

MR. SPEAKER : Again, it is a suggestion.

SHRI VAYALAR RAVI : We want the Government's view on the three-language formula. (*Interruptions*)

MR. SPEAKER : The three-language formula does not arise out of this Question.

PROF. P.G. MAVALANKAR : Although the hon. Minister in his reply said that the Government has no such proposal under consideration at present, may I still ask him whether since Independence, in the last 30 years, there was any such proposal mooted in the Home Ministry for reviving the All-India Educational Service in view of the fact that service had certain advantages when it was in vogue before Independence ? Secondly, may I also know from the hon. Minister whether in such consideration for the revival of the All-India Educational Service the Home Ministry has been consulting the Ministry of Education ?

SHRI CHARAN SINGH : The question of establishing an All-India Educational Service at the Central level was considered some 10 years ago. After consideration of the replies received from the various State Governments, the proposal was given up in 1968. Since then, there is no such proposal under the consideration of the Government. As advised today, the Government does not propose to revive the question. The suggestions made by the hon. Members here will certainly be taken into consideration. But they are only suggestions.

There is no commitment on behalf of the Government.

PROF. P. G. MAVALANKAR : What about consulting the Education Ministry ?

DR. MURLI MANOHAR JOSHI : May I know from the hon. Minister whether various State Governments were against such a proposal and whether the Education Ministry also was opposed to establishing an All-India Educational Service ?

SHRI CHARAN SINGH : Some of the State Governments were in favour of the proposal and others were opposed to it.

DR. MURLI MANOHAR JOSHI : What about Education Ministry ?

SHRI CHARAN SINGH : I have no information.

SHRI N. SREEKANTAN NAIR : The bringing in of more and more Ministries/Departments in the All-India Services would naturally curtail the freedom of the States. In view of that, may I know whether the Government will consider not to increase the All-India Services any further ?

MR. SPEAKER : It is a suggestion for action.

**Plan for more effective use of
Railways, Waterways and
Roadways**

+

*755. SHRIMATI PARVATHI
KRISHNAN :
SHRI C. K. CHANDRAPAN :

Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Government has drawn any proposal to work out an integrated and coordinated plan for the more effective use of railways, waterways and roadways ;

(b) what steps have been taken in this direction by the Railways which remain the most important medium of transport ; and

(c) if there is no scheme as mentioned in part (a), the reasons thereof ?

THE PRIME MINISTER (SHRI MORARJI DESAI) : (a) and (c). The formulation of a national integrated and coordinated policy as between different modes of transport for more effective use of each mode of transport is under consideration.

(b) A statement is laid on the Table of the Sabha.

Statement

The following steps have been taken by the Railways for promotion of traffic and to provide efficient and satisfactory service to the consumers :

- (1) Keeping close liaison with the industry and trade through the Marketing and Sales Organisation set up on each Railway.
- (2) Introduction and expansion of container services with a view to provide an integrated rail-cum-road service without any handling enroute.

- (3) Introduction and extension of Freight Forwarder Services for collection of small consignments for providing the advantage of a wagon load rate (economy of rate) to small traders;
- (4) Introduction and extension of Quick Transit Service between specific pairs of stations with guaranteed transit time ;
- (5) Operation of street collection and delivery service in important cities ; and
- (6) 'Railways' financial participation in the State Road Transport Corporations set up by the State Governments in order to achieve coordination in the field of passenger services.

SHRIMATI PARVATHI KRISHNAN : Sir, this question of integrated transport policy has been under discussion for a long time. Today, the Minister says, the policy is under consideration; if I give a question tomorrow, it will be under active consideration. After that, it will probably be under urgent consideration. From the Statement what I see is that the railways have taken certain steps. At the same time, we are not given to understand how far this arises out of the approach of an integrated transport policy where by the railways could take over the long route traffic and roads the short route traffic and in this way see that all the corners of the country are properly and sufficiently served in terms of both freight and passenger traffic. I would like to know how far Government has proceeded with the proposition of diverting long route traffic to railways and short route traffic to road.

SHRI MORARJI DESAI : It will not take as many months as it has taken years. That is all I can tell you.

MR. SPEAKER : What he says is that it will not take as many months as it has taken years in the past.

SHRIMATI PARVATHI KRISHNAN : I want to know how far.

MR. SPEAKER : No, no . . .

SHRIMATI PARVATHI KRISHNAN : I would like to know what plan Government has for the development of the inland water transport and how far Government has proceeded on examining and accepting the recommendations of the Inland Water Transport Committee.

SHRI MORARJI DESAI : There is no inland water transport system as such. That can come if one comprehensive scheme of a canal system covering the whole of India is considered. That is one such scheme which is a very big scheme and it is under consideration. Whether that scheme would be feasible is being examined. If the scheme is, found to be feasible then a proper inland water transport system can come into vogue. But it depends upon whether that scheme is feasible.

MR. SPEAKER : She wants to know about the Committee's Report.

SHRI MORARJI DESAI : That Committee's Report does not show much.

