नहीं दिया गया है कि क्या वे प्लान्ज सरकार के पास आ गये हैं, क्या उन का विस्लेषण किया गया है और उन के कौन कौन से हिस्से अपना लिये गये हैं।

जहाँ तक स्टेट रोड्ज का भवाल है, मैं अर्ज करना चाहता हूँ कि पहली मंतावा फाइव-यीअर प्लान में इस बात को महसूस

किया गया कि हिल्ली एरियाज, इनएक्सेसीबल एरियाज, की तरफ खास ध्यान दिया जाना चाहिए। इस के बारे में एक खास पैराग्राफ भी लिखा गया। लेकिन ऐसी सड़कों के दो हिस्से हैं : एक तो यूनिवर्सल टैरिटरिज की सड़कों और दूसरी स्टेट्स की सड़कों। जहां तक स्टेट हाईवेज, स्टेट रोड्स का ताल्लुक है, उन की जिम्मेदारी स्टेट्स के ऊपर है। यूनिवर्सल टैरिटरिज में सैटर की तरफ से सीधा खर्च किया जाता है। उस का बटुआ भरा हुआ है और वह उन को रुपया देता है।

मैं अर्ज करना चाहता हूँ कि दरियाए सतलुज के दाये किनारे पर पंजाब है और बायें किनारे पर हिमाचल प्रदेश। हिमाचल प्रदेश के लिए थर्ड फाइन-यीअर प्लान में ३० करोड़ रुपये का प्लान बनाया गया, जिस में से ८ करोड़ रुपये कम्यूनिकेशन्ज के लिए रखे गये, लेकिन उस के मुकाबले में पंजाब के सारे पहाड़ी इलाके के लिए, जिस का रकबा और आवादी हिमाचल प्रदेश से दुगुनी तिगुनी है, २ करोड़ रुपये से ज्यादा नहीं रखा गया। इस का नतीजा यह है कि इन्टर स्टेट कम्यूनिकेशन्ज में बहुत कमी है। पिछले दिनों इलैक्शन के दौरान मैं मुझे सतलुज के किनारे किनारे घूमना पड़ा। चूँकि वहाँ पर कोई पुल नहीं है, इस लिए झूलों पर चलना पड़ता था। हिमाचल प्रदेश कोई पुल बनाता नहीं है। आउटर सराज के लोग इलैक्शन का धायकाट करने की बात कहते थे। वे कहते थे कि एक ही गवर्नमेंट है, लेकिन वह हिमाचल प्रदेश के लिए खर्च कर रही है और हमें कुछ नहीं देती है।

पंजाब गवर्नमेंट ने सेंट्रल गवर्नमेंट को लिखा है कि अगर इस पहाड़ी इलाके को डेवेलप करना है, जिस की हालत वैसी है, जैसी कि हिमाचल प्रदेश की है, तो आपको तीन या चार करोड़ रुपया अर्बिक देना चाहिये। केन्द्रीय सरकार को चाहिये कि अगर वह चाहती है कि जिस तरह से हिमाचल प्रदेश में

कम्यूनिकेशन की दृष्टि से सारा इलाका ओपन किया जा रहा है, उस में कम्यूनिकेशन की सुविलियतें पहुंचाई जा रही हैं, उसी तरह से पंजाब में भी पहुंचाई जायें तो पंजाब सरकार की भी हमें मदद करनी चाहिये। जब सड़कें हिमाचल में बनती हैं तो इसका मतलब यह है कि कुल्लू वैली के इलाके, कांगड़ा वैली के इलाके उन सड़कों के साथ मिल नहीं सकते हैं जब तक कि इस तरफ सड़कें न बना दी जायें। इन सड़कों को बनाने के लिए रुपये की जरूरत है और जब तक यह रुपया आपकी तरफ से दिया नहीं जाता है तब तक काम आगे नहीं बढ़ सकता है। इसलिए, मेरी प्रार्थना है कि पंजाब सरकार ने जो आपसे दरम्बास्त की है, उस तरफ आप ज्यादा ध्यान दें।

माननीय मंत्री जी ने कुल्लू का इलाका मेरे साथ जा कर १९५४ में देखा था। वहाँ पर होता क्या है। दो पुल हैं, एक लोरी ब्रिज और एक एवरो ब्रिज वे हिमाचल प्रदेश में हैं और हिमाचल प्रदेश उनको बनाना नहीं चाहता है। क्योंकि जो ट्रेड होती है वह इन पुलों से होती है, शिमला से ये पुल हम को मिलाते हैं इस वास्ते इनका बनना बहुत जरूरी है। मैंने सारे बजट को पढ़ा है। उस में इनका कोई जिक्र नहीं आया है। इन पुलों का ताल्लुक आमदोरपत से है और वह कुल्लू से चलती है। इसलिए मैं समझता हूँ कि इन दोनों ब्रिजिज के लिए जल्दी से जल्दी रुपया मंजूर किया जाये ताकि कुल्लू के इलाके की आमदोरपत शिमला के साथ हो सके।

मैंने आपके बजट को देखा है और उसमें पाया है कि जो सड़कें हिमाचल प्रदेश में बननी हैं, उनके ऊपर लिखा हुआ है "पंजाब"। जो चीज हिमाचल में बननी हैं उनके लिए पंजाब का हैडिंग देना, यह मेरी समझ में नहीं आया है। जितनी भी सड़कें मैंने देखी हैं वे सब हिमाचल में बननी हैं लेकिन इससे ऐसा धोखा होता है कि जो रुपया मंजूर किया गया है, वह पंजाब के लिए किया गया है। मैं चाहता

[श्री हेम राज]

हूँ कि माननीय मंत्री जी इसका स्पष्टीकरण करें।

अभी आपने बोर्डर रोड्ज के लिए एक विंग बनाया है। कुछ रुपया आप बोर्डर एरियाज विंग में से खर्च करते हैं। आज के अखबारों में मैंने पढ़ा है कि बोर्डर रोड्ज पर जो रुपया खर्च होना है, वह दस बारह गुना कर दिया गया है। इसमें सड़कें और दूसरी चीजें भी शामिल हैं। ट्राइबल एरियाज के लिए होम मिनिस्ट्री की तरफ से रुपया खर्च किया जाता है। मैं चाहता हूँ कि जितनी चीजें भी आप चलाते हैं उन में कहीं न कहीं पर कोऑर्डिनेशन होना चाहिये ताकि जो सड़कों के लिए रुपया रखा जाये चाहे वह होम मिनिस्ट्री के जरिये खर्च होना हो, या बोर्डर विंग से होना हो या फिर सैट्रल रोड फंड से होना हो, वह ठीक तरह से खर्च किया जा सके। इस का कहीं न कहीं पर कोऑर्डिनेशन होना चाहिये।

पिछले दो प्लाज में विलेज रोड्ज के लिए एक विलेज रोड डिवेलपमेंट कोऑप्रेटिव स्कीम रखी गई थी और उनमें साठ साठ लाख रुपया रखा गया था। इस बार इम तीसरे प्लान में यह दर्ज है कि उसके मुताल्लिक गौर किया जा रहा है। प्लान का दूसरा साल चल रहा है अभी तक हमें पता नहीं चला है कि उसके लिए कितना रुपया मंजूर किया गया है और किया भी जायेगा या नहीं और किया जायेगा तो कितना। मैं समझता हूँ कि अगर आपको गांवों के साथ सच्ची हमदर्दी है, तो देहातों के लिए आपको साठ लाख नहीं बल्कि और भी ज्यादा रुपया रखना चाहिये। अब तो लोगों में जागृति अधिक आ गई है और वे आपके साथ ज्यादा कोअप्रेट कर रहे हैं। आपको आघे में काम करना होता है। पचास परसेंट आप का खर्च होता है और पचास परसेंट वे लेबर के रूप में देते हैं। ऐसी सस्ती और कोई मशीनरी आपको काम करने वाली नहीं मिल सकती है। मैं चाहता हूँ कि इस तरफ

आप और भी ज्यादा ध्यान देने की जरूरत कृपा करें।

अब मैं इंटरस्टेट रूट परमिट्स के बारे में कुछ कहना चाहता हूँ। आप ऐसी पावर स्टेट गवर्नमेंट्स को देते हैं कि इतने रूट परमिट्स फलां स्टेट और इतने रूट परमिट्स फलां स्टेट दे सकती है। मैं खास तौर पर इस सम्बन्ध में पंजाब और हिमाचल का जिक्र करना चाहता हूँ। रोज उनमें आपस में झगड़ा चलता रहता है। हिमाचल प्रदेश ने रोड ट्रांसपोर्ट को नेशनलाइज कर दिया है और खुद वे चला नहीं सकते हैं। इसका नतीजा यह है कि प्राइवेट कम्पनियों को, प्राइवेट आपरेटर्ज को उन्होंने इन्हें लीज पर दे दिया है। वे लोग चलाते नहीं हैं। मैं आपका ध्यान खास तौर पर इस तरफ दिलाना चाहता हूँ कि जब हम पठानकोट से चलते हैं और शिमला को आते हैं कुल्लू होते हुए तो यह रास्ता ३५० मील का है लेकिन जब हम चलते हैं नूरी नारकण्डा के रास्ते से शिमला को तो यह फामला १०४ मील का होता है। हिमाचल प्रदेश को आपने रूट परमिट्स दिये हुए हैं लेकिन वे चलाते नहीं हैं और इस वजह से लोगों को तकलीफ होती है और जो किराया अधिक देना पड़ता है वह अलग है। यह किराया भी काफी ज्यादा होता है। मैं चाहता हूँ कि यह रूट परमिट्स की जो बात है इसको आपको लिबरल करना चाहिये ताकि जो इंटर-स्टेट झगड़े हैं वे खत्म हो सकें।

रास्ते में एक मण्डी का बस स्टॉप भी है जिस का मैं जिक्र करना चाहता हूँ। माननीय मंत्री जी ने शायद उसको देखा भी है। अगर माननीय मंत्री जी दूसरी बार वहां जायेंगे तो देखेंगे कि वहां पर इतनी बढबू रहती है कि खड़े नहीं हुआ जा सकता है और नाक के आगे कपड़ा रखना पड़ जाता है। इस बस स्टैंड को दुस्त करने की आज तक कोशिश नहीं की गई है। मैं चाहता हूँ कि इस तरफ आपका ध्यान जाये।

अब मैं टूरिज्म के बारे में कुछ कहना चाहता हूँ। टूरिज्म ने जिम वक्त से नया डायरेक्टोरेट बनाया है काफी तरक्की की है। जहाँ तक फारेन टूरिस्ट्स का ताल्लुक है उसकी तादाद आये दिन बढ़ रही है और अब तो वीस बार्डम करोड़ रुपये के करोब हमें फारेन एक्सचेंज भी मिल रहा है। मैं समझता हूँ कि जितना फारेन एक्सचेंज आप अर्न कर रहे हैं या जितनी आमदनी आपको इससे हो रही है वही अगर टूरिज्म में लगा दी जाये तो आपको कहीं ज्यादा फारेन एक्सचेंज की आमदनी हो सकती है। उस सूरत में फारेन टूरिस्ट्स और भी ज्यादा तादाद में आपवें: यहाँ आयेंगे।

आपका होम टूरिज्म की तरफ कम ध्यान गया है। इसके बारे में यहाँ हाउस में कई बार कहा गया है। प्रार्थना की गई है और इसको आपवें: नोटिस में भी लाया गया है कि होम टूरिज्म को मँट्रल गवर्नमेंट को अपने हाथ में ले लेना चाहिये लेकिन प्लानिंग कमिशन ने इस बात को माना नहीं है होम टूरिज्म जोकि काफी बढ़ रहा है, इसकी तरफ अगर आप ज्यादा तवज्जह नहीं देंगे तो यह आगे नहीं बढ़ सकेगा, चल नहीं सकेगा। होम टूरिज्म का एक फायदा यह है कि जो फारेन टूरिस्ट आते हैं और जो होम टूरिस्ट आते हैं वे एक दूसरे के सम्पर्क में अधिक आते हैं और सम्पर्क बढ़ने से उनके व्यूज हमारे पास आते हैं। मैं प्रार्थना करूँगा कि इस तरफ जरूर तवज्जह दी जाय और होम टूरिज्म के लिये ज्यादा से ज्यादा पैसा मंजूर किया जाये। साथ ही साथ इसको भी मँटर को अपने हाथ में ले लेना चाहिये।

आपने बहुत मो जगहों पर लो इनकम ग्रुप रेस्ट हाउसिस बनाये हैं। उनमें आपने टूरिस्ट्स के ठहरने का इंतजाम तो किया है लेकिन इस सम्बन्ध में मैं कुल्लू और मनाली का जिक्र खास तौर से करना चाहता हूँ। नेहरू जी को मनाली बहुत प्यारी है। लेकिन वहाँ पर डिवेलपमेंट नहीं हुआ है। वह गांव सा

है। वहाँ जो लोग जाते हैं वे एक बार जाने के बाद दूसरी बार जाने का नाम नहीं लेते हैं। इसकी वजह यह है कि वहाँ पर खाने पीने का कोई इंतजाम नहीं है। जहाँ आप लो इनकम ग्रुप रेस्ट हाउसिस बना रहे हैं, उन में आपको कैटरिंग का भी इंतजाम करना चाहिये ताकि लोग उनकी ओर आकर्षित हो सकें।

