

cannot answer it. It is a complicated matter which will have to be considered. But there is no doubt that he will receive respectful treatment.

**Shri Naushir Bharucha (East Khandesh):** Is it a fact that the Dalai Lama was injured?

**Shri Jawaharlal Nehru:** No, Sir, he is quite healthy.

As for the other question, I myself stated that we knew it day before yesterday evening—in fact, if I may say so, I was not here then, but we knew about his having crossed the frontier, but we wanted certain confirmation about details, whether the whole party had crossed over, where they were, etc, before I mentioned it to this House Yesterday morning, I was not in a position to do so, although I knew that he had crossed the border. In the evening I was, but I wanted to wait for the meeting of the Lok Sabha today to say so, instead of giving the news to the Press.

#### PAPERS LAID ON THE TABLE

##### AMENDMENTS TO RESERVE BANK OF INDIA (NOTE REFUND) RULES

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): I beg to lay on the Table under section 28 of the Reserve Bank of India Act, 1934, a copy of Notification No. 20 dated the 28th March, 1959, making certain amendment to the Reserve Bank of India (Note Refund) Rules, 1935 [Placed in Library See No. LT-1334/59.]

12.19 hrs.

#### DEMANDS FOR GRANTS—contd

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

**Mr. Deputy-Speaker:** The House will now resume discussion on the Demands for Grants relating to the

Ministry of Transport and Communications. Out of 8 hours allotted for these Demands, 6 hours and 35 minutes now remain.

The list of selected cut motions relating to these Demands has already been circulated to Members on the 2nd April, 1959. I shall treat these cut motions as moved subject to their being admissible.

##### Reason for the closure of the tourist Office at Bhubaneswar

**Shri P. K. Deo:** I beg to move.

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

##### Working of Shikar Agencies

**Shri P. K. Deo:** I beg to move

"That the demand under the Ministry of Transport and Communications' be reduced by Rs 100"

##### Need for establishment of Second Shipyard at Cochin

**Shri Punnoose:** I beg to move:

"That the demand under the head Ministry of Transport and Communications' be reduced by Rs 100"

##### Need for implementation of Shipyard Policy Committee's recommendations and Government's decision thereon

**Shri Punnoose:** I beg to move.

"That the demand under the head Ministry of Transport and Communications' be reduced by Rs 100"

##### Need for developing the Chilka lake and Hirakud Reservoir as tourist centres

**Shri P. K. Deo:** I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

*Need for providing a good guest house at Konarak for the tourist*

**Shri P. K. Deo:** I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

*Working of the Inland Water Transport Committee*

**Shri P. K. Deo:** I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

*Need for making the Mahanadi navigable by blasting the boulders in the river bed from Dhalpur to Sambalpur in Orissa*

**Shri P. K. Deo:** I beg to move.

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

*Need to revise the policy in the matter of grants and loans to the State Road Transport Services*

**Shri Punnoose:** I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

*A Question of grant of loan for the development of State Road Transport in Kerala*

**Shri Punnoose:** I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

*Need to encourage tourism*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

*Need to making available all Reports of Inspector of Railways*

**Shri Tangamani:** I beg to move:

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

*Need to revive Dry Dock Project at Vishakapatnam and execute it early*

**Shri T. B. Vittal Rao:** I beg to move:

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

*Nationalisation of Shipping*

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

*Expansion of Eastern Shipping Corporation*

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

*Expansion of Western Shipping Corporation*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

*Acquisition of ships in the public sector*

**Shri Aurobindo Ghosal:** I beg to move:

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

*Utilisation of Shipping Development Fund in the acquisition of ships*

**Shri Aurobindo Ghosal:** I beg to move:

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

*Need to take advantage of low prices of ships in the international market*

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

*Need for increase of tonnage in public sector*

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

*Need for abolition of rate-competition between public and private sectors in shipping*

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

*Need to do away with the monopoly in the private sector of Indian shipping*

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

*Development of Calcutta Port*

**Shri Aurobindo Ghosal:** I beg to move:

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

*Dredging of the Ganges for Calcutta Port*

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

*Need to establish subsidiary port in Haldi of West Bengal*

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

*Management of State Transport Service in Manipur*

**Shri L. Achaw Singh:** I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

*Defects in the existing system of keeping telephone accounts*

**Shri S. L. Saksena:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

*Need to instal telephone public call offices in the terai border areas of Gorakhpur, Basti and Deoria and other Districts of U.P.*

**Shri S. L. Saksena:** I beg to move.

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

*Failure to restore the age old post office of Dhanu and to open a new post office in the village to which Dhanu post office in Gorakhpur District has been shifted*

**Shri S. L. Saksena:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

*Failure to open new post offices in the Terai areas in the Gorakhpur, Deoria, and Basti Districts according to Government's declared policy*

**Shri S. L. Saksena:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

*Need to open more public call telephone offices in rural areas*

**Shri B. C. Mullick:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

*Delay in construction of departmental buildings of Post Offices in Orissa Circle*

**Shri B. C. Mullick:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

*Failure to eliminate delay in delivery of letters and money orders*

**Shri B. C. Mullick:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

*Delay in installation of automatic telephone lines at Cuttack*

**Shri B. C. Mullick:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

*Need for establishing sub-post offices in the Gram panchayat headquarters in Orissa*

**Shri P. K. Deo:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

*Maintenance of telephone lines between Sambalpur and Bhanjanipatna in Orissa*

**Shri P. K. Deo:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

*Lack of adequate number of R.M.S. vans*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

*Lack of suitable and spacious R. M. S. Vans in Trivandrum Express in Southern Railway*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

*Need to open a new R. M. S. section in Blue Mountain Express between Madras and Erode*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

*Need for opening a telegraph office in Jaipatna in Kalahandi district in Orissa*

**Shri P. K. Deo:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

*Test for promotion of departmental candidates to the clerical and allied cadres*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

*Abolition of training to be selected departmental candidates prior to appointment in the clerical or allied cadres in the substantive pay*

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Shifting of parcel work of Danang District from Rangya to Tezpur R M S*

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*New adjustment in duty-hours in Gauhati R M S.*

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Irregularity in the exchange of mails between Gauhati Head Office and Gauhati R.M S.*

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Indirect mail routing of East Pakistan Postal articles*

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Unsatisfactory duty arrangements of class III and IV officials in Assam*

**Shri Aurobindo Ghosal:** I beg to move.

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Split duty of staff in Assam circle contrary to the recommendations of the Expert Committee*

**Shri Aurobindo Ghosal:** I beg to move.

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Need to insure sorters*

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Indiscriminate rotational transfers in Assam circle*

**Shri Aurobindo Ghosal** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Rotational transfer of L S C officials of Assam Circle*

**Shri Aurobindo Ghosal** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Bad condition of Rest Houses for staff in Assam*

**Shri Aurobindo Ghosal.** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

**Need for abrogation of Rule 4A of the Conduct Rules**

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

**Travel concessions to Mail Guards**

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

**Need to increase casual leave**

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

**Need to enhance the rates of Part-time Watermen**

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

**Need to give compensation for National Holidays**

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

**Mal-administration of R.M.S. Department of West Bengal Division**

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

**Need to provide shelter at Sealdah R.M.S.**

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

**Duties of Packers in Delhi Foreign Post Office**

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

**Need to provide Rest House at Khurja**

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

**Need for replacement of unworkable trolleys of R.M.S. at Nagpur Station**

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

**Congestion and insanitary condition of Howrah R.M.S. Office**

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

**Huge accumulation of letters in Howrah R.M.S. Office**

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

*Insufficient space in Howrah platform  
R.M.S. Office*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100."

*Congestion and insanitary condition  
of Howrah platform R.M.S. Office*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100" †

*Stacking of Postal bags on open plat-  
forms of Howrah Station*

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Non-cooperation of the Railway with  
the Howrah platform office of R.M.S.*

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100."

*Inadequate counters in Howrah Head  
Post Office*

**Shri Aurobindo Ghosal:** I beg to move.

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

*Lack of manners of Calcutta tele-  
phone employees towards public  
and members of Parliament*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Indian Posts and Tele-

graphs Department' be reduced by Rs 100."

*Unusual delay in getting trunk calls*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100."

*Failure to pay the Savings Bank  
money to the depositors of Jagniti  
Post Office of Howrah*

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Dearth of residential accommodation  
for postal employees at Gauhati*

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Denial of casual leave and holiday  
offs to class IV employees and mail  
van guards of Assam circle*

**Shri Aurobindo Ghosal:** I beg to move'

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100."

