

LOK SABHA DEBATES Dated... 23.03.201
(Part II—Proceedings other than Questions and Answers)

1399

1400

LOK SABHA

Thursday, 29th November, 1956.

The Lok Sabha met at Eleven of the Clock.

[**MR. DEPUTY-SPEAKER** in the Chair]

QUESTIONS AND ANSWERS

(See Part I)

12 hrs.

PETITION RE. INDIAN POSTS AND TELEGRAPHS ACT AND RULES

Shri Viswanatha Reddy (Chittoor): Sir, I beg to present a petition signed by a petitioner in respect of the Indian Posts and Telegraphs Act and the Rules framed thereunder.

MOTOR VEHICLES (AMENDMENT) BILL—Concl'd.

Mr. Deputy-Speaker: The House will now take up further consideration of the following motion moved by Shri Lal Bahadur Shastri on the 28th November, 1956:

"That the Bill further to amend the Motor Vehicles Act, 1939, as reported by the Joint Committee, be taken into consideration."

The Deputy Minister of Railways and Transport (Shri Alagesan): Yesterday, I just began and said that I was happy to note the universal welcome which this measure, as emerged from the Joint Committee, received in this House, particularly from the hon. Members who participated in the discussion. They mainly

welcomed the provision that had been made for the creation of inter-State Transport Commission and laid emphasis on certain other aspects of the Bill. There were also some hon. Members who spoke against the nationalisation of road transport while some others were equally vigorous in suggesting more and more nationalisation. When I heard both these points of view, it struck me as somewhat unrealistic in the present conditions that obtain in the country. In the picture that the Indian economy presents today, there should be absolutely no conflict between the public and the private sectors in the road transport field.

One hon. Member very happily described the Bill as a good example of both the private and public enterprise. In fact, the present Indian scene presents such a happy blending of both private and public sectors and this is only a miniature which has the same aspect.

As far as the nationalised sector goes, a sum of Rs. 10 crores was spent actually on the nationalised road transport services during the First Plan though Rs. 12 crores were set apart. The provision made in the Second Plan is for an expenditure of Rs. 27 crores for nationalisation purposes. This will still leave a very large field for the private operators to take possession of and do useful service.

Let us consider the amount of traffic that will have to be carried during the next five years. It has been calculated when the plan for the railways was formulated that they would have to carry an extra quantum of traffic amounting to 60·8 million tons. Even