अभी दो माननीय वक्ताओं ने इस बात पर जोर दिया है कि हर एक जगह डाकखानों में काम बहुत अधिक बढ़ गया है लेकिन स्टाफ वहाँ पर बहुत कम है। हर जगह स्टाफ यह शिकायत करता है कि उसके पास इतना अधिक काम है कि रात रात भर बैठने के बावजूद भी उसमें वह खन्म नहीं होता है। मैं चाहता हूँ कि इस तरफ भी आपकी तवज्जह जानी चाहिये। मैं शहरों के हान्त के बारे में कुछ कहना नहीं चाहता हूँ। लेकिन जहाँ तक देहातों इलाकों का ताल्लुक है, देहातों सब-आफिसिस हैं या बांच आफिसिस हैं, वहाँ पर आपके फार्म जो हैं, उनकी जगह पर सादे कागज ही चलते हैं। फार्म वहाँ पर मिलते नहीं हैं। जहाँ जहाँ भी आपका म्टेसनरी का महकमा है, उसको चाहिये कि वह इस तरफ ध्यान दे ताकि लोगों को फार्म तो मिल सकें।

पहाड़ों के बारे में मैं एक बात यह भी कहना चाहता हूँ कि वहाँ पर आबादी बहुत दूर दूर है। अगर पांच हजार की आबादी की जो बात आपने अपने सामने रखी है, उस पर स्टिक करें तो वहाँ डाकखाने खुलने बहुत मुश्किल है और उनका यह मुविध: मिल नहीं पायेगी। ऐसी सूरत में हमारे यहाँ सब-आफिसिस ज्यादा से ज्यादा तादाद में खुलने चाहिये। वहाँ पर ज्यादातर फौजी लोग हैं जिन्हें पैशन लेने के लिए जाना होता है या उनका बेजाओं को अपने नावालिग बच्चों के साथ इस पैशन को राशि को लेने के लिए जाना होता है और इसकी उनको जितनी सहूलियतें पहुँचाई जा सकती हैं पहुँचाई जानी चाहिये। अगर इनकी तादाद

[श्री हेमराज]

आप ज्यादा कर दें तो बहुत अच्छा होगा। साथ ही साथ जो ब्रांच पोस्ट ग्राफिसिस हैं उनके दर्म्पान एक सब-ग्राफिस आप कर दें तो बड़ी मेहरबानी होगी। इससे पैशन लेने वालों को एक तो सहूलियत होगी और साथ ही साथ जो आपकी स्कीम लाइफ इश्योरेंस की चलती है और छोटी बचतों की चलती है, उनका भी फायदा हो सकेगा।

टूरिज्म के बारे में एक और बात कह कर मैं खत्म कर दूंगा। लो इनकम ग्रुप हाउसिंग जो है वे कागड़ा वैंलों में भी अगर आप बना दें तो अच्छा होगा। कागड़ा वैंलों में भी बहुत सी खूबसूरत जगहें हैं जैसे पालमपुर है, वैजनाथ है, कटरार्ट है, मनाकरण है, डेरा गोंपोपुर है। ये बहुत ही बेहतरीन जगहें हैं जहां पर बाहर से टूरिस्ट आ कर रह सकते हैं और अपनी सेहत बना सकते हैं। इस मामले इस तरफ भी आपका ध्यान जाना चाहिये।

इन शब्दों के साथ मैं इन मंत्रालय के स्वर्च को मांगों का समर्थन करना हूँ और आशा करता हूँ कि जो मुझाब मैंने दिये हैं, उन पर विचार किया जायेगा।

**Shri Prithvi Raj (Dausa):** Mr. Deputy-Speaker, Sir, we are all, I think, aware of the vast shortage of foreign exchange which our country is faced with, and without which the implementation of our Plans is likely to be seriously jeopardised. Tourism is amongst those top earners of foreign exchange. In 1960, it earned us some Rs. 20 crores in foreign exchange and in 1961; the figure is expected to be a bit higher. There is a latent potential to develop this to double the figure within the next 4 or 5 years. Every person, however honest or capable he may be, must do serious re-thinking and reorganisation of the planned development of this industry or trade. Otherwise, I am afraid, the figures we hope we shall achieve during the next few years will not become a reality.

We have, in India, the basic material inasmuch as we have our heritage to attract the tourists to India. But unless we give them the facilities, the basic facilities, I am afraid, we are going to lose all power of attraction.

The two most important facilities are, of course, accommodation and transportation. Transportation, as far as tourism goes, is air travel because it is that which is most popular with the foreigner.

On the admission of the Ministry itself we are now well acquainted with IAC's complete inadequacy to handle the trade. But, how has this situation arisen? I would submit that it is due to complete lack of foresight and mismanagement. We want to buy more planes. We are contemplating the purchase of planes now which will not be delivered till 1964. What is to happen in the interim period? I would suggest that rather than buy newer planes, which may or may not have larger seating capacity, it would, perhaps, be in the interests of the country to have more services serving the trunk routes, thus alleviating the situation.

I appreciate that the purchase of aircraft will involve foreign exchange. However, the return on the foreign exchange thus spent will be appreciated much sooner than similar foreign exchange expenditure in other investments.

The IAC has, unfortunately, achieved a standard of monumental inefficiency. When I say this I do not mean the air-crew themselves but the ground staff. Service is, to say the least, shocking. And, when it is given at all, it is given grudgingly. I hardly think that this would encourage the tourists, and not only tourists but also domestic travel, to use our airlines. Of course, we have no alternative if we want to fly.

The other inherent defect in the IAC seems to be the lack of apparatus to handle the administrative side. For instance, in order to get confirmation of return reservation one has to either give 2 weeks' notice or else take a chance and hope to get back as and when accommodation is available. This I know from personal experience. It is a deterrent to tourists to visit places not originally in their itineraries. And, I feel, because of these conditions we are driving the tourists away.

On the subject of accommodation, loans are now being made available to hoteliers to construct new hotels and larger hotels. Accommodation has increased by only a quarter, and during the same period, the foreign tourism to India has doubled. I fear that unless drastic steps are taken now, immediately, we will not only lose the potential tourism and the financial implications of that loss but also the present trend; the present trade we have will also diminish very rapidly.

I would also appeal to the Minister or rather remind him of the Prime Minister's appeal on the attitude we should have towards the visitors to India; that is to say, I shall be glad if some means could be devised to shield the tourists, the visitors, from the indignity and humiliation they are put to in the hands of the customs and other officials.

On the subject of transportation, road transport has been nationalised, and I presume that it is the intention of the Government to afford the public with a better service. So much for the theory, but what has happened in practice? The private bus-owners were assured that they would be given alternate routes. I know that in Rajasthan, in certain areas, out of the 400 buses which are plying on the new nationalised routes, only 100 of them have been given alternate routes. The workers in the other 300 are unemployed; the drivers are

unemployed; the conductors and the helpers are unemployed. Also, in a large number of cases, the bus driver or the bus-owner has now been robbed of his only means of livelihood.

Together with these factors, what about the public who have been served by these buses? We find that on a number of important routes, now nationalised, only half the number of buses are running today as against the number before. In some cases, the resultant inconvenience can be well imagined. The people, men, women and children, spend the whole day in the hope of finding a place in an already overcrowded bus. To add insult to injury, the fares have been increased and in some cases increased to an extent of 60 per cent over the fares that were being charged by the private operators.

I would also like to quote from a letter from the Ministry of Transport and Communications to the Rajasthan Busowners' Association. I shall only quote the relevant portion. It says:

"As regards passenger transport, the policy is that the State Government should undertake nationalisation on a phased basis and the normal routes which are already being served adequately by private operators should not be nationalised."

In view of that, I should like to enquire of the Minister what in his mind constitutes an "adequate service".

On the subject of posts and telegraphs, namely, the telephones, there has been a lot of criticism about the service rendered by the department to the people, in respect of billing, trunk calls, etc. There have been certain explanations for it. However, regarding the supply of telephones I might point out one thing. Although, in this age, telephones are still considered by some people to be a luxury, I think if we are to progress industrially according to our programmes,

[Shri Prithvi Raj]

we must have more telephones. Some three or four years ago, I attended a convention where a very senior member of the Telephone Department was asked about the shortage of telephones, and his reply was: there are three ways to send a message: you send a telegram, or you make a telephone call; and the fastest of all is to tell a woman! That was meant to be a joke on his part. But I am going to submit that if the intention of the department is to run itself on jokes, we are approaching the doom faster than I thought.

A very common criticism is the inefficiency of Government departments. Usually the blame is shouldered on to the people serving the public directly inasmuch as they are thought to be lethargic and uninterested in their work. This may be so to an extent. Perhaps there is more than what meets the eye. The one department of which this can be said very freely is the Posts and Telegraphs Department. The workers in that department are underpaid, as has been shown again and again in this House. They are over-worked and their conditions of working and living are deplorable. I would appeal to the Minister to help the worker to do his work better, to help the tourist to make his stay more enjoyable and to help the taxpayer to get the most for his contribution, humble though it may be in this country.

Shri Manabendra Shah (Tehri Garhwal): Sir, Shri Thirumala Rao talked about shipping, but I would like to draw the attention of the House to the underlying aim of this Ministry for them to be persuaded to go into shipping in a big way. Their aim is, as far as I can understand, to improve our foreign exchange position. Therefore, the first thing that I would like to bring to the notice of the House is another way by which the foreign exchange position may perhaps be improved, i.e. by subsidy for transport of export items.

We all know that if we do not try our level best to improve our foreign exchange position, then perhaps our planning schemes would be in jeopardy. We also know that the international market is getting more and more competitive and we are, in fact, finding strong competition even in those items where traditionally we had the monopoly. For example, I want to mention jute. We had a monopoly of jute, but unfortunately, we are finding competition from both Ceylon and Pakistan. Therefore, the question before us is to find ways and means of circumventing these difficulties. That is why one of the ways I propose now is that this Ministry should consider the advisability of introducing a sort of subsidy for the transport to export earning items.

There can be either a quality improvement to compete or we can cut down our costs. It is in the latter that I feel that this Ministry can play a part, infact a very leading part. The factors that add to our cost structure are excise and fiscal duties, manufacturing cost including overheads and transport expenditure. It is because of the transport expenditure that I have brought the suggestion to the notice of the House today. We are told that road transport is attracting more and more traffic, in fact so much that the railways have started worrying. We are also advised that maritime transport is stepping into the vacuum created by the railways by not being able to fulfil their commitments for one reason or the other. We are also told that we are going into the maritime transport, in a big way, all over the world on the high seas. Under the circumstances it is worthwhile for us to either reduce the transport cost for those items which we export or for those raw materials which are utilised for the production of finished products which go abroad. If this is not possible, then perhaps subsidising transport may be considered. Perhaps it may

be even possible for the Government to be able to take a share out of the foreign exchange earnings of the industries concerned. Therefore, my first suggestion to the Ministry is to consider this favourably.

Now I come to the second issue and that is the question of roads in the hilly areas of Uttar Pradesh. I have heard from the hon. Member from Kangra that there is some provision for Kangra. But, unfortunately, that is not the case with the hilly districts of Uttar Pradesh. I have been, in fact, continuously, every year bringing to the notice of the Government this lacuna in their plan, and I would say that I have been most disappointed. Sir, I would first like to quote what is written in the Demands for Grants of this Ministry. It is said there:

"Himachal Pradesh is an under-developed area and is not served by railways. Road transport is, therefore, vital for its economy....."

On page 404 it is also said:

"Manipur is a backward area and is not served by railways. Expansion of road facilities, is therefore vital to its economy."

May I know, Sir, since when the Himachal Pradesh is not served by railways. I was under the impression that there were railways going to Simla. But our report here says that Himachal Pradesh is not served by railways. Am I to presume that Tehri Garhwal District or Garhwal and the Kumaon Districts are served by railways that they have not been mentioned here?

**Shri Jagjivan Ram:** Districts are not mentioned, only States are mentioned.

**Shri Manabendra Shah:** They are border districts. There should not be any differentiation. Either it is backward or it is not backward. If the Central Government is interested in backward districts, whether they come under the Centre or not they are

backward. If the criterion of backwardness is that only those in which the Centre is directly concerned will be considered as backward, then, I am afraid that is a very wrong approach

The other argument that has been given in this report is that the transport is vital for economy. Am I again to presume that it is not vital for us. Am I to presume that it is not vital for us or even if it is vital for us a ceiling of a maximum of 200 miles should be the yardstick applicable to us? This is the position, Sir, where I find myself un-reconcilable.

In fact, I would rather go a step further and say that where the ceiling of 200 miles is concerned or say it is one district, we objected to the division of the district. The people objected to it, but even then you divided it into two districts. But where the question of ceiling is concerned you treat it as one area and say that the whole area has 200 miles and therefore it should have no more roads. This is a very strange position. I would request the hon. Minister to look into this aspect also. I have raised these issues every year and still I have not received a satisfactory rebuttal. What has been stated is that it is a State subject and it is not the responsibility of the Centre. But if the Centre can take up many other items which are supposed to be State subjects and interfere in those items, can take interest in those items, I cannot see why this item alone should be isolated and on this item alone Government should say "we are not bothered" or "we are not interested" or "we leave it entirely to the State Governments". I hope at least the new Minister for Transport and Communications will consider our point more sympathetically than was the case in the past and some satisfactory result will come out of it.

In fact, I would put the argument of Shri Mathur about co-ordination in a different manner. Let the Ministry

[Shri Manabendra Shah]

first not bother about co-ordination between railways and other modes of transport. Let them first learn how to co-ordinate between various classified roads, to co-ordinate between the Centre and the States and then take up the subject of co-ordination between roads and the railways.