*Out-moded designs of mail van*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Sorting work of Railway Mail Services in 3rd class Railway compartments in Assam circle*

**Shri Aurobindo Ghosal** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Defects and errors in the sorting list supplied in Assam circle*

**Shri Aurobindo Ghosal** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Defective mail arrangements of Assam Circle*

**Shri Aurobindo Ghosal** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Inadequate space at Rangiya for Railway Mail Services*

**Shri Aurobindo Ghosal** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Fixation of standard for sanction of R M S Class IV Staff*

**Shri Aurobindo Ghosal** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Shortage of staff in R M S of Madras Circle*

**Shri Aurobindo Ghosal** I beg to move

"That the demand under the head 'Indian Posts and Tele-

graphs Department' be reduced by Rs 100"

*Question of recruitment of Class IV Staff*

**Shri Aurobindo Ghosal** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Delay in police verification of the antecedents of new recruits*

**Shri Aurobindo Ghosal** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Lack of safety devices of mail guards compartments in Madras circle*

**Shri Aurobindo Ghosal** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Failure in cementing the platforms in front of R.M S Offices at Madras Station*

**Shri Aurobindo Ghosal** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Need to provide tiffin rooms and cycle stands inside mail offices of Madras*

**Shri Aurobindo Ghosal** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"



*Insanitary conditions of mail offices of Madras*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Need to provide rest room for R.M.S staff at Madras Railway Station*

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Need to construct R.M.S staff quarters near Madras Railway Station*

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Question of admission of Class IV staff in Hindi classes in Madras*

**Shri Aurobindo Ghosal.** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Reservation of beds for P & T. staff of Madras in Tambaram T B sanatorium*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

*Inadequate housing facilities for Posts and Telegraphs Employees*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Indian Posts and Tele-

graphs Department' be reduced by Rs 100"

*Inadequate housing facilities for Posts and Telegraphs Employees in Delhi*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Provision of houses for only 160 out of 1,800 class III and IV employees of Railway Mail Services wing in Delhi*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Provision of houses for only 455 out of 3,700 of class III and IV of employees of Postal Wing in Delhi*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Failure to trace more than 101 cases during the last 12 years of losses in Delhi Station and Air Mail Division (Delhi Railway Mail Services)*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100."

*Need for payment of winter and Hill allowance to employees in Mizo District*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100."

*Need to continue the services of N.D.T.O's in Madras circle*

**Shri Tangaman:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100."

*Failure to place Town Inspectors of Post Offices attached to Calcutta G.P.O and other Head Post Offices in the grade of Rs. 80—220.*

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100."

*Failure to take workers' representative in R.M.S Committee*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100."

*Failure to take workers' representative in Uniform Committee*

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100."

*Inadequate promotional avenues of R.M.S. Class IV staff and mail-van guards*

**Shri Aurobindo Ghosal:** I beg to move.

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100 "

*Need to formulate rules for appointment of Jamadars*

**Shri Aurobindo Ghosal:** I beg to move.

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

*Dissatisfaction of postal employees on holidays*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

*Need for absorption of daily-paid porters in regular service*

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

*Need for absorption of porters not recruited through Employment Exchange*

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

*Failure to absorb part time porters of Vijayawada Circle*

**Shri Aurobindo Ghosal:** I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100."

*Failure to sanction a Waterman for travelling staff of mail offices*

**Shri Aurobindo Ghosal:** I beg to move:

"That the Demand under the head 'Posts and Telegraphs Department' be reduced by Rs 100 "

*Failure to revise the standard of Rest House attendants prescribed in 1949*

**Shri Aurobindo Ghosal:** I beg to move

"That the Demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Need to increase the number of delivery peons at Imphal post office and telegraph office*

**Shri L. Achaw Singh** I beg to move

"That the Demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Need for opening telegraph offices at Nakchung and Moirang*

**Shri L Achaw Singh** I beg to move

"That the Demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

*Urgent need to increase the mercantile fleet*

**Shri Punnoose:** I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100"

*Need for more training ships*

**Shri Aurobindo Ghosal:** I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100"

*Developmental scheme for sailing vessels*

**Shri Aurobindo Ghosal:** I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs. 100."

*Modernisation of sailing vessels*

**Shri Aurobindo Ghosal:** I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100"

*Subsidy to sailing vessels*

**Shri Aurobindo Ghosal:** I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100"

*Corruption in the medical examination of the seamen*

**Shri Aurobindo Ghosal:** I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100"

*Mal-administration of Calcutta Shipping Office*

**Shri Aurobindo Ghosal:** I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100"

*Failure to make the instructors of Training-ship of Calcutta permanent*

**Shri Aurobindo Ghosal:** I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100"

*Failure to make the instructors and professors of Marine Engineering Training College of Calcutta permanent*

**Shri Aurobindo Ghosal:** I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100"

*Need to allot more funds for the development of Marine Engineering Training College of Calcutta*

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100"

*Need to open a post-graduate course in the Marine Engineering Training College of Calcutta*

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100"

*Inadequate welfare activities for sea-men*

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100"

*Failure to increase the number of Indian nationals in sea-men service at Calcutta*

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100"

*Casual nature of service of sea-men*

Shri Aurobindo Ghosal. I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100"

*Defects in the registration of sea-men*

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100"

*Recognition of the representative union of the sea-men*

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100"

*Corruption in the registration of sea-men*

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100"

*Development of light-houses*

Shri Aurobindo Ghosal. I beg to move

"That the Demand under the head 'Light-houses and Light-ships' be reduced by Rs 100"

*Development of light-ships*

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Light-houses and Light-ships' be reduced by Rs 100"

*Need for transport facility for school-going children for civil aviation employees*

Shri Tangamani: I beg to move:

"That the Demand under the head 'Aviation' be reduced by Rs 100"

*Need for fixing duty hours of chowkidars employed in civil aviation department*

Shri Tangamani: I beg to move:

"That the Demand under the head 'Aviation' be reduced by Rs 100"

*Need for providing free marketing trips to employees working in our of the way aerodromes*

Shri Tangamani: I beg to move.

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

*Need for giving gazetted holidays and Weekly offs to operational staff in civil aviation*

Shri Tangamani: I beg to move:

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

*Fixation of seniority of clerks in civil aviation department*

Shri Tangamani: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

*Need for sanctioning of house rent and compensatory allowance to civil aviation employees as applicable to Central Government employees*

Shri Tangamani: I beg to move: .

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

*Need for expansion of ground facilities in the aerodrome at Madurai*

Shri Tangamani: I beg to move:

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

*Need for converting Madras-Madurai-Bangalore-Madras Circular route into daily service*

Shri Tangamani: I beg to move.

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

*Way aerodrome grass was auctioned especially in Mohan Bari, Dibrugarh*

Shri Tangamani: I beg to move:

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

*Wastage in purchasing of air-coolers*

Shri Tangamani: I beg to move:

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

*Manner in which air-cooler is being utilised in the Safdarjang aerodrome*

Shri Tangamani: I beg to move.

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

*Need for framing at an early date Service Code and Recruitment Rules for the employees of Civil Aviation Department*

Shri Tangamani: I beg to move:

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

*Need to construct terminal buildings on scheduled routes*

Shri Tangamani: I beg to move:

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

*Need to construct quarters for Civil Aviation staff in Hyderabad, Pathankot and Gwalior*

Shri Tangamani: I beg to move:

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

*Need for paying compensatory allowance to civil aviation employees in Qazigund, Banihal and Chandigarh as applicable to other Central Government employees*

Shri Tangamani: I beg to move.

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

*Attitude of the Administration towards civil aviation department employees union*

Shri Tangamani: I beg to move

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

*Allotment of civil aviation quarters to non-government employees in many centres like Bombay, Jaipur and Sefdarjang*

Shri Tangamani: I beg to move:

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

*Misuse of vehicles for conveyance by aerodrome officers especially in Delhi, Amritsar and Trivandrum*

Shri Tangamani: I beg to move

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

*Nationalisation of private air-companies*

Shri Aurobindo Ghosal: I beg to move:

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

*Air-route of new-scheduled plans*

Shri Aurobindo Ghosal: I beg to move:

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

*Development of Dum Dum Aerodrome*

Shri Aurobindo Ghosal: I beg to move:

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

*Congestion in the Dum Dum Air-port*

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

*Need for air-port in Behala of West Bengal*

Shri Aurobindo Ghosal: I beg to move:

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

*Accident unit in Dum Dum Air-port*

Shri Aurobindo Ghosal: I beg to move:

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

*Need for nationalisation of non-schedule air lines*

Shri Muhammed Elias: I beg to move:

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

*Occupation of lower type of barrack accommodation by high officials to avoid paying standard rent in type of accommodation they are entitled to*

Shri Muhammed Elias: I beg to move:

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

*Inadequacy of staff for important operational purposes like fire fighting etc.*

Shri Muhammed Elias: I beg to move

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

*Undesirability of employing unskilled workers in hazardous jobs like fire fighting services.*

**Shri Muhammed Elias:** I beg to move.

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

*Irregular supply of liveries to the staff*

**Shri Muhammed Elias:** I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

*Undesirability of transnee pilots taking alcoholic drinks in the bars attached to the Flying Club at Delhi*

**Shri Muhammed Elias:** I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

*Sanction of special allowances to Gazetted officers working in the civil aviation training centre*

**Shri Muhammed Elias:** I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

*Annual eye test for the aerodrome staff*

**Shri Muhammed Elias:** I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

*Rationalisation of work-shops in the Department*

**Shri Muhammed Elias:** I beg to move.

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

18 (A1) LSD—→

*Provision of furniture in the various offices of Civil Aviation Department*

**Shri Muhammed Elias:** I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

*Recruitment to the post of Director of Training and Licensing*

**Shri Muhammed Elias:** I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

*Amount spent in furnishing the office of the Controller of Aerodromes, Delhi, beyond the laid-down standard*

**Shri Muhammed Elias:** I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

*Top heavy administration in the Civil Aviation Department*

**Shri Muhammed Elias:** I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

*Agartala air crash*

**Shri Aurobindo Ghosal:** I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

*Amalgamation of Indian Airlines Corporation with the Air-India International Corporation*

**Shri Aurobindo Ghosal:** I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

*Formation and composition of the Board of Airlines Corporation*

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

*Formation and composition of the Board of Air-India International*

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

*Loss incurred by the Indian Airlines Corporation*

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

*Approach Road to Santa Cruz aerodrome of Bombay*

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

*Need to allocate more funds for flying clubs*

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

*Need to encourage Gliding Clubs*

Shri Aurobindo Ghosal: I beg to move.