श्री यशदत्त शर्मा : क्या सरकार की जानकारी में है कि भार ढोने की दृष्टि से रोड ट्रांसपोर्ट अधिकतर काम करती है और जो ट्रक चलते हैं एक प्रान्त से दूसरे प्रान्त को उनको जुर्म वाली विरादरी करार देकर पुलिस जगह जगह पकडती है और उसकी गति को कुंठित करती है। क्या इस संबंध में सरकार कोई देशव्यापी नीति बनायेगी जिससे कि सड़क पर चलने वाले रोड ट्रांसपोर्ट को सुविधा प्राप्त हो सके ?

श्री मोरारजी देसाई : सड़क पर चलने वाले जो रोड ट्रांसपोर्ट हैं वे भी कई गतियां करते हैं, ज्यादा माल भर कर जाते हैं इसीलिये कर्प्शन फैलता है। अगर वे सुधर जायें तो यह भी सुधर जायेंगे।

DR. HENRY AUSTIN : May I know whether the hon. Prime Minister would look into or make an indepth study of more intensive utilization of our coastal shipping possibilities surrendered on all three sides of our country by water. Perhaps we could use in a more intensive way the coastal shipping. For instance, for transporting coal from Bengal to Kerala, by train, it takes so many days and so many bottlenecks are there on the railway system, whereas we could have more coastal shipping and many of the bottlenecks on the railways could have been avoided. May I know whether the Prime Minister would look into it in the context of an integrated and

coordinated transport system as a supplementary and complementary transport system?

SHRI MORARJI DESAI : That is being considered. Already some arrangements are being made to transport coal by sea. But then the sea transport system becomes more costly than the railways. That also has to be considered. Both have to be dovetailed properly, and that is why the consideration has to be done very carefully.

श्री श्रीम प्रकाश त्यागी : अध्यक्ष महोदय, वर्तमान समय में देश के विकास के लिए रोड-ट्रांसपोर्ट बहुत आवश्यक चीज है, हमारा सामान बहुत बड़ी तादात में आज ट्रको के द्वारा बहुत दूर-दूर तक जा रहा है। लेकिन हर प्रान्त में भिन्न-भिन्न नियम लगा कर अलग-अलग चुंगियां वसूल की जाती हैं। जिस का परिणाम यह होता है कि सामान के अपने लक्ष्य तक पहुंचते-पहुंचते किराया बहुत बढ़ जाता है। मैं सरकार से जानना चाहता हूँ—लम्बे रूट्स पर जाने वाले ट्रको के लिए भिन्न भिन्न प्रान्तों की सोमाओं पर जो टैक्स या आक्राय लगाने की जो प्रथा है, उस को समाप्त कर के कोई इस प्रकार की व्यवस्था की जायगी, जिससे लम्बे रूट्स पर हमारा सामान सस्ते भाड़े पर जा सके ?

श्री मोरारजी देसाई : यह प्रान्तों का अधिकार है, उस को छाना नहीं जा सकता है, लेकिन उन को समझाया जा सकता है, समझाने की कोशिश जरूर करेंगे।

SHRI MOHD. SHAFI QURESHI : The Prime Minister, in his reply, has stated that the matter is under consideration. The fact is that this matter has been under consideration for a long time. The railways have been paying an amount of Rs. 10 crores per year to the Road Transport Corporation and uptill now they have paid about Rs. 45 crores for bringing about coordination between rail and road transport systems. May I know from the hon. Prime Minister how these schemes have worked so far, and whether he will now appoint a committee of road, railways and shipping to go into the whole question? Because

it is an important question; most of the salt carried from the west coast by the railways results in a high cost in the areas which consume the salt. I want to know whether he is thinking of an integrated plan to coordinate the efforts of all the three ministries so that some good results can be achieved.

SHRI MORARJI DESAI : I wish it has been coordinated earlier by the hon. Member. Now we are taking time, but we would not take as much time as he had taken. That is all I can say.

Desk Officer Scheme

*756. **SHRI LALJI BHAI :** Will the Minister of HOME AFFAIRS be pleased to state :

(a) the date from which the Desk Officer Scheme in the various ministries has been introduced ;

(b) whether this scheme has resulted in stagnation of promotion for Assistants, UDCs' LDCs and Class IV employees in the Central Secretariat ; and

(c) if so, the remedial measures taken ?

THE MINISTER OF HOME AFFAIRS (SHRI CHARAN SINGH) : (a) to (c). As statement is placed on the Table of the House.

Statement

(a) On the 18th January, 1973, the decision of the Government accepting in principle the introduction of Desk Officer System was communicated to all the ministries. The ministries started converting some of their sections identified as suitable for the change over according to a phased programme on the basis of the guidelines issued on the 17th March, 1973. The conversion process is still continuing.

(b) As the number of posts of Desk functionaries of the level of Section Officer has increased, the promotion prospects of Assistants have gone up. The introduction of the scheme would result in a reduction in the number of posts of Assistants and UDCs. Promotion prospects of UDCs and LDCs have therefore been reduced to some extent.

As regards class IV, the Desk Officer Scheme has not so far affected their promotion prospects, because even now sufficient number