Having referred to a matter which has been my pet subject, I will not touch briefly Air India International. I am touching on it briefly because some reference was made to the loans advanced to it, the interest to be charged on the loans etc. Therefore, I suggest that the share capital of Air India may be open to subscription by the public. So, I feel it is now ripe when the Air Corporations Act, 1953 should be amended accordingly. It was right in the initial stage for the Government to subscribe completely to the capital outlay of this body. But now that the Finance Minister has also stated in his budget speech that public corporations would be open for equity capital, it may be advantageous for us to consider it in the case of Air India International. This would also probably help us in not having to take funds from the State Exchequer to some extent.

Coming to the Indian Airlines Corporation, from the papers that have been supplied to us I am not able to find out how much foreign exchange has been earned by IAC. The foreign tourists who use IAC have contributed a lot of foreign exchange to IAC. I would request the Ministry to let us know in future separately as to how much has been earned by the IAC as foreign exchange.

There is a lot of controversy about the 25 medium size planes that are to be bought by the IAC. Some say they should be smaller and some say they should be bigger. I would like to say that when we are living in this modern age when we would be getting more and more foreigners, when we feel that more and more

Indians are becoming air-minded, the question of getting smaller planes does not arise. To that extent, I would differ from my hon. friend from Baroda, who said that we should confine ourselves to Viscounts. In fact, I believe that even operating costs of bigger planes would be more economical than smaller planes. I would, therefore, suggest, whether it is Caravelle or any other type, we should have bigger planes in place of Viscounts, and Viscounts should replace dakotas. But I do not think that we should give up bigger sized planes.

Another item that the Government may kindly consider is the feasibility of introducing the 'Travel now pay later' system in the IAC because this would encourage more middle class people to use it, which would actually augment the income of the IAC. Probably a beginning could be made for people going to hill stations and to pilgrim places.

Lastly, I would again like to draw the attention of this Ministry, which I had done last year also, to the inadequate facilities for the tourists going to pilgrim shrines which are of all-India importance, of Badrinath and Kedarnath. Last year the pilgrims had a lot of trouble and discomfort and I had brought this to the notice of the Ministry. The Ministry had promised to make an investigation. But, I am afraid, I do not know, because from the reports I cannot find out, as to what was the outcome of that investigation. I would be grateful if the hon. Minister could throw some light on that also.

**Shri T. Subramanyam** (Bellary): Mr Deputy-Speaker, Sir, the development of our country ultimately depends upon the maximum and full utilisation of all the modes of transport, namely, the railways, the roadways, the waterways and other modes. In the western countries they have made this phenomenal progress just because they have developed all modes of

transport to the maximum. But I am afraid in our country we are not doing so.

A committee was appointed to devise a policy of transport and co-ordination which is well known as the Neogy Committee. They gave an interim report but the final report is yet to come. The Government is waiting for the receipt of that final report to evolve a national policy of transport and co-ordination. I suggest to the Government that they should fix a time limit for the receipt of that report and if they do not receive it within that time they must proceed further; otherwise the development work cannot be held up on the ground of non-receipt of that report.

Now the railways in other countries have become a losing concern. It is not so in our country yet. The roadways certainly will assume greater importance in the future, as also the waterways. But, I am afraid, these waterways have been allowed to be neglected. As much prominence and importance as should have been given to the development of this mode of transport, that is, the waterways, was not given. During the British days, the British people deliberately and purposely neglected the use of waterways because they were interested in the dividends and the profits that would accrue from the development of railways. But today, whatever their policy might have been, the railways constitute the largest national undertaking where we have got a capital outlay of Rs. 1,500 to Rs. 1,600 crores and employing some 11 to 12 lakhs of people. That is our largest undertaking today. Therefore we shall make full use of it.

For, the waterways also we have to devise a policy. If we do not have a plan the force of circumstances and events will compel us to make use of the waterways. The other day the hon. Minister of Mines and Fuel was saying that because the railways were unable to convey coal we are trying

to make use of the rivers, the boats, the barges etc. It is not the result of a plan but is a compulsion of events. There is a sad state of affairs.

Another example is that coastal shipping is expected now to convey over 2 million tons of coal instead of one million tons. The Railway Board had opposed it in the beginning but now they have okayed it. Therefore at present 2 million tons of coal would be the allotment for coastal shipping.

16 hrs.

With regard to roadways, there are four kinds of roadways: national highways, State highways, district board roads and rural communications. In national highways, they have about 14,880 miles. Out of this, the missing links were about 1780 miles. Of these about 1386 miles have been completed. The outlay in the Second plan for these national highways was Rs. 54 crores and in the Third Plan is Rs. 67 crores. The actual expenditure is expected to be about Rs. 48 crores. We are spending so many crores. But, the surface standard is very much below the standards that they should have. That is one thing that I should say. There is disrepair in many sectors of these national highways for long periods. I am not suggesting immediately that we should have two lane carriage roadways throughout. At present we have only 2300 miles. It can be taken up gradually. The question of maintenance can be attended to with greater efficiency and promptness. When we go along the roads on jeeps and other vehicles, actually we get terrible shaking in some places. Such experiences could be avoided.

There is the west coast road. It is 723 miles. It costs Rs. 11:4 crores. This should be completed by the end of the Third Plan. I urge upon the Government that they should build this road according to schedule. All the bridges that have to be constructed should be completed.

[Shri Subramanyam]

There was the Nagpur Plan drawn up 20 years ago. I am glad and it is gratifying to mention that the targets fixed under the Nagpur Plan have been fulfilled. Now, we have another plan for 1961—1981. The surfaced roads in 1981 would be 258,000 miles and un-surfaced roads will be 405,000 miles. They would cover all the links so that no village will be removed far away. Every village must have a metal road within four miles and it must be within  $1\frac{1}{2}$  miles of any sort of road. That is the ideal which they have.

After mentioning all this, I must say that we must attach the greatest importance to rural roads. We have community development. The local board plans and the district plans have to be drawn up so that all the villages are covered. Then, the approach roads and the roads in the rural areas have to be completed. Much has been done, I know, during the last ten years. Many villages which had not known roads have now some sort of communication. It is heartening. But, it is not enough. Something has been done. Very much more remains to be done in this matter. I request the Government that they should attach special importance to these rural communications. We can have very big structures in Delhi. That may be necessary. For more important would be the laying of these roads in rural areas.

I must say a word with regard to nationalisation of road transport. State carriages in 1950-61 were 34,000. In 1960, they were 50,000 and in 1965, they will be 80,000. In the Third Plan, Rs. 26 crores would be spent by the Centre and about Rs. 56 crores by the States. It was mentioned to us that this would be carried on on a phased basis so that there would not be any difficulty or confusion among the operators in the various States. I hope we will stick to this and will not allow any difficulty to overtake those operators. We must evolve a national pattern in this matter. One hon. Mem-

ber mentioned that there is confusion, less service, less facilities and amenities to passengers. These should not be there. Nationalisation should be a symbol of efficiency, promptness and good service to the public. I want nationalisation to succeed but to succeed with a large measure of efficiency, and give excellent service to the public. Therefore, I suggest that a national pattern should be evolved. Somebody may be sent to all the States on a sort of fact-finding mission, how these nationalised schemes have been working, what is the number of buses that have been put on after nationalisation, what is the response of the public, what is the reaction of the public—all these things should be found out. I suggest a fact finding mission in this behalf.

With regard to ports, I must say a word. The Mangalore port will be taken up as an all-weather port. About Rs. 10 crores have been allotted for the development of the Mangalore and Tuticorin. For the ultimate development of the Mangalore port, Rs. 12 crores would be spent. Plans are ready. I request that within the end of the Third Plan, this should be completed. And Mangalore port should be developed into an all-weather port by that time.

Now, I would like to say a word about tourism. About Rs. 8 crores would be spent in the Third Plan in this regard. We are informed that tourist places have been classified into two categories; category I consists of places where foreign tourists are attracted, and category II consists of places where home tourists are attracted to a greater extent, and where foreign tourists also may come.

For the last seven or eight years, I have been urging that Humpi in Bellary District of Mysore State should be developed as a place of tourist importance. It is a place of very great importance. Historically, it is important and even from the point of view of present development, the Tungabhadra project is there, which attracts

a large number of engineers. Once about 300 engineers came including foreign engineers and they very much appreciated the achievement and the work of our engineers. It was designed and constructed entirely by Indian engineers. It is an excellent piece of work. Therefore, foreign tourists do go there. Some time back, Humpi was mentioned in category II, but I find now that Humpi has been omitted even from that category, and it has found no place at all in the list. I suggest to Government that it should find a place, and it should be developed, and this work should be taken up immediately.

I would like to say a word now about the Posts and Telegraphs Department. They have done well. One of my hon friends said yesterday certain things, and in fact he gave expression to a very scathing criticism that there was corruption, inefficiency and all that. To some extent, no Department is free from corruption. In the Posts and Telegraphs Department also, we find the same percentage of good people, bad people and indifferent people. But I should say that on the whole the work is good, but it could certainly be better.

Statistics reveal that the work of the Department has been increasing enormously. They have had to handle more articles now. The number has increased by 80 per cent. Originally, it was 2,270 million articles, which were handled, but today they are handling 4,252 million articles per annum. The number of telegrams also has increased by 43 per cent; from 27.9 millions, the number has gone up to 40 millions. The number of post offices also has increased from 36,000 in 1950-51 to nearly 77,000 in 1960-61. The number of telegraph offices at present is about 6740. I do not say that everything is perfect. I agree that difficulties do arise, and even express letters are delivered late, and sometimes telegrams also are received late; sometimes, we reach the place of destination earlier than the telegram

reaches there. Sometimes, these things do take place also. But we must have the full picture in our mind when we make this criticism.

The Department has also tried to have a unit for dealing with complaints, and every year they are dealing with some lakhs of complaints and disposing of them. Then, there is a Vigilance Department also which goes into cases of fraud and other crimes.

I suggest to Government that they should give us comparative statistics in regard to the causes of fraud and bigger crimes, that obtained in 1945, prior to our getting Independence, and in 1950 and then in 1960, so that bearing in mind the enormous expansion of the Department, and the work that they are doing, we may have a good idea as to whether corruption has increased and whether inefficiency has increased. I feel that that kind of comparative statistics is necessary, and I request the hon. Minister to give us those statistics.

I have also got one or two suggestions to make. The delivery of postal articles in the rural places should be more frequent. There are numerous villages where letters reach only twice a week or thrice a week. Now, the village people are becoming more and more educated, and literacy is increasing; community development has affected their lives also very much. Therefore, I suggest that the delivery of letters should be more frequent.

With regard to district headquarters, I would like to give an example. From Bellary to Chitaldrug there is a distance of only 80 miles, but a letter takes more than two days to reach from one place to the other. In regard to all the district headquarters which are within a distance of 100 or 150 miles from each other, and which are served by buses—hereafter these are going to be only Government buses—we must see that letters should

[Shri Subramanyam]

reach within 24 hours. There should be no difficulty in this regard. That should be laid down as a normal rule. Of course, it need not be rigid; there may be exceptions. But still that is possible. I am not suggesting anything impossible.

Then telegraph offices should be opened in more places. Now villages with a population between 3,000—5,000 are sought to be covered. All towns are not covered. I find that many towns are without telegraph offices. I shall take Mysore. Take towns with a population of 5,000. 48 places are with telegraph offices and 42 places without them. I suggest that such place also should be covered by more telegraph offices.

With regard to staff quarters, the Third Plan provides that 5,000 staff quarters should be provided. That is not enough. There is a wing of the posts and telegraph offices attached to the Central PWD. They say that it has not taken complete shape and when it does, things are going to be more satisfactory. I suggest that funds may be diverted from LIC to the posts and telegraphs department and the CPWD should work more vigorously and actively, and greater accommodation should be provided to the staff.

**Shri Rishang Keishing** (Outer Manipur): As the outset, I wish to thank you for giving me an opportunity to speak.

The Ministry of Transport and Communications is very important inasmuch as it is responsible for the administration of roads including national highways, roads other than national highways in Union Territories, Sikkim, Nagaland, NEFA and Himachal Pradesh; the Central Road Fund, civil aviation, tourism etc.

Coming as I do from a village in the easternmost border of the country, I feel intensely the urgent neces-

sity of constructing roads in that region. I am fully convinced of the effective role that roads and communication will play in national integration or emotional integration of the country. The frontier people want roads. They feel the greatest need for roads. In 'frontier area' I include Manipur, Tripura, the autonomous districts of Assam, Nagaland, NEFA and Himachal Pradesh. I feel that though these areas are the most backward, they are the most important parts of the country. We are fully aware that for years to come railways will not come even to the foot of the lofty hills on which we are living. Therefore, the only thing possible for us at present is to construct roads. Construction of roads constitutes thus the most important part of our development.

We believe that by having good roads, we shall be able to advance economically, socially and educationally. Once we have a network of roads in the interior parts of the frontier region, we are definite that even the poorest agriculturists or labourer will be able to send his produce to the market. Also, we are convinced that we shall be able to get essential commodities like soap, salt, sugar and oil etc. for our consumption at rates much cheaper than otherwise. One good roads and communications are there, the educated man and woman will not feel that they are isolated from the rest of the country or the world. They will no longer have that idea of leaving the villages and the people in order to go and settle down in the valley areas where every amenity is available.