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

*Need to provide better amenities to the Civil Aviation employees*

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

*Need to improve the service condition of Civil Aviation employees*

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

*Non-payment of compensation for the lands acquired for Dum Dum aerodrome for the last 15 years*

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

*Need to increase the seats reserved for Imphal from 4 to 8 in the daily scheduled service of Indian Airlines Corporation from Calcutta*

Shri L. Achaw Singh I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

*Need to construct bridges on National Highways in Orissa*

Shri B. C. Mullick: I beg to move.

"That the Demand under the head 'Central Road Fund' be reduced by Rs 100 "

*Lapsing of the grants to States from the Central Road Fund*

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Central Road Fund' be reduced by Rs 100."



*Need for expansion of the scope of utilising of the Central Road Fund*

**Shri Aurobindo Ghosal:** I beg to move:

"That the Demand under the head 'Central Road Fund' be reduced by Rs. 100."

*Question of strengthening the bridges on the National Highway between Ernakulam and Nagercoil*

**Shri Pannosee:** I beg to move:

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

*Need for providing a pontoon bridge at the Mahanadi near Baudhgarh*

**Shri P. K. Deo:** I beg to move.

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

*Submersion of the Satarin Bridge on the National Highway No. 6 by the Bhimkund Project*

**Shri P. K. Deo:** I beg to move.

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

*Need for metalling and replacing wooden culverts by P.C. culverts along the National Highway No. 8 between Sambalpur and Konjhar-garh*

**Shri P. K. Deo:** I beg to move:

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

*Desirability to set up transport co-operatives for running poor's transport service in Orissa*

**Shri P. K. Deo:** I beg to move:

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

*Need for completion of the Damodar bridge on the National highway from Calcutta to Bombay.*

**Shri Aurobindo Ghosal:** I beg to move:

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

*Need for completion of Rujumarayan bridge on the National highway from Calcutta to Bombay*

**Shri Aurobindo Ghosal:** I beg to move:

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

*Need for proper maintenance of National Highways*

**Shri Aurobindo Ghosal:** I beg to move

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

*Question of reduction in the strength of trawlers in the Himmatnagar Ship Building Yard*

**Shri Pannosee:** I beg to move:

"That the Demand under the head 'Miscellaneous Departments and Other Expenditure under the Ministry of Transport and Communications' be reduced by Rs 100"

*Failure of Ganga-Brahmaputra Water Transport Board in finding the solution for the problems of silting*

**Shri Aurobindo Ghosal:** I beg to move:

"That the Demand under the head 'Miscellaneous Departments and Other Expenditure under the Ministry of Transport and Communications' be reduced by Rs. 100."

*Need for proper supervision over loan granted to the Joint Steamer Companies*

**Shri Aurobindo Ghosal:** I beg to move:

"That the Demand under the head 'Miscellaneous Departments and Other Expenditure under the Ministry of Transport and Communications' be reduced by Rs. 100."

*Need for implementation of the recommendations of the rail-Sea Co-ordination Committee.*

**Shri Aurobindo Ghosal:** I beg to move:

"That the Demand under the head 'Miscellaneous Departments and Other Expenditure under the Ministry of Transport and Communications' be reduced by Rs. 100."

*Delay in the submission of the report of the Inland Water Transport Board*

**Shri Aurobindo Ghosal:** I beg to move:

"That the Demand under the head 'Miscellaneous Departments and Other Expenditure under the Ministry of Transport and Communications' be reduced by Rs. 100."

*Need for construction of Terminal Building at Madurai and Vijayawada aerodromes*

**Shri Tangamani:** I beg to move:

"That the Demand under the head 'Capital Outlay on Civil Aviation' be reduced by Rs. 100."

*Inadequate provision for construction of residential quarters for employees*

**Shri Tangamani:** I beg to move:

"That the Demand under the head 'Capital Outlay on Civil Aviation' be reduced by Rs. 100."

*Need for widening of Runway in Madurai aerodrome for receiving bigger aircrafts*

**Shri Tangamani:** I beg to move:

"That the Demand under the head 'Capital Outlay on Civil Aviation' be reduced by Rs. 100."

*Need for construction of Pucced building for the Madurai Aerodrome*

**Shri Tangamani:** I beg to move:

"That the Demand under the head 'Capital Outlay on Civil Aviation' be reduced by Rs. 100."

*Purchase of Viscounts by Indian Airlines Corporation*

**Shri Tangamani:** I beg to move:

"That the Demand under the head 'Capital Outlay on Civil Aviation' be reduced by Rs. 100."

*Reasons for paying 13½ per cent extra in the purchase of first set of Viscounts from Vickers by Indian Airlines Corporation*

**Shri Tangamani:** I beg to move:

"That the Demand under the head 'Capital Outlay on Civil Aviation' be reduced by Rs. 100."

*Liquidated damages collected from Vickers for the first contract for 5 Viscounts by Indian Airlines Corporation due to delayed delivery*

**Shri Tangamani:** I beg to move:

"That the Demand under the head 'Capital Outlay on Civil Aviation' be reduced by Rs. 100."

*Need to develop Paradip as major port*

**Shri B. C. Mullick:** I beg to move:

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

*Need to have a major port at Paradip in Orissa*

**Shri P. K. Deo:** I beg to move:

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

*Delay in selecting the site for the second shipyard in spite of the report of the U.K. Shipyard Mission*

**Shri P. K. Deo:** I beg to move:

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

*Dredging and improving the Chandali port in Orissa*

**Shri P. K. Deo:** I beg to move:

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

*Need to pay compensation for the land taken in Deogarh and Kuchinda sub-divisions of Sambalpur District, for improvement of National Highways.*

**Shri P. K. Deo:** I beg to move:

"That the Demand under the head 'Capital Outlay on Roads' be reduced by Rs. 100."

*Need for having all-weather road communication for Tripura and Manipur with the rest of Assam*

**Shri P. K. Deo:** I beg to move:

"That the Demand under the head 'Capital Outlay on Roads' be reduced by Rs. 100."

*Need for having all-weather road communication between Rudraprayag and Kedarnath and between Bela-Kochi and Badrinath in Uttar Pradesh.*

**Shri P. K. Deo:** I beg to move:

"That the Demand under the head 'Capital Outlay on Roads' be reduced by Rs. 100."

*Desirability of providing more dak bungalows and rest houses with modern amenities along the Hardwar-Badrinath-Kedarnath route.*

**Shri P. K. Deo:** I beg to move:

"That the Demand under the head 'Capital Outlay on Roads' be reduced by Rs. 100."

*Construction of the Gangtok-Nathula Road in Sikkim*

**Shri P. K. Deo:** I beg to move:

"That the Demand under the head 'Capital Outlay on Roads' be reduced by Rs. 100."

*Need to construct bridges on the Mahanadi, the Biropa, the Brahmani, the Baitarini along the National Highway No. 5 between Cuttack and Balasore.*

**Shri P. K. Deo:** I beg to move:

"That the Demand under the head 'Capital Outlay on Roads' be reduced by Rs. 100."

*Need to widen the culverts on the National Highways between Sambalpur and Rairakhol*

**Shri P. K. Deo:** I beg to move:

"That the Demand under the head 'Capital Outlay on Roads' be reduced by Rs. 100."

*Need to have the Calcutta-Bhubaneswar-Hyderabad air service extended to Madras.*

**Shri P. K. Deo:** I beg to move:

"That the Demand under the head 'Other Capital Outlay of the Ministry of Transport and Communications' be reduced by Rs. 100."

*Working of the Hindustan Shipyard (Private) Limited, Visakhapatnam*

**Shri P. K. Deo:** I beg to move:

"That the Demand under the head 'Other Capital Outlay of the Ministry of Transport and Communications' be reduced by Rs. 100."

*Delay in construction of Imphal-Tamenglong Road and Cachar Road in Manipur.*

Shri L Achaw Singh: I beg to move

"That the Demand under the head 'Other Capital Outlay of the Ministry of Transport and Communications' be reduced by Rs 100"

Mr. Deputy-Speaker: These cut motions are now before the House

Shri M. E. Masani (Ranchi-East) Mr Deputy-Speaker, I would like the House to focus its attention on a very much more mundane and pedestrian subject than the existing subjects that we have been discussing during the last few minutes

I realise that it is a hard task to settle down to the problems of the development of road transport. In the last nine or ten months, along with my colleagues Shri Harish Chandra Mathur and Shri C R Pattabhi Raman, I have had the opportunity of making a detailed study and investigation of the conditions of road transport in different parts of this country and I am sure we have benefited by the experience that we have obtained from this investigation. Unfortunately, the report of the Committee appointed by Government, the Road Transport Re-organisation Committee, could not be presented to Government in time for it to form the basis of discussion today. But it is now in the hands of the Government and I do hope that it will be found possible later this Session or, if that is not possible, at the beginning of the next Session to have a discussion of that Report and the very wide ground it covers.

Now, there are three separate aspects of road transport development to which I would like to invite attention of the House. Since the Railway Budget was presented there has been some kind of a campaign by the Railway Board to put pressure for retarding the development of road transport in this country. It started with the

Railway Minister's budget speech on 18th February, then there was a press conference, and on the 25th of that month there was a reply by the Railway Minister in the Upper House when he again repeated the idea that any duplication of transport facilities was a waste of national resources. Now, the absence of duplication is monopoly and there is no doubt that there is an element of monopolistic thinking in the case that has been presented by the spokesmen of the Railway Board. So it becomes necessary once again to consider what should be the broad basis of our national policy in regards to the co-ordination and competition of various forms of transport in our national life.

Two or three arguments are given by the railway spokesmen in support of their view that road transport should not be allowed to thrive wherever railways exist and can carry the traffic. The first argument is the protection of the investment made by the country in the railways which is undoubtedly substantial. The national investment on the railways is of the order of Rs 975 crores. But it so happens that it is not as considerable as the national investment on roadways. Now, the investment on roads and the vehicles which ply on the roads, which are also a national investment, is much larger and it is of the order of Rs 1,400 crores. Indeed, the figures show that the national investment in road transport exceeds that in all forms of transport and communication in this country. Here are the figures:

	Crores Rs.
Railways	975
Water transport, ports, ship-yards etc	209
Posts and Telegraphs and broadcasting	100
Two Airlines Corporations	16
Telephone industries	10
Miscellaneous	4

making a total of Rs 1310 crores in all, including railways, as opposed to Rs 1400 crores for road transport alone. These are approximate figures, but they give a good corrective to those who think that the investment in railways is so profound that everything must be done to safeguard it and to give it priority.

The fact is that the national investment in road transport is not being properly utilized today, and if there is a wastage of national resources it is on the roads and not on the railways. The Planning Commission have given the figures that in 1955 we had in this country 1.56 vehicles per mile of road, a very low figure. Considering that even in Ceylon there are 8 vehicles per road mile. In the United Kingdom there are 25 and the USA 21. So, if there is any wastage of national resources or investment it is primarily on the roadways of India.

Another argument given is that the railways carry goods cheaper than the roads. That argument may be factually true for up to this day the cost of carrying goods per ton mile may be slightly lower on the railways than on the roads. But, similarly, because carrying goods by bullock carts is very much cheaper than carrying goods by railways, I hope it would not be argued that therefore railways should be stopped from plying wherever bullock carts can travel. The same factor that makes the railways nationally more valuable to this country than a bullock cart also operates in favour of roads against railways and that is the factor of speed. After all, transport is the annihilation of distance, and annihilation of distance in the minimum span of time. And the roads are superior to the railways, they are far superior to the railways in speed, just as the railways are superior to the bullock-cart. It may not be known that the average mileage covered by a railway wagon in India today is round about 48 miles per day. As against that, the aver-

age distance covered by a road truck is 150 miles, over three times as fast. Therefore, to say that roads may not compete with railways would mean retarding the economic development and growth of our country in a field which is so vital to the success of our plans.

There are many reasons why consumers prefer sending their goods or traveling by road in preference to railways. Speed is one of them, absence of pilferage is another; supply from door to door is the third, and the spirit of service, as opposed to the ways of the bureaucracy and officialdom is the fourth. All these factors make the consumer prefer roads to railways, where these factors are missing.

In fact, it is argued that if restrictions on road transport are removed, if road surfaces are modernised and truck trailers are put on the roads, the cost of road transport will come down further in this country and it will be possible for the roadways to compete with the railways even for distances of over 1,000 miles. After all, in the United States of America, the roadways are able to compete with the railways from coast to coast, a longer distance than what I have mentioned.

A third argument of the railways is that they carry coal at concessional rates and because they carry coal at concessional rates they must be allowed to charge higher rates on other finished goods, and the roads must not be allowed to compete with them. It is true that the railways do carry coal without making any profit. But that is of their own choice. If they wish to raise the coal rates, it is up to them to do so. And if the Government of India feel that in the national interest coal freight should be kept low, then the correct method of doing this is for the Government of India to give a subsidy to the railways to the extent of the

[Shri M R Masani]

concession that they want the railways to give the freight on coal. A hidden subsidy by mulcting one set of consumers for the benefit of another set of consumers is not only unsound in principle but it also disturbs the pattern and makes it difficult for the country to know what is happening. Therefore, sound finance requires that this concession be withdrawn and if the Government of India wish that concession to be maintained, then Government must vote a subsidy to the railways for carrying coal cheap. It should not be possible for the railways to mulct the other consumers by raising their freights on other goods so that the consumers of coal may benefit, that is, one set of consumers benefit at the cost of another set of consumers. Therefore, it can be seen that all these three arguments are very dubious.

The fact is that, throughout the world today road transport is overtaking railways as the progressive and modern form of transport. It is a technological change. Just as you move from the bullock-cart to the horse and from the horse to the railways, we are now moving on as a world from railways to road transport or motor transport, and to try to stop this progress is like Mr Partington with a broom trying to sweep back the waves of the sea.

Let me give a few figures to show how rapid and decisive is the change-over from railways to roadways throughout the world. In Italy between 1936 and 1954, the share of the railways the traffic declined from 68.8 per cent to 31 per cent, whereas that of road transport rose from 31.2 per cent to 69 per cent. In Sweden between 1925 and 1956, railway passenger coaches increased by 16 per cent but motor buses increased six-fold. Railway wagons declined from 59,000 to 56,000 while trucks increased from 19,000 to 112,000. In the U.S.A. between 1939 and 1958 goods traffic on

the railways increased by 83 per cent but that on road increased to 289 per cent. Railway passengers increased by 35 per cent but road passengers went up by 118 per cent. In the U.S.S.R., which is relatively backward in transport, even there the ratio of road to railway mileage is 22:1 as opposed to only 9:1 in our own country. Between 1940 and 1957, the number of motor vehicles quadrupled, that is, the manufacture of motor cars and motor vehicles multiplied four times, and today the Soviet Union is the second largest producer of motor vehicles, next only after the United States of America.

There you have a complete picture of the world advancing in a certain way and I do feel that while we have all goodwill for our railways and want them to survive, we cannot go against world technological trends and try to reverse the wheels of progress in our own country. We shall be hurting our own country and in the end it will not help the Railways.

There is a very important principle involved in all this and that is that a sound policy would lie in a combination of two factors. The first is the freedom of choice of the consumer to decide by what method of transport he or his goods will be carried. That is a principle that every democracy must respect.

The second principle is as to how best to utilise the national resources, taking a broad view of both sides—indeed, of all sides because you have got airways and waterways also.

So far as the principle of respecting the choice of the consumer is concerned, that is a principle that has been accepted by numerous Committees appointed by our Government. The Motor Vehicles Taxation Enquiry Committee, 1950, the Taxation Enquiry Commission of 1953-54, the Study Group for Transport Planning of 1955 and the Estimates Committee of Parliament in its Report in 1956-57

have all urged that in a free society such as ours, nothing should be done to thwart or distort the pattern of choice of the consumers of this country. They must be given a choice to go by road or to go by railways, as they desire or to send their goods in either manner.

Also, internationally, this principle has been given sanctity by all world bodies which are concerned. The Third World Meeting of the International Road Federation in October 1958 supported by the International Union of Railways, the International Road Transport Union, the International Union of River Navigation and the European Conference of Ministers of Transport, has endorsed the principle which is that "the user should enjoy unrestricted freedom of choice among the means of transport. Nothing should be done which would hinder the development of any particular form of transport or disguise the advantages it could offer or which would discourage its use in order to provide artificial support for any alternative form of transport"

In our own Parliament, when the Railway Budget was being discussed, we had a very impressive unanimity of opinion which was expressed by hon. Members of all Parties in both Houses of Parliament and we saw that the plea of the hon. Railway Minister to assert some kind of a monopoly was rejected with emphasis by all speakers in both Houses of Parliament. That was a demonstration of public opinion which was impressive and I am recalling it now because I would like the hon. Minister of Transport and the hon. Minister of State in the Ministry of Transport and Communications to feel that Parliament is behind them in anything and everything that they may legitimately do to advance the cause of road transport and that we hope and the House hopes that they will not allow themselves to be put under any pressure by the Railway Board, which I consider to be the most powerful vested interest in this country.

The real trouble is that in the last few years the national investment of capital in the Railways has exceeded reasonable proportions. In the First Plan the General Revenues contributed to the Railways was Rs. 140 crores. During the Second Plan, this figure has gone up to Rs. 700 crores. In a speech that I made in this House on the 27th March last year I had suggested that this was an over-investment, that the Railways did not really need all this amount, nor half the amount of foreign capital which this country was expending abroad, and that this amount could very well be diverted partly to roads which would give much better dividends if so invested. Today, the Railways come and say that the shortage of wagon loads has ended and that they have got wagon space to give. In other words, they are over-developed in relation to the needs of the consumer. If this is true, it is a warning to our Government not to invest any more capital resources or foreign capital in the development of Indian Railways, to realise that they have now reached their peak and to divert to road transport, aviation and waterways any capital resources and foreign exchange that they may have to spare.