Furthermore, the undeveloped resources of forests and minerals will fully be exploited and all these will go to the benefit of the people. Good roads and communications bring to us civilisation, economic prosperities and social and educational advancement. Therefore, the construction of roads

and good communications in this area is very important.

The question of national integration or emotional integration is engaging the minds of many people, in this House as well as outside. True, it is an important question. But, I sometimes wonder how this question of integration arise for the people whose culture, language and everything is already integrated. The question of integration is required only between those living in the frontier areas and those living in the plains areas of India. That is the need of the hour. Because, prior to British rule, people did not meet and know each other; and during British rule they were not allowed to meet each other and they were prevented from mixing with each other. Roads were not constructed. Only after independence, they came together. They had been separated for generations. Besides, there is hardly any similarity between people living in the plains and ourselves. Look at the face; physical features, language, culture and traditions and everything. We are quite different. I find sometimes that so long as we are inside the House we are Indians, and the moment we go out, we cease to be Indians. People ask us from which part of Asian countries we come; whether we are Chinese or Burmese or Indonesian. That is what people generally ask. Even some Members of Parliament sometimes take us as foreigners.

**Shri Hari Vishnu Kamath:** Even Members of Parliament!

**Shri Rishang Keishing:** When I say that I do not mean only myself.

There are three or four of us here. I am moreover speaking on behalf of all the people who are living in the frontier regions. What I mean to say is that we do not claim to be foreigners. We are as much Indians as the other Members of Parliament are. Therefore, the question of integration is between we people and the people living in the plain areas.

There was an Emotional Integration Committee and it has recommended so many things. But I find that this aspect of constructing roads has been completely left out. The Government of India may for example establish hundreds of schools in the hill areas but if it does not open roads early, integration will be simply impossible. Today what we need is good roads, good communications so that people living up there on the hills may come down and have mass contact with brothers and sisters living in the plain areas and, in like manner, our brothers and sisters living in the plain areas may go up and mix with those living there and have mass and personal contacts. That will be the quickest and the most effective method to achieve emotional integration in the country. But, unfortunately that aspect has been left out.

The allotment for the construction of roads in the Third Five Year Plan, I think, is Rs. 324.6 crores. And, out of this, a very meagre sum has been set apart from the frontier areas, which I have mentioned earlier. For the Union territories it is Rs. 25.75 crores and for Sikkim, I think, it is Rs. 1.50 crores; altogether Rs. 27 crores. Compared to the size of the area, the terrain, and the difficulty that has to be experienced and the cost to be incurred on the construction of one mile of road in these areas, compared also to the magnitude of the work to be done there, I feel strongly that the amount allotted is too meagre.

Then there is the Central Road Fund. There also, only a few thousands of rupees have been diverted towards the construction of roads in the hill regions. I suggest that more funds should be made available for the construction of roads in these areas.

There is a Board known as the Border Roads Development Board. I am glad that the Government of India is seized with the seriousness and the urgency of constructing roads

[Shri Rishang Keishing]

in this area. I am also glad that the Prime Minister is the Chairman of the Board and that the Defence Minister is one of the members.

**An Hon. Member:** Vice-President.

**Shri Rishang Keishing:** Yes; he is the Vice-Chairman. I hope they will do something in this regard. It is no use having such a committee or Board just on paper. I would beg of them to do something real. The Prime Minister and the Defence Minister will not be able to move about. But the one thing we will have to understand in this country is that our officers generally do not do or know much of their duty. They look to big personalities like the Prime Minister or the Defence Minister. Although the higher authorities do not come and visit the places, they will do something if there is any chance of getting some praise, or good certificate thing of the like. Otherwise, they sometimes forget their duty and thus the importance of the work is not taken note of.

I would, therefore, suggest that in the interests of the country, and of speeding up the road construction work in the frontier area, this committee or Board may be expanded, and include in it some members from Himachal Pradesh, Manipur and Tripura. The members may be public leaders or important Government officers. If it is not possible to do then, at least, in a supervisory capacity, the Board might be allowed to see the progress of the work in these areas. That way, I believe, the work can be expedited and speeded up.

Generally, progress of the roads construction work is very, very slow, in our parts of the country. We have the Imphal-Tamenlong road which was undertaken in the first Five Year Plan. Now, this is the Third Five Year Plan. The other day, I tabled a question in the House about it and after ten years, it is found out that only 49 miles of the road from Kangpoki are motorable, and the rest of

the stretch is jeepable. 'Jeepable' means, for nine months or so in a year it will be blocked and not jeepable. It is jeepable only for one or two months in the year. Thus, 'jeepable' means no road.

Then there is another important road, namely, the Imphal-Cachal road which was undertaken during the second Five Year Plan period. The Minister assured us in the House in reply to one of my questions that this road would be completed in the third Plan. It is very doubtful. Anyway, I would request the Minister to hasten the work and try to pull up the officers there so that this might be completed in accordance with the assurance given to this hon. House.

Then there are the National Extension Blocks in every part of the country. The tribals especially are very much interested in the construction of roads in the hill areas. The roads constructed by the NES blocks run to several hundred miles. But the roads are constructed in an unplanned manner and without the aid of any technical person. The technical personnel do not care to give advice to the local people. Always, the local people will just make out an alignment, and the officers will pay a visit and will certify, and the people will start the construction. The roads are thus so bad that even the jeeps cannot be driven on them. So, the hundred miles of road have almost become useless. It cannot be improved because of the bad planning. A large amount of money has already been spent on these roads and human labour and time have been wasted. I would, therefore, suggest that hereafter in National Extension Service Blocks, the roads to be constructed must be first of all technically approved and then only construction work should be taken up. If that is done, I think wastage of time, money and labour will be prevented.

All these plans are to be executed under the supervision of the Public

Works Department. Unfortunately, the PWD has become one of the most corrupt departments in the country and I think it is next to the revenue department. In our part of the country, people generally look at this department with contempt and despise. Instead of Public Works Department, people often call it as Public Wastage Department. Even tools and plants are not supplied in time. Technical hands and their advice is not readily available. PWD needs to be sanctified and made strong.

Another point I wish to suggest is construction of airstrips. Roads are expensive and it takes time to complete them. Roads constructed in this area will not be all-weather roads for some years. During the rainy season, they are blocked. Therefore, it is necessary to construct air-strips in this frontier region and that will supplement the roads. During the rainy season, when the roads are blocked, aeroplanes can be sent for carrying passengers and supplying essential goods to the people provided air strips exist.

The House is aware that we have an air service between Imphal and Calcutta, but the fare and freight are very high. I understand that 4 or 5 dakotas have been allotted for this service, but most of the time 2 or 3 dakotas are in the workshop and are out of service. I would like the Minister to see that good serviceable dakotas are supplied for this line and keep the fare and freight at reasonable level.

Also only 5 seats are reserved for passengers between Imphal and Calcutta, of which one is reserved for Government officers. That is not enough. Because the land route being insecure and it takes a very long time, people generally travel by aeroplane. I would request the Minister to see that the number of seats reserved is increased.

Lastly, I come to tourism. There is no dearth of attractive places in the

frontier area. There are places like Shillong, Makaokchung, Kohima, the capital of Nagaland; Imphal, Ukhrul and Loktak Lake in Manipur which can attract tourists. But I find in the report that no provision has been made for development of tourism in these areas, except the construction of one dak bungalow at Chirapunji and one at Gauhati. I want the Minister to see that adequate provision is made for development of tourism in this eastern frontier of India.

**Mr. Deputy-Speaker:** Shri Raj Bahadur.

**Shri Morarka (Jhunjhunu):** Sir before the hon. Minister begins, may I put two questions so that he can answer them during the course of his speech?

**Mr. Deputy-Speaker:** The debate will not be concluded.

**Shri Morarka:** They are very short ones and they relate to his subject.

**Mr. Deputy-Speaker:** All right.

**Shri Morarka:** The other day, when the hon. Minister for Mines and Fuel was replying to the debate, he said that coal would be transported both by road as well as other usual means of transport. About road transport he said that the present trucks and lorries are not economical. He was thinking of some scheme. I want to enquire whether there is any scheme to subsidize the present road transport for coal; if so, to what extent.

My second question is, may I know whether they have worked out a definite scheme for transporting coal by rivers, because the hon. Minister Shri Malaviya said that they are going to begin transport of coal by rivers in the month of July and they hope to transport as much as 3½ million tons. I would like to know whether the economies of the transport by river has been worked out, how much coal they propose to transport and by what method?

**The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur):** Mr. Deputy-Speaker, Sir, I should begin by offering my humble thanks to the hon. Members who have taken part in this debate for the constructive criticism they have offered, for the suggestions they have made and the queries they have posed. I believe, most of the criticism was indeed constructive barring one or two jarring notes from some corner of the House, but I would rather fix my attention on the points raised than dwell upon those discordant notes.

Sir, it would be in the fitness of things for me to take up shipping first, and in doing so I would try to give a broad picture of what we have done in the first and second Plan periods, what our programmes are for the third, and in the course of that I would also be replying to the criticism and doubts raised in regard to certain matters.

The House is aware that in 1947 we began with a meagre tonnage of 2,49,000 and on 1st May, 1962 the tonnage of our Indian shipping stands at 9,17,000. Tonnage in operation on 1st April, 1956, was 4,79,880. Certain additions were made to it under the Second Plan and Third Plan programme which brought the total to 9,80,624 GRT. But scrappings had to be made, and this of a good part of it. The scrappings during the Second Plan were of the order of 1,23,227 tons. Tonnage in operation on 31st March, 1961—at the end of the Second Plan period—was 8,57,397 GRT. Adding to this the tonnage under construction which amounted to 93,000, the performance under the Second Plan comes to 9,50,397 tons. Since then many scrappings have taken place and, as I said, the figure today is 9,17,000.

In the Third Plan we have got a target of gross acquisition of 3,74,500 GRT—1,32,500 GRT for coastal and 2,42,000 GRT for overseas. We have also provided for scrappings of

1,00,000 GRT under coastal tonnage and 94,000 GRT under overseas tonnage amounting to 1,94,000. The net acquisition will thus be 1,80,500 GRT broadly. Added to the tonnage that was expected to be completed by the end of the Second Plan period, it would have taken us to 1.1 million tons.

But the present position will show that we have already achieved that target. Scindias have ordered three ships on the Hindustan Shipyard. The Shipping Corporation has ordered ten ships on the Hindustan Shipyard. Great Eastern has ordered for one ship in Japan bringing to the total to 1,28,000 under construction. Tonnage sanctioned for construction and committed for as such is as under. For coastal shipping we will have seven second-hand ships by the Jayanti Shipping Company with a tonnage of 50,5000. One R. Sen & Co., will add another second-hand ship and three other companies will have three other ships bringing the total coastal shipping tonnage to 56,800. In the overseas sector, the Jayanti Shipping Company has been allowed to place orders for 13 new ships with a total tonnage of 185,000 and the Great Eastern has also placed an order, or is going to place an order, for one new ship in Yugoslavia of 7,000 tons. That brings it to 192,000 tons in the overseas sector. Added together, the overseas and the coastal tonnage total would come to 376,000 tons in all. This, if we add the existing tonnage, the total would be 12·93 lakhs tons. If we allow for the scrapping, which will amount to 1·52 lakh tons, the net total, including the orders which have been placed, would amount to 1·141 million tons, which is more than the target fixed for the Third Plan. This makes out a good case for the revision of the target, so far as tonnage is concerned, because in placing all the orders for acquisition that we have already done, we have spent a little over half of the allocation allotted to us, namely, Rs. 55 crores. Therefore, there is a

good ground for upward revision of the physical target.

Here I may also mention how the Shipping Development Fund Committee is functioning. The total funds advanced by Government to the Committee up to 31st March, 1961 amounted to Rs. 11.98 crores. Further advance of the order of Rs. 7 crores was given in 1961-62. In 1961-62 the total funds at the disposal of the Committee was Rs. 18.98 crores. Out of this, loans to the tune of Rs. 12.19 crores had already been allowed or permitted upto 31st March, 1961, against which actual payments were of the order of Rs. 312.90 lakhs. As for loans advanced, or promised to be advanced during 1961-62 the biggest loan, which has been the subject matter of some debate here, is to the Jayanti Shipping Company, amounting to Rs. 20.25 crores, and to others Rs. 2.20 crores, bringing the total loans sanctioned or promised to Rs. 22.45 crores. Out of this, actual payment was Rs. 433.13 lakhs. So far as the loan to Jayanti Shipping Company is concerned, during the Third Plan period, if all the conditions are fulfilled or gone through, they will only draw a sum of Rs. 7 crores out of the total sum of Rs. 20.25 crores proposed to be allotted to them.

So far as the utilisation of the monetary provision in the Third Plan is concerned, as I said, out of Rs. 55 crores, Rs. 4 crores are set apart for sailing vessels, a salvage tug and training schemes. Out of the balance of Rs. 51 crores, during 1961-62 loans to the Shipping Development Fund come to Rs. 7 crores, investments in the Shipping Corporation and Mughal Lines were of the order of Rs. 349.76 lakhs, making a total of Rs. 10.50 crores. The expenditure proposed for 1962-63 is—loans to the Shipping Development Fund Rs. 4 crores and investment in the public sector Rs. 60 lakhs. That shows that we have got sufficient funds for the tonnage to be increased.

16.38 hrs.