Only yesterday, I was reading the address of the Chairman of the Indian Mining Association at the annual meeting of that Association in Calcutta on the 26th March and it did not seem altogether to confirm the claim of the Railways that wagons are available wherever they are wanted to carry goods. Coal is something which the Railways specialise in and give a concession for and yet the Chairman of the Association complained that the Railways are not able to handle the goods, that is the coal that need to be transported. I will quote just two sentences from his speech —

"... loading on the South Eastern Railway showed a reduction in 1958, when compared with the previous year"

Then he goes on to say:

"Unfortunately, despite the strongest representations made, the

[Shri M R Masani]

Railway Board appear to be able to offer little hope for improvement during the Second Five Year Plan period and the collieries served by the South-Eastern Railway in Bengal and Bihar has had no alternative but to defer their schemes for increased production "

So, I would suggest that the Railways attend to their primary task of carrying the coal and other freight that is offered to them and do not adopt a policy which might savour of being a "dog in the manger" attitude and trying to stop others from doing what they can do to serve the country. In fact, the railway traffic shows a very healthy increase. In 1955-56 it was 114 million tons. In 1956-57, it was 124 million tons. In 1957-58, it was 132 million tons and in 1958-59, it was 137 million tons. The Railways, which are doing so well, should not grudge similar development, even if it is faster, to other forms of transport and I wish that this attitude that they show of trying to retard others' development would be given up. I hold the view that there is ample scope in this country for the further development of both Railways and roads. Let not one come in the way of the other. It will be many years before one needs to tread on the toes of the other and meanwhile let us shed restrictive attitudes and welcome an all-sided development, both of our Railways and roads.

Before I conclude, a brief word on two small topics—not small topics, but a very brief word on two big topics. The first is the increased duty on diesel oil which forms part of the present Budget. Motor taxation in India is already heavy. The average motor vehicle in India pays Rs 2,070 per annum in taxes as opposed to Rs 1,192 average in Europe, which is much more developed and much more prosperous. This is hardly the time to cost further burdens on an industry, that is, road transport, which is already heavily taxed. The idea that

foreign exchange can be conserved by imposing this duty is a very doubtful proposition. As we all know, the pattern of production of our refineries is such that they can produce more petrol than this country needs but not as much diesel oil and kerosene as this country needs. It seems that the imbalance in this production between petrol on the one side and diesel on the other cannot be rectified beyond certain very modest limits. In this context the levying of a slightly increased duty on diesel is not going to stop people from using it, because the relative efficiency of diesel is so powerful that, in spite of this additional taxation, motor operators will still want to use diesel oil and diesel powered engines. If you go further and start stopping people from making diesel engines or using diesel engines, then you are going to spend more foreign exchange on that change-over to petrol engines than you would save by not importing diesel oil because today with one exception, all truck manufacturers in this country are making vehicles powered with diesel engines and most trucks are using diesel engines. If, now, you ask these trucks to change over to petrol engines, these engines will have to be made. The machinery to make these engines will have to be imported or the engines will have to be imported. The amount that you would spend on importing petrol engines or the capital goods to make petrol engines will be even more than what you would save by not importing diesel oil to the extent the country requires. My plea to the Transport Minister, therefore, would be to urge on his colleague the Finance Minister and the Government the necessity of finding the necessary foreign exchange for something which serves the 600,000 villages of our country, which, really, is something that touches the life of the villager either in his person or in the marketing of his goods, and not to think only of building big factories so that the foreign exchange needs of the countryside continue to be ignored.



The other point that I would like to make is the inadequate supply of vehicles I shall finish with that The demand for vehicles far outstrips the supply We, therefore, find, there is a premium market in motor trucks developing in this country

An Hon Member: Motor cars too!

Shri M. R. Masani: and motor cars too, as my hon friend says We are lagging sadly behind in respect of motor vehicles May I say that no road transport development is possible unless the vehicles are there to put on the road The Transport Commissioners' Conference, which met in Mussourie in October, 1957, recommended an increase by 100 per cent over the existing goods vehicles in the country by 1960-61 Let us have this 100 per cent and say, let there be only a 50 per cent increase Even so, it would mean 60,000 vehicles for goods transport plus 35,000 for passenger transport, making a total of 95,000 vehicles To that we have to add another 55,000 to replace the old vehicles that are going off the road or should go off the road by reason of wear and tear Therefore, the total requirements of this country by 1960-61 are 150,000 vehicles

Let us see what is actually happening In 1956, we only produced 14 000 vehicles The Minister of State in this House stated on 27th March 1958 that the target for 1957-60 should be 136,000 vehicles, the balance of 150 000, thus making 150,000 That would be just sufficient for our national needs But it is also a fact that as against these targets, very little is being produced Actual production for 1957-58 is 20 per cent less than the estimated figures given by the Minister of State, and in 1958-59, we have done much worse Actual production is 55 per cent less than the target laid down by the Minister of State in this House on 27th March, 1958 That being the case, I believe, the Transport Ministry would do well to bring its weight to bear on other departments of Government to see that foreign ex-

change and licences or permits to manufacture cars that are today being denied are made forthcoming I believe that the Transport Ministry should have as much of a say in regard to the manufacture of cars and commercial vehicles as the Ministry of Commerce and Industry in whose portfolio this subject today falls I do urge that the Planning Commission sit with these two Ministries and that the point of view of the Transport Ministry in regard to development of road transport might be taken into account when the licensing and grant of foreign exchange permits is made by the Ministry of Commerce and Industry It seems to me that they have as much right to have a say in that matter as the other Ministry I do hope that our able and dynamic Minister of Transport will throw even a little more of his weight behind this need of the country than he might have been doing, without our knowledge, in the past year, which, I am sure, he has been doing

In conclusion, may I say that the purpose of the remarks that I have just made as is evident, is to give more strength, if I may say so, to the elbows of the Ministry of Transport They are in charge of a very vital link in our economic chain, a link that opens up our villages to the ports and the cities and which brings the peasants' produce and foodgrains to the market, a link which serves the poor man where the railway does not touch his village or come anywhere near it I want to assure the Minister of Transport and his colleague that this House wishes them well and it hopes that they will stand up for the very vital service that they represent, and that, with redoubled effort, they will be able to give it the place which it deserves in our national life

श्री रघुनाथ सिंह (वाराणसी)

उपौध्यक्ष महोदय, कलकत्ता पोर्ट के सम्बन्ध में श्री मनायन ने आपको कुछ बतलाया है और उस और आपका ध्यान आकर्षित किया है। बंगाल असेम्बली में २६ दिसम्बर, १९५८ को इसके सम्बन्ध में एक प्रस्ताव उपस्थित हुआ

[श्री रघुनाथ सिंह]

था और उस प्रस्नव में यह आग्रह दिया गया था कि सेंट्रल गवर्नमेंट शीघ्र से सौघ इस की ओर ध्यान दे। मैं आपको बतलाना चाहता हूँ कि कलकत्ता पोर्ट की समस्या दिन-पर-दिन भयंकर रूप धारण करती जा रही है। यह पोर्ट समुद्र से करीब १२० मील की दूरी पर है। लेकिन हृदिया से लेकर के कलकत्ता तक करीब ११ बालू के बार हो गये हैं। और बिलारी बार तो इतना खतरनाक हो गया है कि उससे बड़े जहाजों के आने की सम्भावना बहुत ही कम हो गई है। कलकत्ता पोर्ट से नौ करोड़ टन माल हर साल एक्सपोर्ट इम्पोर्ट किया जाता है। इसमें से ६० परसेंट चाय है, आयल सीड्स हैं, कोयला है और और है। इसके अलावा करीब ४६ से लेकर ४८ परसेंट तक जो एक्सपोर्ट इम्पोर्ट हिन्दुस्तान का है वह केवल कलकत्ता पोर्ट से होता है। १५०० जहाज कलकत्ता पोर्ट पर हर साल आते हैं अर्थात् चार जहाज कमसे कम रोड कलकत्ता पोर्ट में और भी गोइंग जहाज आने हैं।

इस प्रकार में कलकत्ता की पोर्ट का सम्बन्ध केवल वेस्ट बंगाल से नहीं है बल्कि सात सूबों से है और एक देश से है। कलकत्ता पोर्ट से असम, बंगाल, भूटान, सिक्किम, बिहार, उत्तर प्रदेश, उड़ीसा का काम चलता है और इन सात सूबों में केवल यह ही एक ऐसा बड़ा पोर्ट है जहाँ से कि एक्सपोर्ट होता है। इसके अलावा एक देश नेपाल भी है जिस का एक्सपोर्ट-इम्पोर्ट इसी स्थान में होता है। पाच लाख बर्से मील का जो हिन्दुस्तान का भूखण्ड है, उसका भाग इस पोर्ट के साथ जुड़ा हुआ है। यही नहीं हिन्दुस्तान की ३५ करोड़ आबादी में से १८ करोड़ का भाग्य इस पोर्ट के साथ जुड़ा हुआ है क्योंकि एक्सपोर्ट-इम्पोर्ट के लिए यही पोर्ट है जहाँ से वह हो सकता है। जैसा कि मैंने कहा कि डायमंड हार्बर से लेकर कलकत्ता तक सात बार हो गये हैं और आवागमन बहुत कठिन हो गया है। बड़े जहाज तो आ नहीं सकते

हैं और जो बड़े जहाज आते भी हैं वे कराची, काडला, बम्बई, मद्रास इत्यादि स्थानों पर अपना बहुत सा सामान उतार करके आते हैं ताकि वे हल्के हो सकें।

हुगली नदी की अवस्था यह है कि कहीं कहीं तो उसमें सात फुट पानी है। आप जानते हैं कि जो कि सामुद्रिक जहाज होता है उसकी ड्राफ्ट कम से कम २६ फुट होती है। जब ड्राफ्ट २६ फुट होती है तो ऐसे बड़े जहाजों का कलकत्ता पोर्ट में आना बिल्कुल असम्भव हो जाता है। आज से ४०० वर्ष पहले गंगा नदी की तीन शाखाएँ हुई थी, एक पश्चा, दूसरी विद्याधरी और तीसरी भागीरथी। भागीरथी का नाम हुगली है। पाटिशन के बाद ऐसा कुछ हुआ कि पश्चा नदी पाकिस्तान साइड में चली गई और चार सौ बरस में कुछ ऐसा डिवेलपमेंट हुआ कि हिन्दुस्तान की तरफ जो पानी आता था दो धाराओं में विद्याधरी में और भागीरथी में पानी धीरे धीरे कम होने लगा। अवस्था यह हो गई कि विद्याधरी जो एक समय बहुत बड़ी धारा वाली नदी थी और जो कि कलकत्ता से ईस्टर्न साइड में थी, आज दस बरस के अन्दर सूख गई है। विद्याधरी धारा जो हुगली से बड़ी है, आज उसका नाम इतिहास के पन्नों में धरा रह गया है और वह समाप्त हो गई है। यही अवस्था हुगली की है। अगर हुगली नदी की तरफ ध्यान नहीं दिया जाएगा तो कलकत्ता पोर्ट का नाश हो जाएगा और कलकत्ता पोर्ट की भी वही अवस्था होगी जो कि आज से २३ सौ वर्ष पूर्व हिन्दुस्तान के पोर्ट ताम्बलितिका का हुआ था, २३ सौ बरस के अन्दर उसका नाश हो गया है और वह एक ऐतिहासिक चीज बन कर रह गई है।

कलकत्ता पोर्ट के लिए दो चीजें बहुत ही खतरनाक हैं। एक तो सिल्टिंग है। नौ करोड़ टन बालू प्रतिवर्ष हुगली नदी में आता है। हमारी मिनिस्ट्री ने दो ट्रेजर रखे

है। दो ट्रेजर रखने से कुल जमा पूंजी ६० लाख टन सिस्ट बालू हुगली नदी से हटा कर चैनल बनाया जाता है। लेकिन यह ६० लाख टन जो बालू हटाया जाता है यह कहीं हुगली नदी से पार नहीं फेंका जाता बल्कि हुगली नदी में ही चैनल बना करके उसे छोड़ दिया जाता है। इसका यह भयं हुमा कि नौ करोड़ टन बालू प्रतिवर्ष जो हुगली नदी में आता है वह बालू उसी के पेटे में जम रहा है। इसका फल यह हुमा कि २० बरस के अन्दर हुगली नदी का पेठा एक फुट ऊपर हो गया है अगर हुगली नदी की यही अवस्था रहेगी तो आप देखेंगे कि १४० बरस में हुगली नदी बिल्कुल जम जाएगी, बिल्कुल सूख जाएगी और जहाजों का चलना तो क्या, गाय बैल ही बहा दिखाई देंगे। बहा पर आदमी रह सकेंगे यह नहीं कहा जा सकता। कलकत्ता की साठ लाख की आबादी है, खडहर के रूप में हम को यह जगह दिखाई देगी, अगर आज ही से हमने अपने प्रयास को शुरू नहीं किया। इसका वही हाल होगा जो कि ताम्रलिप्ती का हुआ था।

अब मैं सिलिन्डी पर आता हूँ। पानी नमकीन इसलिए होता है कि जब बोर आता है, टाइड आता है तो समुद्र का नमकीन पानी आ जाता है और भीटा पानी इतना नहीं होता है कि वह नमकीन पानी को ढकेल कर ले जाये। जब टाइड आता है तो समुद्र का पानी ८० मील ऊपर तक जाता है और जो हुगली का पानी है, उसमें वह पानी मिल जाता है और पानी खारा हो जाता है। इसलिए समस्या यह है कि अगर पोर्ट को कायम रखना है तो दो चीजें निहायत जरूरी हैं और जिन को किया जाना चाहिये। एक तो बैकिंग आयल या कोल की जरूरत होनी चाहिये और दूसरे हर जहाज को पानी की बहुत आवश्यकता होती है और इस का प्रबन्ध होना बहुत आवश्यक है। आज कलकत्ता में लोगों को पानी न मिलने की समस्या उत्पन्न हो गई है। साठ लाख आदमी कलकत्ता में रहे हैं और इस हुगली नदी

से पानी लेते हैं। लेकिन आज एक विकट समस्या उपस्थित हो गई है। बीस बरस के बाद हुगली नदी से पानी मिल सकेगा या नहीं यह निश्चयपूर्वक नहीं कहा जा सकता है। इस वास्ते एक शोधनीय स्थिति पैदा हो गई है। कलकत्ता पोर्ट और कारपोरेशन ने ट्यूब वेल खोदे लेकिन जो ट्यूब वेल खोदे गये वे दो बरस के बाद ब्रेकार हो गये क्योंकि नमकीन पानी उन में आ मिला और सब के सब ट्यूबवैल रद्दी हो गये। इस वास्ते अगर हम पानी का प्रबन्ध करेंगे तो मैं समझता हूँ अच्छा होगा। आप कहेंगे कि कितने पानी की आवश्यकता है। मैं समझना हूँ कि १५ हजार से २० हजार क्यूबिक पानी अगर हुगली नदी में आ जाए तो कलकत्ता पोर्ट की रक्षा की जा सकती है।

हमारे एक माननीय सदस्य ने फराल बैरेज का जिक्र किया है। मैं कहूंगा कि अब तक ८ इन्क्वायरीज हो चुकी हैं। १९२० में पहली इन्क्वायरी हुई। १९२६ में सर विलियम बिलकास जिन्होंने कि इजिप्ट में नाइल पर बैरेज बनाया था वह आए, उन्होंने इन्क्वायरी की। १९२७-२८ में फिर वह हुई। १९३६ से लेकर १९४१ तक हाइड्रोलिक आबज़रवेशन हुआ। १९४८-४९ में फिर बंगाल के इंजीनियरों ने इन्क्वायरी की १९५० में सेंट्रल वाटर एंड पावर कमिशन की तरफ से इन्क्वायरी हुई। इन सब से संतोष नहीं हुआ। १९५४ में गोखले कमेटी कायम हुई। फिर १९५७ में एक जर्मन एक्सपर्ट श्री हैसन आए, उन्होंने रिपोर्ट दी। ४० बरस से इन्क्वायरी होती आ रही है, और आठ-आठ इन्क्वायरीज हो चुकी हैं, लेकिन किसी कनक्लूशन पर हम नहीं पहुंच पाये हैं। मैं पाटिल साहब से कहना चाहता हूँ कि आप बहुत योग्य हैं, आपने बैश है, डीमंडेशन है, कल्पना है और मैं चाहता हूँ कि आप अपने इस काल में ही इस चीज को हाथ में लें और इसको करे क्योंकि इसके साथ १८ करोड़ लोगों का तथा सात प्रान्तों का माय्य जुड़ा

### [श्री रघुनाथ सिंह]

हुआ है और साथ ही साथ नेपाल का भी इससे सम्बन्ध जुड़ा हुआ है और मैं समझता हूँ कि अगर आप इस को करोगे तो यह इतिहास में एक नई चीज होगी।

दूसरी बात मैं यह कहना चाहता हूँ कि इस प्रासीडिन्स को देखने से पता चलता है कि यह सजेस्ट किया गया था कि एक इन्टर स्टेट बोर्ड बनाया जाय। मैं समझता हूँ कि यह रिपोर्ट आप के पास होगी। मैं इन्टर स्टेट बोर्ड इस लिये चाहता हूँ कि इनलैंड वाटरवेज की समस्या एक स्टेट से हल नहीं होगी। इनलैंड वाटरवेज के लिये जब बंगाल, बिहार, यू० पी० और आसाम यह चारो स्टेट्स मिल कर प्रयत्न करोगे तभी यह समस्या हल हो सकेगी और अगर हुगली में पानी आयेगा तो वह इनलैंड वाटरवेज के द्वारा ४५० मील का मार्ग बन सकता है।

अब करीब २ करोड़ रुपया हर साल ब्रिजिंग में खर्च करते हैं। फरवका बैरज में ४० करोड़ में ले कर ६० करोड़ रुपया तक खर्च होगा। आप आखिर क्यों ३ करोड़ रुपया लगा कर वहीं की मिट्टी उठा कर वहाँ पर डालते हैं। उस के बजाय अगर आप ६० करोड़ रुपया लगा दें, जो रुपया २० वर्ष में खर्च करना है, उस को एक दम से इन्वैस्ट कर दें तो इस के लिये आप को कुछ सूबे ही नहीं, साग हिन्दुस्तान धन्यवाद देगा।