[MR. SPEAKER in the Chair]

Here I would refer to the recommendations that was made by the National Shipping Board to the effect that for the Third Plan we should have a target of 1.4 million tons. If all goes well and if the shipping ventures come forward with enthusiasm, foresight and imagination, by that time we may reach the target of 1.4 million tons or we may be very near to that particular target that we had before us.

Now I would refer to the development of our shipping, so far as cargo carrying capacity is concerned. I would only give two figures. It is true that coastal shipping has not done well, not because of any fault on its part, but because there was not much of traffic that was generated for it. If there was enough traffic, coastal shipping would have come up and the target for the Second Plan would have been achieved; but because it was starving for traffic or cargo, that could not be achieved. The coastal trade increased only from 25.55 lakhs tons to 25.82 lakhs tons during the period 1955 to 1960. During the same period, in the overseas sector it rose from 16.33 lakh tons in 1955 to 26.11 lakhs tons, thus taking the total from 41.88 lakh tons in 1955 to 51.93 lakh tons in 1960.

So far as the earnings are concerned, in the matter of coastal shipping the earnings rose from Rs. 10.77 crores in 1955-56 to Rs. 13.05 crores in 1959-60. But more vital is the overseas sector which brings us valuable foreign exchange. There as against Rs. 13.42 crores in 1955-56 our shipping companies in the public and the private sector earned as much as Rs. 28 crores in foreign exchange for us. That is, the income has more than doubled in five or six years' time.

So far as another objective that we always place in our view, namely,

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the modernisation of tonnage is concerned, I think we have made considerable progress in that field also. At the commencement of the Second Plan the percentage of ships of over 20 years of age amounted to 12 per cent of the total fleet. The comparable percentage now is only 6 per cent. In fact, it would be gratifying to learn that in the overseas sector out of the 75 ships that we have got, 56 ships are of 10 years and below whereas among the rest of them there are nine ships between 11 and 15 years, nine between 16 and 20 years and there is only one ship above 20 years that is left. So, this, I think, is a commendable performance. I hope that this particular trend will be maintained.

We have also explored new routes. We have started our services on those new routes. I would mention that in the course of the Second Plan period we have started new services between India and USA, India and South America, India and USSR, India and Poland, India and West Africa and between the West Coast of India and Japan. I would say that barring India-USA and India-South America, on most of the other routes operations have been started by the Government shipping corporations too. Of course, the private sector has always played its own part in this respect. I would here like to pay my tribute to the shipping companies, both in the public and private sectors, that they overcame the difficulties of foreign exchange and by the system of payment on deferred basis the price of the ships and by procuring assistance of foreign exchange loans in this period as many as 44 ships of a total GRT of 2.23 lakhs GRT were acquired involving a total outlay of Rs. 18.38 crores. This is actually a tribute to their resourcefulness.

We have also built up a tanker fleet. We have got three coastal tankers now, one owned by Great Eastern

and two by the Shipping Corporation of India. The one big step that has been taken recently during the last year, is the acquisition by the Jayanti Shipping Company of a super-tanker of 20,000 GRT, *Adi Jayanti*, for employment in the overseas trade. This tanker has been chartered by Shell Tankers. Thus, we have broken the ice because so far the oil companies had not taken any tanker from us in the overseas sector. We had to pay all the freight charges for the import of crude oil and this is the first Indian tanker that has gone in this trade. Apart from that the Government shipping corporation has also arrived at an agreement with Messrs. Caltex and they propose placing an order for the construction of an overseas tanker of 28,000 DWT. This will be used for the refinery at Visakhapatnam.

It is further expected that one more super-tanker would be acquired soon for being chartered by Messrs. Esso Standard Eastern. There has been some delay in this respect because the Stanvac company itself underwent certain organisational changes. Hence we have not been able to press the point home to them.

We have also taken some steps to liberalise the terms of shipping loans. We have done so in view of the fact that we know that all the shipping companies in the private sector have strained their resources to the utmost and unless new terms and new incentives are offered it may not be possible for them to scratch the dregs of their remaining resources further.

Therefore, we have recently announced that for secondhand ships, the period of repayment or amortisation will be increased from two-thirds of the residual income tax life of a ship to three-fourths. For new ships from abroad, it will be increased from 14 years to 18 years. For new ships from Hindustan Shipyard Limited, we have given a differential of

one year, i.e. from 16 to 19 years. We hope that full use will be made of this liberalisation. Last year, the complaint was that the Hindustan Shipyard Ltd. is starving, that it has got no orders and that it was going from pillar to post for finding orders for new ships. This year, Shri Raghunath Singh has made a complaint yesterday that Hindustan Shipyard Ltd. has booked until 1965. I think this is a welcome feature. That augurs well also for the second shipyard, the construction of which we shall undertake soon.

Now, I would like to refer to a matter which was not taken up by any Member, but which is of importance. That is, about the achievements of the Freight Investigation Bureau. This was an organisation set up to deal with foreign shipping companies, to persuade them, to negotiate with them to reduce the discriminatory freight rates. I am happy to say that in two or three matters, the Bureau has achieved remarkable progress and good results. For example, the proposed increase of 10 per cent in the freight rates on the west-bound cargo i.e. our exports, which would have made our exports costlier, has been dropped due to the strong protest by the Government of India and because of the efforts made by this Bureau. Freight rates on 120 commodities have been reduced between January 1961 and April, 1962. Additional charges have been reduced or abolished in certain striking cases. From Kandla to Hongkong and Japan, ten shillings per ton have been abolished; Kandla and Saurashtra ports to U.K. (Continent), 5 shillings per ton abolished; Saurashtra ports to Australia, 15 shillings per ton reduced to 7sh. 6d. per ton. This itself gives some answer to my hon. friend Shri Yajnik, who was complaining that Kandla has not been prospering. I will refer to that later on.

Shri U. M. Trivedi raised a point which came to us as a rather shocking surprise. He seems to be labour-

ing under the impression that candidates who are vegetarians, who are not prepared to eat meat, cannot be admitted to the Merchant Navy training institutions. This impression is completely wrong. I would assure him that there is no such ban either in the rules or in practice. I was told yesterday that there are quite a few who are vegetarians.

I would now like to refer to the Shipping Corporation of India. The hon. Lady Member Shrimati Sharada Mukerjee referred to the recommendations of the Estimates Committee and said that we are not allowing the Shipping Corporation to play the role that is its due. I would like only to clear that misapprehension and this would be done by the following facts, I believe. The paid-up capital of the Shipping Corporation of India which has come into being with the amalgamation of the Western and Eastern Shipping Corporations, which took place on 2nd October, 1961, is Rs. 23.45 crores. I am happy to say that from the point of view of fleet, now, the Shipping Corporation stands second only to Scindias. Formerly, it was the third. It has now got 17 dry cargo vessels, 2 coastal tankers and 2 passenger vessels. This is the only shipping company which operates passengers overseas services. It has thus 21 vessels of 154,415 tons G.R.T. This is its present tonnage. So far as the expansion programme is concerned as I have already said, new orders have been placed for 10 dry cargo ships; one overseas tanker has to be built new, 1 new passenger vessel for the Tuticorin-Colombo service. These orders will amount to 112,500 tons G.R.T. The total tonnage in the Shipping Corporation will go up to 266,915, G.R.T. when it will be first and foremost shipping concern so far as tonnage is concerned.

Now, I would like to refer to the financial results of the working of the Shipping Corporation. The cargo lifted by the Shipping Corporation during the last three years—I am only comparing figures for these three years to

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illustrate what I have to say in this regard—was as follows. In 1959-60, the cargo lifted amounted to 3,82,925 revenue tons; in 1960, it went up to 517 619 revenue tons, and in 1961-62 it has gone up to 850,000 revenue tons approximately. The increase is more than double since 1959.

In regard to the question of freight and passenger earnings the earnings have gone up from Rs. 3,86,88,915 in 1959-60 to Rs. 7.50 crores approximately in 1961-62 which is almost double the previous figure. And this particular progress has been achieved barely in three years.

I may also say that the shipping corporations have been working at a profit. Last year's profit was about Rs. 47 lakh, and I believe the same trend will be maintained, and the profit might be more this year, but the exact figures have not been worked out.

The corporation is operating liner services on the following routes namely: East Coast of India-East Pakistan Far East-Japan; East Coast of India-East Pakistan Australia; West coast of India-West Pakistan Far East-Japan; India-Pakistan/UP-Continent; India USSR-Black Sea; Indo-Polish Shipping Service; Bombay-East Africa; Madras-Singapore-Straits; and India-Mainland, Andamans and Nicobar Islands.

So, we have covered many a field. I would also say that so far as the India-UK-Continent service, which hitherto happened to be rather a close preserve is concerned, the Government shipping corporation has entered this particular shipping conference for the first time, and the corporation is now a member of the India-Pakistan-U.K-Continent Shipping Conference to begin with four ships which number has now been increased to 6. It also started a bimonthly service on the West Coast of India-Pakistan Japan route. They have gained admission also to the other conferences that is

the wayside conferences governing the trades on these routes. This should clear the impression in the mind of my hon. friend Shri Raghunath Singh who said yesterday that unless we took due note of Japan and Pakistan and try to build up our shipping, we might be left lagging behind. I think we shall keep an eye on this; of course it is not from the point of view of any jealousy; we want every nation to progress in shipping, but we want our own shipping also to progress according to our needs.

So far as coastal shipping is concerned, although I should have taken it up along with the other vexed question of coal transport I have to deal with it in the context of shipping. With the addition of one million tons to the cargo now available, coastal shipping has perhaps got out of its doldrums. Now, it is not that coastal shipping is running after the cargo, but the cargo is running after coastal shipping, and this has happened after a very long period.

Accordingly, the corporation has also chartered five vessels with a total GRT of 29,382 for a period ranging from nine to twelve months. The corporation is also arranging for trip charters, but we are not very happy about these charters. We would very much like that we do not have to spend foreign exchange on chartering these vessels, and we should rather have our own tonnage for this purpose. But, then, even for acquisition of tonnage, we have to have foreign exchange. That is why we were happy when the Jayanti Shipping Co. offered to come forward with seven vessels for the coastal trade, without our having had to spend any foreign exchange on that account.

The total quantity of coal lifted so far by the corporation from Calcutta is of the order of 1.23 lakh tons. In addition, the Corporation has berthed vessels for the transportation of timber from the Andamans. The Working Group on Coal Production and Transport under the auspices of the Plan-

ning Commission has recently recommended that in order to facilitate the movement of two million tons of coal, the shipping corporation should enter the coastal traffic with owned tonnage. This is a big step forward, because so far coastal shipping was reserved for the private sector, and now we are entering the coastal trade not in defence of or in neglect of the feelings of the shipping companies in the private sector, but with their full consent, because they have also suggested that we should enter the coastal shipping to meet the requirements and the demands of the traffic that is emanating now from Calcutta and other ports. A proposal is now under consideration to acquire six coastal vessels as early as possible.

During the last one year or 18 months, four new shipping companies have come into being. They are: Apeejay Lines, 5 ships 34,000 GRT; Ratnakar Shipping Company 2 ships, 14,500 GRT, Jayanti Shipping Company 1 tanker, 20,418 GRT, and Raj Kumar Lines; sanction given for purchase of one ship of 3,000 GRT.

In this connection, I would like to refer to the various categories of shipping tonnage with us. So far as tramp fleet is concerned, as the House is aware, we have got very few tramp ships. We have liner ships and we are already able to lift a good part of the cargo offered to these Conferences. At least 25 per cent of our total overseas liner trade is now being transported by Indian liner vessels. That is a substantial advance, because the overall figure is about 10-11 per cent. In some individual sectors also, the percentage is satisfactory. For example, in the India-Australia trade, our shipping is carrying 50 per cent; in the Bay of Bengal-Japan service about 50 per cent in the case of Japan to India and about 35 per cent in the case of India to Japan. In the India-Continent trade, it is 39 per cent, in the India-UK trade it is 29.25 per cent to rise to 39.25 per cent by 1971. This

arrangement regarding pooling was arrived at last year. We have never regarded this arrangement to be satisfactory, because it does not satisfy the legitimate demands or requirements of Indian shipping and Indian economy. We think the share of Indian lines in regard to the pooling arrangements in the India-UK Conference was determined with reference to their past performance and the rate of escalation was limited to 1 per cent only because the British ship-owners already operating in the field would require time for making adjustments.

This position has, however, now radically changed because the Conference have now raised the share of the Pakistan Line in the Pakistan-UK Continent trade from 12-1/2 per cent to 25 per cent for 1-7-62 and thereafter by escalation to 39 per cent from 1-1-71, bringing us in parity with them. Since Pakistan had hardly any past performance to their credit, this revision of their share means that the Conference has abandoned the old basis of past performance and slow escalation for future expansion.

While we welcome the increase in the share of the Pakistan Line it is only reasonable that the share of Indian Lines should also be increased suitably in the light of the basis now adopted. The Indian Lines have therefore, demanded that their share of the India-U.K. trade should be raised by escalation to 48.25 per cent by 1970. The Government of India feel that the Indian Lines have a very strong and legitimate case for this increase. This question is being discussed at a meeting of the India-UK-Continent Conference in Florence and Government hope that the legitimacy and urgency of the Indian Lines' demand will be duly recognised by the Conference and a satisfactory solution arrived at. I need hardly emphasise that Government attach the greatest importance to this matter.

In oil trade, I would like to say that the position is not very satisfactory

[Shri Raj Bahadur]

The estimated requirements of overseas tankers are: for crude oil, 5.5 million tons imported every year; 11 tankers; refined products, 2.25 million tons per annum—7 tankers. I have just now said that we shall be having two, probably three tankers in the next one year or 18 months

Reference was made to bulk cargo trade also. I would like to point out that while the position is somewhat satisfactory or tolerable in the case of liner vessels or liner trade because there we are able to lift about 25 per cent of our total traffic, in the case of bulk cargo our position is worse. We do not have a single bulk carrier at present, with the result that Indian ships are participating in the transportation of bulk cargo only to the extent of about 3-4 per cent. This was not at all satisfactory. It was in this context that we were confronted with the question of the urgency of lifting foodgrain cargo from America to India. We have also to cater to the demand for iron ore traffic from our country to other countries who are taking it. Now, we approach the Shipping Companies. In fact, I met them and I appealed to them that they should come and take advantage of the situation. Unfortunately, because of the meagre resources at their disposal they could not come forward.

17 hrs.

Against this background, we had this offer from the Jayanti Shipping Company, which, of course, was formed on the 10th February 1961 with an authorised capital of Rs. 5 crores and a present paid up capital of Rs. 21.48 lakhs. A point is made that it had only Rs. 200 when it started. I think there is nothing surprising in it, because the position is evident. If the entire transaction had not gone through all the money that any party would have brought from outside any non-resident Indian who lives abroad, that much of foreign exchange would be a loss to him for there is no other venture to

invest it in. When there was reasonable assurance that that loan transaction and other agreements would go through or be arrived at, it was in that context, with that particular assurance, that he came forward. Now, we have it that very soon he is going to make up his own paid up capital. I will try to give that figure, but I have been warned that I should finish at 5.30.

There are 4 or 5 other points that have been raised in this connection. I will refer to them. I think, it was Shri Mohammad Elias who referred to it, perhaps. He said that the Jayanti Shipping Company has no experience. I was surprised at that statement because it came from one who happens to belong to the Communist Party. By this particular argument, he became the biggest and stoutest defender of vested interests. Because, if we do not allow any new people to come, vested interests will reign supreme. Naturally, this is a matter on which he should himself think whether his argument is right. It is not the experience of the person who invests the money which counts; it is the experience of those who operate the lines that counts. What we have to take care of is the loan that we are advancing, whether it is properly secured or not, whether the company with which Government is dealing is really a substantial company or not and whether it has sound financial status. We have taken more than ordinary care and caution to ensure that no loopholes are left. It is in these circumstances that this big loan was sanctioned.

**Shri Mohammad Elias:** I enquired why all this money was not given to the public sector to develop shipping.

**Shri Raj Bahadur:** I will come to that point also. But this was the first point he made. The other he mentions, was the second point. But the first point that Dr. Teja has no experience has no relevance. Otherwise he is an experienced businessman.

The second point was that this company will bring in by the back-door the Kulukundis. There should be no fear of that. The law will not allow that. If he has any such thing in mind he should shake it off. He then asked whether any existing company made any such offer. My answer is a categorical 'No'.

He asked why did the Shipping Corporation not undertake this programme. My first answer to that is that the Jayanti Shipping Company has come into this venture not entirely on our foreign exchange to be provided for them. They are also going to invest 10 per cent. in the price of the ships that they have ordered. It is a substantial amount and also the interest has to be paid, which comes to about 22 per cent. of the total price. So, one has to invest 32 per cent. extra over what is being given to the Jayanti Shipping Co. by the Shipping Development Fund Committee. That would have been a substantial amount. To find that amount itself in foreign exchange, in the difficult foreign exchange conditions that we face would be a difficult problem. The whole question was, who could provide the whole foreign exchange? This particular thing could not be done by the Shipping Corporation from the point of view of resources itself.

Apart from that we have got our Plans. They have been approved by no less an authority than the sovereign Parliament itself. We could not have gone beyond the limits imposed by the Plan. In fact by the advent of this Jayanti Shipping Co. we have been able to bring about circumstances or create conditions wherein we could legitimately ask for an upward revision of the targets for shipping.

I have made calculations as to how much it would cost us if our Corporation undertook this scheme—to find this additional sum. We should have been compelled to find an additional sum of Rs. 7.2 crores in foreign exchange. Moreover the Corporation has also embarked upon its own

scheme. We have got our hands full. We are at present concentrating on liner trade. If we have a new thing like tramp shipping and also have a competitive thing like liners it is not possible to manage. It is not possible to undertake at the same time simultaneously the liner trade, tanker trade, tramp trade and bulk carrier trade. All of it cannot be done. We have got to make not merely equitable distribution of business, but we have to take a practical view of things. It was not physically and administratively possible for us to ask the Shipping Corporation to undertake this particular venture in this manner. Over and above that, I can give an assurance here that any other shipping company can come forward and ask from the Government these very facilities on the same conditions, and they will be given, subject of course to the usual care and caution that is taken in these matters.

**Shri S. M. Banerjee:** Have they any previous business experience?

**Shri Raj Bahadur:** They have business experience. Mr. Kulukundis is a famous name. Dr. J. D. Teja himself is a big businessman. There is no question about that. It is not that he is a lawyer or a doctor from somewhere. I say this with all respect to them.

**Shri S. M. Banerjee:** But where is the capital?

**Shri Raj Bahadur:** Sir, I have to finish within time. Now, I would like to take up one particular point that was made by Shri Raghunath Singh. He said that we are spending Rs. 30 crores every year on the import of crude oil. Our expenditure on freight is only Rs. 5.53 crores.

**Shri Raghunath Singh (Varanasi):** That is only for the Stanvac Company.

**Shri Raj Bahadur:** Whatever crude oil we bring from abroad, we have got to pay for it.

**Shri Raghunath Singh:** I referred to the total expenditure.

**Shri Raj Bahadur:** But that is not our traffic. Now, I would like to refer to the Konkan coastal to which reference was made by Shrimati Sharda Mukerjee. First of all, I might say that it is not going to be closed.

**Shri Jagjivan Ram:** That is all that she wants!

**Shri Raj Bahadur:** The company wanted an increase in the fares. The Government of India have undertaken, and the Government of Maharashtra has also undertaken, to share this rise in the fare. The increase was absolutely justified by the investigations that were made into the working of this company by no less a person than Shri P. S. Rau. The conclusions that have been arrived at are that the fares have to be increased immediately by eight per cent. An interest-free loan of Rs. 1.20 crores has to be given by the Central Government; it has to give an annual subsidy of Rs. 1.89 lakhs by making it interest free. The Maharashtra Government has also to give an annual subsidy of a like amount namely, Rs. 1.89 lakhs. The service also requires new ships. According to the Rau Committee's recommendations—the existing number is five—two have to be scrapped and one additional has to be provided and so orders for three more have to be placed; then the particular target of silk will be achieved.

The hon. lady Member also referred to the question of resumption of the service to Goa and allied matters. In regard to the resumption of service to Goa—Panjim—I would only say that new conditions have been created, and in fact, the whole question about the reorganisation of passenger service will have to be examined. The latest position is that the company has agreed to withdraw the notice about the stoppage of service.

Regarding long-term measures, we have also received an offer from Chowgule & Company. We shall examine it on merits and then come to some conclusions.

Shri Raghunath Singh said that we have spent Rs. 2,000 crores by way of freight on foreign ships from 1952 or so up-to-date. I think that figure may not be correct. That is all that I would like to say, because the actual earnings of the Indian shipping companies from 1950-51 to 1960-61 have been Rs. 147.97 crores, and from 1951 to 1961—during these ten years—the Indian shipping companies might have earned, if adequate tonnage was made available, only Rs. 800 crores.

**Shri Raghunath Singh:** We have paid Rs. 63 crores per annum as far as import is concerned, since 1952.

**Shri Raj Bahadur:** We shall be glad to if he can let us know wherefrom he has taken those figures. Then I would like to refer to roads. First of all, I take the points which were made in regard to road transport.

About road transport, I have to say the following. My friend, Shri Kamath, was, as usual, very eloquent. We know that most of us are human beings and for us there are very many intoxicants. We know that the ordinary intoxicants are either drinks or drugs. But one also gets intoxicated by words. I felt almost intoxicated by his speech.

**Shri Hari Vishnu Kamath:** Drinks or drugs? A Congress Minister talking of the first intoxicant? He says he knows about it. That is an interesting confession.

**Shri Raj Bahadur:** He began by saying rather figuratively:

"The third Plan is likely to founder upon the rock or, shall I say, the shoals of the inadequate, inefficient and chaotic transportation system...."

I do not know how does he say so. We have survived these 14 years of independence. The railways have done their job; the shipping has done its job and roads have done their job; I do not know whether the transportation is so inadequate

that the third Plan will founder. He knows the targets; I need not go into it. So far as roads are concerned the production of commercial automobile vehicles will increase from the last year's figure of about 25,000 to 26,000, which is the annual production, to 60,000 in the last year of the third Plan. That is, about double the present production. That will itself give a very strong fillip to the promotion of road transport.

Then, he said something about the Neogy Committee in rather pungent terms, if I may use that expression. He said that the failure of this committee to submit a blueprint for transport policy and coordination is the measure of Government's failure to achieve a rational, coherent transport policy. He also said,

"I charge the Government with being non-cooperative and unhelpful to the committee...."

Why? Because he said the required information has not been given to the Committee. He used certain expressions which compelled me to consult the dictionary in order to confirm their meaning. He said, our attitude has been "lackadaisical, lotus-eating, cavalier...." I cannot even pronounce some of these words. I do not know how he can say that our attitude has been like that. I will barely state certain facts. What was the information that the Neogy Committee wanted from us? I would not go into the terms of reference of the committee. But I will say that the principal purpose behind the appointment of this committee was to find out how much investment has to be made in this transport industry and how much in the other transport industry and thereby to come to some sort of conclusions for the third Plan itself or for the next five or ten years.

**Shri Iqbal Singh (Ferozepur):** Will they give their report in the third Plan? (*Interruptions*).

**Shri Raj Bahadur:** I have tried to study the matter in the context of the

facts that we have. Requests for information have been received by us, of course, from time to time. The first request and the only one was received in 1960. Thereafter, all the requests that we have received from the Neogy Committee for information have come from August, 1961 onwards.

In all, 9 such requests have been made and I would like to state in specific terms how the position stands in regard to them. The Secretary of the Committee wanted information in 9 cases. In respect of 1 case, the required information has already been supplied. In 4 cases part answers have been given and the outstanding information will also be supplied as soon as replies are received from State Governments, who have been addressed. In respect of 4 cases, no reply has been sent, because the matters are already separately under consideration, as for example, the establishment of a Road Board at the Centre and the organisation of public sector undertaking for running goods services.

As I said, the first request was made in January, 1960. What type of information is asked for? I am not trying to pick holes in the working of the committee. I would like to assure the House that we have got every respect for the members of the committee and for the Chairman, who is an experienced and seasoned statesman and administrator. The type of information asked for was, for example, the proportion of buses and trucks plying on short distance in feeder routes to the total number of buses and trucks in the different States; the performance of these vehicles in terms of ton-passenger miles; further an assessment may be made of the likely demands for mechanised road transport for passenger and goods; short distance road surveys may be organised to collect data in the course of the next two or three months etc. This was the type of requests we were getting. In fact, in respect of the feeder routes etc., replies have been received from West Bengal, Bihar, Orissa, Himachal Pradesh, Jammu and Kashmir, Andaman and Nicobar Islands, Kerala, Pondicherry and Delhi and they have

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been passed on to the Committee. The State Governments and transport undertakings have all co-operated in this matter—of course, at the request of the Central Ministry of Transport.

I should like to go further and say that we have also received certain other references too for information. Those references were as to what are the broad objectives to be aimed for regulation of transport services; mechanics of the regulation and possible adjustment in railway freights. This was exactly what we wanted the Committee itself to enlighten us about.

**Shri Hari Vishnu Kamath:** By your leave, Sir, may I invite the attention of the hon. Minister to a statement made by a colleague of his, Shri Gulzaril Nanda, in the House only ten days ago—perhaps there is no co-ordination between his Ministry and that Ministry. Here is what he said:

“The Committee has been seeking the co-operation of the Central ministries, the State Governments and other interests concerned for obtaining the material required by it.”

The statement goes on to say:

“It has been difficult to get together the data and other information needed for a proper examination of this complex and inter-related problems.”

**Shri Raj Bahadur:** I should thank the hon. Member for reading out that. Exactly that is the point that I am making. The information asked for and the data asked for are not so easy to collect.

**Shri Hari Vishnu Kamath:** How long will it take?

**Shri Raj Bahadur:** As I said, most of the requests have been received by us after August 1961. Further, we were also asked about our opinion regarding a scheme for operation of a

freight service by railways. This was linked with the question of a public sector undertaking to be started in this behalf. They also wanted us to say what type of relationship should be set up for co-ordination between the various types of transport services.

I would remind the House Sir, that in this Committee the Secretary of the Ministry of Transport is already there as a member and any information that is required will naturally be given by him. He would be only too glad to give it. In fact, any views that are to be informally communicated to the Committee can be done. Ultimately, what is the position? The position is that the Committee will submit its final report. That final report would be examined by the Government. The Government as such, in the Ministry of Transport, cannot make any pronouncements or anticipate any decisions so far as the broad recommendations are concerned. Naturally, we have to rest content with the information that we can give them, and that we have already tried to do.