अब मैं आप का ध्यान जग जहाजों की तरफ आकर्षित करना चाहता हूँ। इस वक्त दुनिया में कुल मिला कर ११ करोड़ ८० लाख टन की जी० आर० टी० टनेज के जहाज हैं। इस में २८५० परसेंट टकर है। लेकिन इस ११ करोड़, ८० लाख टन में से हमारा सिर्फ ६ लाख ४० हजार टन का टनेज है। अर्थात् हमारा जो आसत है विश्व के टनेज में वह सिर्फ ५४ परसेंट है। चार वर्षों के अन्दर हम ने सिर्फ ०४ परसेंट की प्रगति की है। इन चार वर्षों में जब कि दुनिया

इतनी भागे बढ़ गई है हम ने केवल ०४ परसेंट प्रगति की है। इस के मुकाबले मैं आप अर्जेन्टाइना को देखिये। सन् १९४७ में हम ने तय किया था कि हिन्दुस्तान में २० लाख टन के जहाज होंगे। सन् १९४६ में अर्जेन्टाइना ने भी इस समस्या को उठाया। उस वक्त अर्जेन्टाइना के पास १ लाख ३४ हजार टन के जहाज थे और हमारे पास करीब २ लाख टन के जहाज थे। आज अर्जेन्टाइन के पास १५ लाख २७ हजार का जी० आर० टी० टनेज है और हमारे पास केवल ६ लाख ४० हजार जी० आर० टी० का टनेज। अगर हम दोनो देशों को कम्पेयर करे तो हमारी तुलना में उस की प्रगति बहुत अच्छी रही है। इस लिये हम को चाहिये कि हम जितना भी अपना टनेज बढ़ा सकें उतना बढ़ाये।

सन् १९४८ में सिर्फ ८५ हजार टन के जहाज हमारे यहाँ ज्यादा हुए। इसके अलावा हम टन दत्त १ लाख २४ हजार टन के जहाज क्रयन शिपयाडों में बना रहे हैं। इन को जोड़ लिया जाय, और ६ लाख ४० हजार टन हमारे पास पहले में हैं। १ लाख ३६ हजार टन और जहाज चाहिये, ४० हजार टन के रिप्लेसमेंट की व्यवस्था है। इस तरह से १ लाख ७७ हजार टन के जहाज और हो तो जो हमारा द्वितीय पंचवर्षीय योजना का टारगेट ६ लाख टन के जहाजों का है वह पूरा हो सकता है। द्वितीय पंचवर्षीय योजना में ३७ करोड़ जहाजों कम्पनियों के वास्ते या जहाजों के विकास के वास्ते दिया गया। आज से एक वर्ष पहले ३७ करोड़ रुपया खत्म हो गया। हमारे श्री पुत्रस साहब ने बड़े जोरो के साथ कहा और गवर्नमेंट की आलोचना की कि वह प्राइवेट सेक्टर को एनकरेज करना चाहती है। मैं कहना चाहता हूँ कि इस ३७ करोड़ ८० में से २१ करोड़ ८० तो पब्लिक सेक्टर को दिया गया और सिर्फ १६ करोड़ रुपया प्राइवेट सेक्टर को दिया गया। इस १६ करोड़

४० में से भी आप देखेंगे कि जो इंडियन स्टीमशिप कम्पनी का हिस्सा शिपिंग है। इस १५ करोड़ ४० में भी २ करोड़ रुपया कम्पनी का रक्खा गया है और १३ करोड़ ४० कर्ज सरकार से लिया गया है। अगर इस कम्पनी को पोट करना है और उस की सहायता करनी है तो २ करोड़ रुपया तो कम्पनी का होगा और १३ करोड़ रुपया सरकार से लिया जायेगा तो इस से तो अच्छा यही है कि पब्लिक सेक्टर हो। ऐसी कम्पनियों को बहुत ज्यादा उत्साह देना ठीक नहीं है।

अब आप कहेंगे कि हम को चाहिये १ लाख ७७ हजार टन के जहाज और इस वास्तु हमें २७ करोड़ रुपया चाहिये। जो ३७ करोड़ रुपया अलाट हुआ था उस में स अब एक पैसा भी नहीं है। यह २७ करोड़ रुपया आखिर कहा से आयेगा? जो हमारा टारगेट है ६ लाख टन का वह कैसे पूरा होगा। गार्ड एअर प्लैन में शिपिंग को इन्क्लूड नहीं किया गया। हर साल हम १५० करोड़ रुपया फ्रंट के रूप में विदेशों को भेजते हैं। अगर इस को हम फाइव डायर प्लैन में रख लेते हैं तो १५० करोड़ रुपया हर माल बचाया जा सकता है। यह बड़े अफसोस की बात है कि शिपिंग को इस सेकेन्ड फाइव गार्ड प्लैन में इन्क्लूड नहीं किया गया। बेरी मांग है कि इस को सेकेन्ड फाइव डायर प्लैन के कोर्ग में शामिल होना चाहिये क्योंकि यह हिन्दुस्तान का एक बहुत बड़ी इन्डस्ट्री है।

इस के बाद मैं आप को बतलाऊ कि जो यह २७ करोड़ रुपया है उन में कम से कम ६ करोड़ रुपया का हमें फारेन एक्स्चेंज चाहिये क्योंकि हम आज जो जहाज लेते हैं वह डेफेंड पेमेन्ट पर लेते हैं। २५ परसेंट रुपया नकद देते हैं और बाकी का पेमेंट सात या आठ वर्ष में होता है। यह ६ करोड़ रुपया फारेन एक्स्चेंज के लिये श्री मोरारजी देसाई को कहीं न कहीं से ला कर देना चाहिये, तब तो हमारा टारगेट पूरा होगा, नहीं तो वह पूरा नहीं हो सकता। एक बात और देखिये।

जैसा मैं ने कहा १५० करोड़ रुपया हम फ्रंट के रूप में विदेशों को देते हैं। उस में हमारा हिस्सा क्या है? सन् १९५५-५६ में हम ने जो फारेन एक्स्चेंज की अनिग की वह थी १२ करोड़ ६८ लाख ४०, सन् १९५६-५७ में वह थी १७ लाख ८८ करोड़ रुपया और सन् १९५७-५८ में वह थी २० करोड़, ६८ लाख रुपया। इस वक्त दुनिया में जितना सामान डोया जाना है उस का ७५ परसेंट जहाजों से डोया जाता है। यही बजह है कि आज सारी दुनिया में जहाज के व्यापार पर जोर दिया जा रहा है। हमारे श्री पुत्रस साहब यहां नहीं हैं। उन्होंने प्राइवेट सेक्टर के ऊपर बहुत ज्यादा अटक किया। मैं उन से दावे के साथ पूछना चाहता हू कि वह कोई ऐसी मिसाल दें जिस में रूम और चीन के सिवा कहीं भी शिपिंग का व्यापार पब्लिक सेक्टर में हो। आज दुनिया में ८० देश हैं जिन को मेरिटाइम स्टेट्स कहा जाता है। उन में से किमी भी देश में, सिवा चीन और रूस के, शिपिंग पब्लिक सेक्टर में नहीं है। और रूस और चीन, जहां तक मेरिटाइम स्टेट्स का सम्बन्ध है कोई बहुत प्रसिद्ध प्राप्त देश नहीं है। मैं पूछना चाहता हू कि सारे विश्व को जो ७५ प्रतिशत परिवहन व्यापार है उस में हमारा कितना हिस्सा है? आज विश्व में जो भी माल डोया जाता है इस तरह से उस में हमारा हिस्सा सिर्फ १.६६ परसेंट है। यह कितनी दयनीय स्थिति है?

13hrs.

अब आप देखिये कि हम ने शिपिंग में करीब ७ करोड़ रुपया पहले से ज्यादा फारेन एक्स्चेंज में प्राप्त किया। लेकिन हम उस को और बढ़ा सकते हैं अगर हमारे पास जहाज हो जाये। इस १५० करोड़ में कम से कम ७५ करोड़ ४० तो हम फारेन एक्स्चेंज का भारत में ला ही सकते हैं। दुनिया में इस वक्त जहाजों की अभाव क्या है? इस समय दुनिया में ६४ लाख टन के

[श्री रघुनाथ सिंह]

जहाज बेकार पड़े हैं। अतः शिपिंग पोर्ट्स हैं ....

उपाध्यक्ष महोदय भव आप का समय खत्म हो गया।

श्री रघुनाथ सिंह सब को तो भाषा-भाषा घटा तक मिला है। मुझे

उपाध्यक्ष महोदय आप तो गहरे समुद्र में उतर गये हैं। इस लिये आप को बहुत समय लगेगा। २० मिनट तो हो गये मैं क्या करूँ ?

श्री रघुनाथ सिंह मैं इस में एक भी इरेलेवेंट बात नहीं कर रहा हूँ।

उपाध्यक्ष महोदय मैं तो बिल्कुल ऐसी बात नहीं कहता। लेकिन आप जमीन पर नहीं हैं। घड़ी का भी तो स्याल कीजिये।

श्री रघुनाथ सिंह मेरा तो जहाज का ही काम है मुझे जमीन पर आना ही नहीं है। खैर। मेरा निवेदन है कि भारत में जो टनेज है उस की तरक्की की जाय। आज हमारे पास शुगर कैरियर एक भी नहीं है और कैरियर एक भी नहीं है। आयल टैंकर सिर्फ एक है। लेकिन आज आप दुनिया के आयल टैंकरों की स्थिति को देखिये। फुल शिपिंग के २० परसेंट आयल टैंकर दुनिया में हैं। हमारे पास तीन रिफाइनरीज हैं एक रिफाइनरी और लगाने जा रहे हैं। अगर हमारे पास और आयल टैंकर हों तो हम अपने कार्बन एक्स्चेंज को कजर्व कर सकते हैं।

यहां पर डिस्ट्रिब्यूशन का सवाल भी आ जाता है। मैं बताना चाहता हूँ कि फ्रांस ने अपने यज्ञ नियम बनाया है कि फ्रांस के अन्दर जितना आयल इम्पोर्ट होगा उस में ७५ परसेंट आयल केवल फ्रांसीसी जहाजों से आ सकता है। मैं नहीं समझता कि जब हमारे यहां इतनी रिफाइनरीज हैं तो हम क्यों नहीं कह सकते कि हमारे पास ५, ६, ७,

८ टैंकर हो और हमारे देश में २० परसेंट से ५० परसेंट तक, जो आयल यहां आये उस का, हिन्दुस्तानी टैंकरों से आयेगा ताकि हम को वह रुपया विदेशों को न देना पड़े ?