So far as the function of co-ordination is concerned, co-ordination is a function of this Ministry. They have asked for that information. The question of alternative proposal only means whether we should advise the Prime Minister to take away this function from the Ministry of Transport and give it to the Ministry of Railways or any other Ministry. A question was also posed by my hon. friend, Shri Mathur. He said that we are in charge of co-ordination but we have not co-ordinated anything. It was Shri Manabendra Shah who said that this Ministry appears to have not yet attained maturity and perhaps it has to attain maturity to co-ordinate its own road system. I think he wants an amendment in the Constitution, because rural roads, State highways, district roads etc. are not under our care. We do not administer them. That is entirely the function of the State Government to

administer them and to develop them. We only help them. In the matter of national highways also we have to depend on them for execution.

**Shri Prabhat Kar:** Under these circumstances, let us know what you can do.

**Shri Raj Bahadur:** We try to co-ordinate the programmes and we succeed in doing that. A proof thereof is that in 1951 the length of our surface roads was about 98,000 miles, and today it is 1,47,000 miles at the end of the Second Plan period. This increase of 49,000 miles of surface roads is not an ordinary thing.

**Shri Harish Chandra Mathur:** Is this co-ordination. The question is about co-ordination.

**Shri Raj Bahadur:** This is in the matter of roads, not in the matter of road transport. I will come to road transport later. I think my hon. friend knows much more about road transport than me, being a member of the Road Transport Organisation Committee himself. Let me, first of all, reply to the question on roads.

In the matter of unsurfaced roads, we have added about 100,000 miles during the ten year period. The addition of 150,000 miles of surfaced or unsurfaced roads over a period of ten years is not an ordinary matter. It requires technical personnel to build them, equipment resources and other things. If, therefore, here and there the condition of a road has not been found to be satisfactory, it should also be recognized that our hands have been too full, we have not been able to cope up with the demand for new and trained engineering personnel, and materials etc. in this respect. In regard to co-ordination of road transport....

**Shri Harish Chandra Mathur:** Apart from co-ordination, do I take it from the hon. Minister that it is not because of lack of resources or lack of provisions that you have not been

able to do more but because you are not capable of doing more? You are creating an impression that since you have not the personnel or equipment you could not do very well.

**Shri Raj Bahadur:** It is exactly because of these limitations, and these limitations are not peculiar to the Roads Wing or the Transport Ministry. The limitations in respect of trained personnel, in respect of resources, are common to all expanding departments.

So far as co-ordination of road transport is concerned, as my hon. friend knows, we have got the Interstate Transport Commission, the Inland Water Transport and Road Advisory Committee. We have also got the Transport Development Council. The member of the Planning Commission and the Railway Minister attend the meetings of this council and thereby necessary co-ordination is arrived at through that particular mechanism.

I would not go further into this question, but let me assure him that we are very much interested in seeing that the Committee is given all the help it wants. We want that the report of the Committee should come as quickly as possible, and I can assure the Committee through this House that we shall not be found wanting in this respect. We shall be trying to help them to our best, as we have been doing. So far as the references and questions are concerned, we have not ignored or neglected them. In fact, the Transport Ministry is much more interested than others because it is the road transport that is suffering for want of a national policy. But it is not an ordinary problem.

Let us realise that it is peculiar to all developing countries. The United States of America have not solved their rail-road co-ordination problem. The United Kingdom have not solved

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their rail-road co-ordination question. Hundreds of miles of railway lines are being uprooted and stations are being closed down in America and England. Everybody knows that. Even in Germany the position is that they have not been able to do much; despite certain restrictions they have put on the freight structure and distances, the desired results have not been achieved. So, it is not an ordinary matter. The Committee is really up against a difficult task. I can assure the House that we also hope and wish that the Committee is able to submit their report soon.

**Shri Iqbal Singh:** Because the hon. Minister is passing on to some other subject, I want some information. One of the terms of reference of the Neogy Committee is that they will formulate the policy for the next 5 to 10 years. This Committee was appointed in 1959 and recently—perhaps, the hon. Minister has seen that report—there was a statement by Shri K. C. Neogy, the Chairman of this Committee at a press conference, that they cannot present the report of that Committee even by the end of the Third Plan.

**Shri Raj Bahadur:** I think it is because of certain difficulties in regard to matters that they are discussing and considering that they feel like that. In any case, I do not know whether any authentic statement like that has been issued by the Chairman of the Committee. No communication to that effect has been received by us in the Ministry. Here I should take the House into confidence and say that we have not received any communication from the Committee, complaining about lack of supply of information or lack of showing them the required courtesy. I hope we shall not be guilty of that particular lapse on our part if any reference is made to us. Then, our own Secretary is there and he is and would be attending to the day to day work.

**Shri Koya (Kozhikode):** Did the Ministry make any enquiries about the delay?

**Shri Raj Bahadur:** The road transport has got to go on and with that object we have already formulated our Third Plan proposals which are before us. We shall work on those lines and we hope, ere long, the report would be there. I can also say that.

**Dr. M. S. Aney:** You are proceeding all along on your own lines about transport. Suppose you receive the report later on and you find that the lines on which you are proceeding are not exactly the lines which are recommended, what will you do?

**Shri Raj Bahadur:** Shri Kamath used the word 'chaotic'. I do not agree with him at all. I would repudiate it. But so long as, the cosmos was not born chaos was there. Although I would say there is no question of chaos we shall have to work in the present context of things. The transport industry is not in a chaotic state as Shri Kamath said. We have proceeded on certain well-defined lines in a systematic manner. That is how the matter stands.

I would now come to the point that was raised by my hon. friend, Shri Morarka. He is not here. He referred to certain statements made by my hon. colleague, Shri Malaviya about his proposals for lifting 3.5 million tons of coal by road and also by river. In this matter I would only like to state a few facts. At present about 3 million tons of coal is already being moved by road from the coal mines or pitheads to the nearest railhead or port. So, I think, the additional figure that he has given of 3.5 million tons is not a big figure; if properly worked out schemes are there and if necessary funds are available, I think the road transport apparatus in the public and

the private sector may be able to come up to the challenge and will meet the challenge. Shri Malaviya has boldly put forward a particular scheme. Coal has to be moved and, I think, we cannot quarrel with him because he has shown some imagination and is trying to evolve certain schemes. But those schemes are not being evolved by him all alone. There was a working group set up by the Planning Commission which went into this question. In that connection later on discussions were held with the Transport Secretary also. The concerned officers of the Ministry of Mines and Fuel were also there. They have come to certain tentative conclusions and they will be examined.

So far as the question of transport of coal by road is concerned, the foremost problem is about the condition of the roads. We have to provide the necessary feeder roads and for that necessary financial provision has got to be made. We have got to strengthen the culverts and bridges and improve and strengthen the GT Road as also the National Highway No. 32 to Jamshedpur. For this certain amount of funds will be required. The Planning Commission is considering that particular question and we trust that we shall get the required funds.

The working group has recommended that the Central Government should also offer 50 per cent of cost by way of grants to the State Governments for improvement of feeder roads. This matter is also under consideration.

With regard to the movement of coal by water, the problem that has been put is to carry coal from Bihar and West Bengal to Allahabad on the Ganga, a distance of about 420 miles, and to Burhaj on the Gogra, a distance of about 380 miles. If the draft and the depth of the river permit and shallow drafted boats are available the problem of transport of coal by river may be tackled. So far as the DVC canal is concerned, it would require certain modifications so far as I know

—more information can be given by the Irrigation Ministry—before it can be used by large-sized boats. That is how the matter stands. I do not think I need state anything more in this connection.

But I would refer to the vision to which Shri Kamath referred, namely, the vision of Sir Arthur Cotton about connecting the Ganga with the Cauveri. It seems to be his dream also. He himself called it a dream and when I said, "Are you going to realise the dream?", perhaps he was not quite happy. But I would tell him that so far as we are concerned, we got that particular matter examined by the Gokhale Committee. The Gokhale Committee have pointed out that that dream could perhaps have been realised at the time when it was really conceived. But the fact of the matter is that much of the water has been taken away by irrigation through dams, canals and otherwise and there is not enough water in all the rivers to connect the Ganga with the Cauveri.

**Shri Hari Vishnu Kamath:** Have the rivers dried up now?

**Shri Raj Bahadur:** But, they have given alternative schemes. Working on these schemes, we asked for an allotment of Rs. 40 crores in the Third Plan. But, as the House knows, we only got Rs. 4 crores. We are working on schemes which will cost Rs. 6 crores. With that, certain improvements on the existing canals will be undertaken. Also, we shall have to finance a loan of Rs. 2 crores to the United Steamer Co. to enable them to replace and renew their fleet in the Brahmaputra.

Now, I would like to take certain points which were raised by my hon. friend Shri Fatehsinrao Gaekwad. He is not here, I am sorry.

**Shri Prabhat Kaa:** What about silting in the Hooghly?

**Shri Raj Bahadur:** We have additional dredgers. We have taken good care of it. Bhagirathi is there. A secondhand dredger, Maitena has been purchased. A new dredger Churni has been acquired. We have also provided for additional dredgers for easuraian dredging in the Third Plan programme. That is how it stands. So far as Farrakka barrage is concerned, I know, for a long time, it was highly doubtful whether we will be able to take it up or not. We are happy that it has been sanctioned and work on it has already started. There should be no doubts about that particular matter now.

In regard to National Highway No. 8 about which the hon. Member was very eloquent, he made certain complaints. He said that the portion in Baroda was constructed in 1957, and the next year or a year after that, the entire thing was washed away and grass was now growing and culverts also collapsed. He said all that. I wanted to know how long this road has existed. I find that before Independence there was no road in this particular place.

All the construction of road has taken place only after 1947. In fact, between Ahmedabad and Baroda, the road has been developed into a two-way road. We have already spent a good deal of amount on that. For 72 miles it is being widened to 22 feet at a cost of Rs. 40 lakhs. There is a provision of Rs. 27 lakhs in the Third Plan for the improvement of the Baroda-Navasari section of this Highway, which covers the entire sector in the erstwhile Indian State of Baroda. As I said, there was some storm and there was a cloud-burst and as a result of that, there was a good deal of damage and devastation. Perhaps, we can all recall that. In 1959, a certain section of that road was damaged and two culverts only were undermined by storm water. The damage has been made good. We can only assure the Maharaja that we shall not allow grass to grow under our feet. It had grown sufficiently

high already in the pre-Independence era. We would like pucca roads to exist now. National Highway No. 8 will not be Disgrace No. 8 as he called it. It will be Pride of India No. 8. There should be no doubts about that. So long as we were not independent, so long as there was no democracy, so long as we had no road in that sector, we could be nothing. Now that we have got all these, there should be no apprehension about future.

One point was raised by a friend opposite. He said that in the Roads Wing, out of 717 employees, as many as 380 are temporary. I can only remind him that out of 380 temporary posts, as many as 336 are meant for the International Development Association works. All these appointments have been made only recently. Therefore, naturally those posts could not be converted into permanent posts, because the work itself will last for three years. We hope that more funds will be available and this staff will be made permanent ultimately.

My hon. friend Shri Birendra Bahadur Singh—he is not here—referred to the bridge on the Kharum river and said that it has not progressed. The difficulty was about hydraulic study. Therefore, it has taken time. We hope it will be completed in the Third Plan period. Some reference was made to the Dhulian-Amravati-Nagpur section. It was said that it has not been seen by anybody. I can only say that the execution of these road projects and maintenance is done by the State Government. Even so, our Liaison officers occasionally visit new works and also check the maintenance. We have got planning officers also. For the whole country, the number is only four Planning officers and 14 Liaison officers. You can very well appreciate how much they can do within the limited time, energy and funds that are at their disposal.

Then, it was doubted whether the funds allotted for the national high-

ways were being utilised or not by the State Governments. I can only say this that the accounting and audit procedures of Government ensure that all these funds that are placed at the disposal of the State Governments are properly utilised.

My hon. friend Shri Mohammad Elias raised a point about the traffic congestion in Calcutta. Inside Calcutta, of course, we may not be able to do much because it is within the Corporation's jurisdiction and the State Government's jurisdiction. But we have already provided for a 25-mile-long by-pass from the Vivekanada Bridge to Saptagram. This by-pass will go entirely outside the built-up area, and the cost of it is nearly Rs. 350 lakhs, and it is also covered by the IDA programme.

**Shri Dinen Bhattacharya** (Serampore): Is it the Durgapur Express Highway?

**Shri Raj Bahadur**: It is not the Durgapur Express Highway. The IDA which has given us substantial financial help or assistance in the form of Rs. 29 crores loan on liberal terms has advised us that unless and until the economics is worked out in regard to this particular proposal about the Durgapur Express Highway it will not be possible for them to assist us, and that is where we have not been able to do much.

**Shri Dinen Bhattacharya**: But there is another national highway which has been left half-finished. Some miles were constructed. That highway goes by the name of Delhi Road. There has been simply wastage of funds. Some land has been acquired, and the road is built for some miles, and it has been left at that stage. It is called the Delhi Road.

**Shri Raj Bahadur**: If there are any missing links, we shall see that they are provided, and we have got a programme in this regard also.

**Shri Dinen Bhattacharya**: I am referring to the Delhi Road.

**Mr. Speaker**: The hon. Member is further obstructing the progress of the road.

**Shri C. K. Bhattacharyya** (Raiganj): May I request the hon. Minister to supply the missing links as quickly as possible?

**Shri Raj Bahadur**: Now, I shall only make a few announcements. One of these announcements is about the point raised by the hon. lady Member in regard to the coastal freight rates not having been looked into. A committee was appointed for this purpose under Mr. Abhi and that committee has made its recommendations. As a result of its recommendation, it has been decided to allow an increase of 15 per cent on all cargo except coal; and for coal up to Cochin, it is 10 per cent increase, and beyond Cochin it is 15 per cent. The position may be reviewed after one year.

I shall just take a few minutes to deal with tourism and then I shall finish. I would only refer to a few points that have been made. I shall first refer to the point that was made by Shri Birendra Bahadur Singh. He said that the entire allotment for Rajasthan had been given to Udaipur. We have got three parts of the schemes, and out of Rs. 33.55 lakhs for Rajasthan, only Rs. 5.5 lakhs have been given to Udaipur. So, I think that there should not be much of a heart-burning on that particular account.

I might state here that for a long time the question of appointment of a committee for the classification of hotels in accordance with the recommendations of the Hotel Standards and Rate Structure Committee, was pending before us. It has now been decided to set up a committee; the personnel of the committee has been finalised, and it will start functioning from the middle of next month.

Another point raised was about the difficulty in the obtaining of all-Indian liquor permits. Without interfering in any way with the basic prohibition policy adopted by the various State

[Shri Raj Bahadur]

Governments, and within the framework of that policy, discussions have taken place with the State Governments, for a simplified and uniform procedure for grant of permits to the foreign tourists. In consultation with the Ministry of Law, a revised form of all-India permit is being evolved and we hope that it will be possible for us to overcome this difficulty shortly.

As for the statistics, these have already been supplied, but I shall refer to only one point, and that is about home tourism.

I may say that so far as home tourism is concerned, we have taken good care to develop it. That will be evident from the fact that out of the provision of Rs. 8 crores in the Third Plan for tourism, as much as Rs. 2.92 crores are to be spent for the provision of facilities for foreign tourists and 5.08 crores for the provision of facilities for home tourists in the States sector and with the Central assistance. Our Tourist offices are now catering to the needs of foreign tourists as also home tourists. Besides 11 central tourist offices all over the country, there are 50 tourist offices in the States. Rs. 7 lakhs have been spent for the benefit of home tourists by way of publication of various booklets in Indian languages.

As many as 27 low income group rest houses and 15 log cabins have been set up by the State Governments to meet their needs.

I would in the end refer to ports. The question was raised about the Mangalore port and the Tuticorin port. I have already given a detailed reply this morning about the progress that we have made in this behalf. I can only assure the House that we shall see that the programme that we have kept for the second year of the Third Plan and in the following years is maintained and the expectations about these ports are realised in good time and within the target date.

**Shri Surendranath Dwivedy:** What about Paradip port?

**Shri Raj Bahadur:** I am sorry I did not make a mention about it.

The hon. Member knows that the Intermediate Ports Development Committee went into this question. They made some recommendations. Those recommendations were that for the first phase, Rs. 1 crore should be allotted and for the second phase, Rs. 50 lakhs should be allotted. We have accepted the recommendations in toto.

Now, my hon. friend suggested that a good deal of political exploitation has been done on account of this project. I can only say that with a dynamic personality as the Chief Minister of Orissa, we can very well expect that he will undertake certain steps in a dynamic manner. That he is trying to do in regard to the development of the Paradip port. He says that without having to fall back on the resources of the Central Government, he will be able to raise the necessary finances for the development of the port into an all-weather port. He has got certain schemes for that. He wanted us to place at his disposal the necessary foreign exchange for the appointment of foreign consultants so that the project report may be drawn up, which we have done.

**Shri Surendranath Dwivedy:** What about the negotiations carried on with the National Project Construction Corporation? There was a Rs. 15 crore scheme. I read it out.

**Shri Raj Bahadur:** He is taking certain steps to find the necessary resources for that. He has also discussed the matter with the Planning Commission. They have advised him to put up a regular proposal about it. That will be considered. When it is said that the Prime Minister went there, laid the foundation stones and that has now become a commemoration stone, that is politics. But Paradip is not politics. We are all interested in Paradip port. We want that the State of Orissa should have the

all weather port as quickly as possible.

I have to say something about Porbandar also. It was decided at the last meeting of the National Harbour Board that if the traffic at Porbandar exceeded 5 lakhs, the question might be examined as to whether it could be developed into an all-weather port or not. Discussions are going on in regard to that matter.

Shri Thirumala Rao referred to the Kakinada port. Some other friends mentioned the Beypore port. We have made certain provisions. Out of Rs. 10 crores earmarked for development of minor ports, so far as the allocations are concerned, so far as the development envisaged therein is concerned, I can assure the House that we shall see that they are put through. Of course the development of minor ports is primarily the responsibility of State Governments. We help them with such assistance in technical matters as we can and also by way of loans—which we have done.

There are so many other points raised by hon. Members. They are important, but I cannot possibly cover them all in the short time at my disposal. (*Interruption*). I think I have already covered many of them. I have taken a longer time than I intended.

Shri P. G. Sen (Purnea): Mr. Speaker, Sir, the hon. Minister has covered a wide range and this shows how this portfolio is a very big one. He has taken more than an hour to answer all the points.

I refer to roads. The district which I represent is a district bordering Nepal and has a network of rivers with Kosi on the one side and Ganges on the other. The Kosi, as you know, Mr. Speaker, is a shifting river. We have our Kosi projects now. The river has shifted towards the Darbhanga district, leaving, in our district, several distributaries, which, during the hot season get dried up and in the rainy season are over-flooded.

This district is also a large jute-growing area; and jute is a foreign exchange earner. Because of the paucity of roads, the jute cannot be brought to the market, with the result that the villagers are made to sell their produce at lesser rates.

I do not minimise the achievements of this Ministry about transport and roads. But the fact remains there. When we were talking here of aviation I was just thinking within myself whether I should not drop our Members by parachute in those areas about which there was a 'Call Attention' motion this morning. I mean the Jogbani area of Purnea. If some amounts are allotted for the development of the feeder roads in these areas by the construction of bridges etc. then the village roads can be converted into all-weather roads.

The difficulty of the villagers is this. They want to have roads to go to the market places. Now, when they are gradually becoming plan conscious, they want the village roads to be connected with National Highways or State Highways.

There is a scheme for 75 per cent allotment by Government and 25 per cent to be found by the villagers. I do not know whether anything has been done under this scheme. This question was discussed at the district level. The P.W.D. say that 5 per cent of the amount that has to be spent for the village road is to be deposited by the villagers first and then only will the tenders for that road be called.

Just imagine the villages who want to have a connection with the National Highway or the State highway. For a mile of these roads they spend a lakh of rupees. Naturally, if the villagers have a mile of road to be metalled, they must deposit Rs. 25,000 immediately, which they can do otherwise in kind, by labour or carting. They can make up in kind. But the department says that that amount must be paid first in cash. I do not know how this scheme is going to be work-

[Shri P. G. Sen]

ed out. As far as my knowledge goes, the whole amount set apart for this remains unspent. So, some sort of a scheme other than this should be chalked out so that these huge amounts that are being kept for the development of these village roads may be utilised and the villagers given opportunities to have connections with National Highways or State Highways.

Then, I find from the budget papers that the national highway No. 31 has been very favourably dealt with. I congratulate the authorities on this score. It is a very important road connecting Assam with the rest of the country. Its old name was the Ganges-Darjeeling Road. As I have already said, there are many rivers and rivulets there. There are bridges too, but they are pretty old. A question was raised on the floor of the House regarding the longevity of these bridges and their rotten condition. In reply, I was given to understand that Rs. 22,000 had been sanctioned for the survey of these bridges. After that, I do not know what has happened. I do not know whether these bridges have been surveyed and how far the work has been going on.

In regard to the posts and telegraphs, I want to say a few words. Firstly, there is dearth of accommodation. There is a genuine demand from the postal staff for quarters. In Purnea, during the years 1954-55, some quarters were built. Now, the Purnea division has been opened, and so the numerical strength of the staff has increased. I think the department should at least construct some quarters for the poorly paid employees. There is dearth everywhere nowadays in respect of quarters, and whatever quarters are available should be released to the civilian public.

There is one more thing. For insurance and registered letters, the same receipt is being given. If I send my servant for insurance, he brings in a receipt in which an entry about a registered letter is made. They write

either it is insured or it is registered. If the clerk, by mistake, writes it as a registered letter, the receipt is brought back by the servant. The receipt is the same both for insurance and registration. So, if my insurance is in any way tampered, I am nowhere. My point is, for insurance covers, separate coloured receipts should be given, so that I can advise my servant that a coloured receipt will be given to him when I send anything by insured post. With the very sight of that coloured receipt, one will be satisfied with the fact that the article has really been insured.

A difficulty in this matter occurred in Purnea. One gentleman sent an article by insured post and his servant brought in the receipt in which it was written that it has been treated as a registered letter. When the insured article was sent to Katihar, the mistake was detected, and then they sent a message to find out how this occurred, and how the insured article was passed on as a registered article. By God's grace, it could not be tampered. Had it been tampered that gentleman would have incurred a loss. He had no proof also that he had sent in an insured article.

Some hon. Members have expressed a desire that every panchayat must have a post-office. I do also endorse that view and request the Minister to see that where there are activities like the Sarvodaya movement and the rest, where people from all India go in connection with Sarvodaya ideals, those places are given post-offices. Such villages require post-offices for Sarvodaya works. In my district, Shri Dhiren Bhai, has gone to Sevapuri, Ballia. He has been trying to get a post-office opened there, but it could not be done. I think that portion comes within Bhagalpur postal division. There is a telecommunication building to be erected at Katihar. I do not know why it is so much delayed. Even in the budget now I find only Rs. 1,000 or Rs. 2,000 put for this item. That means more delay is envisaged.

We send telegrams for their urgency. My son had been to Bhagalpur. He was appearing at the F.Sc. examination. I was here. In the meantime, his practical examination was not over and he had been to Bhagalpur. My wife sent an express wire that he should come and appear at the practical examination. But he never received that express wire. I do not know where that express wire had gone . . .

**Shri Hari Vishnu Kamath:** Did he pass the examination?

**Shri P. G. Sen:** He has appeared at the examination.

I find from the budget that huge amounts are kept for unforeseen works. If certain amounts are given from this for bridges and feeder roads which the villagers are very much eager to have, I think we can have a better sight of our villages.

**अध्यक्ष महोदय :** आनरेबल मिनिस्टर ।

**श्री राधेलाल व्यास :** हम को भी वक्त बोलने का दिया जाना चाहिये । हमें बिल्कुल भी नहीं मिला है । डिप्टी स्पीकर साहब से कहा तो उन्होंने कहा कि द्विप की मार्फत अपना नाम भिजवाओ । जब द्विप की मार्फत नाम भिजबी बाया गया तो भी हमें मौका बोलने का नहीं मिल रहा है । मध्य प्रदेश बहुत बड़ी स्टेट है और वहाँ के प्राबलैम्ज को हम यहाँ रखना चाहते हैं । परसनली बोलने के लिए एप्रोच भी किया गया है, चिट्ठी भी लिखी गई है लेकिन फिर भी वक्त नहीं दिया गया है । हम यहाँ इसलिए आते हैं कि अपने राज्य के प्राबलैम्ज को हाउस के सामने रख सकें । और टाइम नहीं दिया जाता है तो हम कैसे अपने प्राबलैम्ज को आपके सामने रख सकते हैं ?

**अध्यक्ष महोदय :** जब आठ घंटे इसके लिए रखे गये थे तो हाउस की मंजूरी से रखे गये थे । आठ घंटे के बजाय वक्त दो घंटे और बढ़ा दिया गया था ।

**श्री राधेलाल व्यास :** ज्यादातर वक्त तो मिनिस्टर साहिबान ही ले गये हैं । सवा घंटा मिनिस्टर साहब अब ले गये हैं और इसके पहले दूसरे मिनिस्टर साहब ने भी लिया था । हम लोग किस लिये हैं ? हमारा टाइम भी एडजस्ट होना चाहिये ।

**अध्यक्ष महोदय :** मिनिस्टर साहब से झगड़ा हो तो मेरे साथ तो नहीं होना चाहिये ।

**श्री राज बहादुर :** जो सवाल यहाँ उठाये जायेंगे उनका जवाब तो देना ही पड़ेगा

**श्री समनामी (जम्मू तथा काश्मीर) :** हमारा सवाल ही नहीं होगा तो जवाब आप क्या देंगे ।

**अध्यक्ष महोदय :** आनरेबल मिनिस्टर ।

**Mr. Speaker:** The hon. Minister may just begin his speech.

**Shri Jagjivan Ram:** The questions that have been raised in the House regarding civil aviation and shipping have been very elaborately dealt with by the Deputy Minister and the Minister of State. I would like at this stage to express my thanks to the hon. Members who have made suggestions and offered criticisms without any malice and I welcome them, because the objective is the same, viz., how to have in this country efficient transport and communications service. In any developing country, it has been invariably noticed that whereas there has been progress in other sectors, development of transport and communication has not been quite commensurate with the development in other sectors and that affects the development in various sectors. Therefore, we should receive the co-operation of all sections of this House, so that the resources that might be placed at our disposal may be enough to meet the requirements of the country, whether for transport or for communications...

**Mr. Speaker:** He may continue tomorrow.  
18 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, May 23, 1962|Jyaistha 2, 1884 (Saka).*