इसके बाद मैं कहना चाहता हूँ कि हमारे देश के ऊपर बड़े-बड़े भयंकर आक्रमण किये जाये। इंग्लैंड का जो शिपिंग चैम्बर है उस ने अभी हाल में कहा है

"In the case of India, that country openly advocates and indulges in an act of discrimination in means of achieving her avowed policy of shipping expansion"

यह "शिपिंग वर्ल्ड" में दिया हुआ है। आठ या नौ रोज हुए हिन्दुस्तान के ऊपर यह आक्रमण किया गया। दूसरा आक्रमण भी हुआ हिन्दुस्तान के ऊपर। यू० के० में जो चैम्बर आफ शिपिंग है उस की ऐनुअल रिपोर्ट में है

"Discriminatory shipping clauses in treaty were included by 35 countries with Argentina, Brazil, Egypt and India"

यह इंग्लैंड जो कि एक बड़ी मॅरिटाइम स्टेट है उन्होंने यह कहा है लेकिन हिन्दुस्तान उसको करने के बास्ते बाध्य है।

उपाध्यक्ष महोदय, मैं मदन को बतलाना चाहता हूँ कि दुनिया के ८० देशों में से ४५ देश ऐसे हैं जिन्होंने की ट्रीटी में यह क्लॉज रक्खा है कि उनके देशों में जो बाहर में सामान आयेगा वह ५०-५० बेसिस पर आयेगा। अमरीका ने यह ला बनाया है कि अमरीका में जो सामान आयेगा वह ५० परसेंट तो अमरीकी जहाजों पर आयेगा और बाकी ५० परसेंट अन्य जहाजों पर। हिन्दुस्तान ने ५० परसेंट का कोई सवाल नहीं रक्खा है। मेरा श्री पाटिल साहब और श्री राजबहादुर साहब से निवेदन है कि हम भी यह ५०, ५० का बेसिस अपने बास्ते रक्के। फ्रांस में ७५ परसेंट की बेसिस है। अब जब कि ४५ हमारे पड़ोसी

मुल्क इस पालिसी पर भ्रमल कर रहे हैं तो हम भी क्यों न उसका अनुसरण करें। अब इस पर इंग्लैण्ड तो चिल्लायेगा ही और वह कामकाज चिल्लायेगा क्योंकि जैसे जैसे दुनिया के देशों में जहाजों की तरक्की होगी, इंग्लैण्ड का व्यापार कम होता जायगा। इस वास्ते हमें उनके चिल्लाने की ज्यादा फिक्र नहीं करनी है।

दूसरी बात कोस्टल शिपिंग के विषय में मुझे यह कहनी है कि हमारे श्री मसानी साहब ने बड़े जोरो से रोड ट्रान्सपोर्ट को बढ़ावा देने की बात कही है। अब जहां तक कोस्टल शिपिंग का ताल्लुक है हिन्दुस्तान में ही नहीं सारी दुनिया में उसका कोई भविष्य नहीं है और जैसे-जैसे रेलवे और रोड ट्रान्सपोर्ट की एफिशिएन्सी बढ़ेगी वैसे-वैसे कोस्टल शिपिंग कम होती जायगी। मैं इस सम्बन्ध में यू० के० की एक एग्जाम्पल आपके सामने रखना चाहता हूँ जो कि एक मॅरिटाइम स्टेट है। यू० के० में दो वर्ष के अन्दर ७५००० टन के जहाज कोस्टल शिपिंग में हट गये। ३५ हजार टन के जहाज तो सन् १९५७ में रैड्यूस हो गये और ४०००० टन के जहाज १९५८ में कम हो गये।

भारत में कोस्टल शिपिंग में सिर्फ दो चीजें ढोयी जाती हैं कोयला और नमक। इंग्लैण्ड में भी कोयला ढोया जाता है। जब हमारी रेलवेज और रोड ट्रान्सपोर्ट एफिशिएंट हो जायगा और डेवलप हो जायेगा तो कोयला कोल फील्ड से बायलर शैंड तक सीधे पहुंच जाया करेगा। शिपिंग वाले लॉडिंग और अनलॉडिंग चार बार करवाते हैं लेकिन रेलवे और रोड ट्रान्सपोर्ट में यह सिर्फ दो बार करवाना पड़ेगा। एक दफा लाद देगे फिर जाकर उसको उतार देगे। इसलिये जहां तक कोस्टल शिपिंग का सम्बन्ध है सारी दुनिया में यह कम हो रही है। इंग्लैण्ड में ७५००० टन के जहाज बिल्कुल बेकार हो गये और इंग्लैण्ड की पालिसी यह हो रही है कि वह रेलवेज और रोड ट्रान्सपोर्ट

18 L.S.D.—5.

का खब बढ़ा रहे हैं। हमारे श्री मसानी साहब कहते हैं कि रोड ट्रान्सपोर्ट को हम बढ़ायें लेकिन उसका प्रसर कोस्टल शिपिंग पर होगा और वह कम हो जायेगी।

एक बात मुझे और कहनी है

उपाध्यक्ष महोदय अब तो माननीय सदस्य को खत्म करना चाहिये।

श्री रघुनाथ सिंह : बम एक मिनट। मैं सिर्फ एक बात और कहना चाहता हूँ कि हिन्दुस्तान की जहाजी तरक्की कैसा होगी। उसकी तरक्की इस प्रकार से होगी और मैं इस सम्बन्ध में आपको बतलाऊँ कि जापान में और इटली में . . . . .

श्री राजेश सिंह (छपरा) मैं आपसे पूछना चाहता हूँ कि आखिर आपकी मंशा क्या है? आप चाहते क्या हैं कोस्टल शिपिंग तरक्की करे या न करे या आप ऐसा सोचते हैं कि अब उसकी तरक्की करने की कोई गुंजाइश नहीं है इसको साफ किया जाय?

श्री रघुनाथ सिंह : कोस्टल शिपिंग तरक्की करने चाहे न करे। अब समय ही कुछ ऐसा आ रहा है कि कोस्टल शिपिंग आप से आप खत्म हो जायगी जैसे कि वह इंग्लैण्ड में धीरे-धीरे खत्म हो रही है। इंग्लैण्ड में जैसे-जैसे रेलवे और रोड ट्रान्सपोर्ट की तरक्की होगी वैसे-वैसे प्राटोमैटिकली यह खत्म हो जायगी।

हिन्दुस्तान में जहाजों की तरक्की कैसे होगी मैं इसके बारे में एक बात कहना चाहता हूँ। आप देखिये कि इटली, जर्मनी और जापान में शिपिंग में कैसा तरक्की की . . . . .

उपाध्यक्ष महोदय अब आप अपने को एक ही बात तक महद्व रवियेगा और दूसरी बात पर आहिस्ता से न चले जाइयेगा।

श्री रघुनाथ सिंह : ठीक है एक ही बात सही। अब इटली जर्मनी और जापान इन चीनों मुल्कों ने कौनसी पालिसी प्रक्यार की

[श्री रघुनाथ सिंह]

जिससे कि भाज वे दुनिया में सबसे ज्यादा जहाज बनाने वाले मुल्क हो गये और जहाज बना करके वे इतना रुपया कमा रहे हैं कि इटली में अगर घाटा हो जाता है तो ४ परसेंट वहां की गवर्नमेंट देती है और अगर वह रुपया शिपिंग में लगाया जाय तो उस रुपये पर इनकम टैक्स का एक भी पैसा नहीं लिया जाता है। इसके अलावा कारगो प्रीफेस फ्रास देता है और वह इस तरह कि ६६ परसेंट कूड प्रायल जो एक्सपोर्ट होगा वह सिर्फ फ्रासीसी जहाजों से होगा। इस तरह से फ्रांस में चाहे एक्सपोर्ट हो अथवा इम्पोर्ट, ६६ परसेंट की लिमिट लगा दी है। मैं समझता हू कि कारगो प्रीफेस ५०, ५० होना चाहिये और हमें घाटे पर सबमिडी देनी चाहिये। अब जापान फ्रेट अरनिंग पर २० परसेंट की रिलीफ देता है या ८० परसेंट फ्रेट पर छूट देता है और इनकमटैक्स सिर्फ २० परसेंट पर चार्ज करता है।

अब जहा तक डैप्रीसिएशन चार्ज का सवाल है हिन्दुस्तान में यह साढे चार परसेंट से ५ परसेंट तक है। वैस्ट जर्मनी में सवा ६ परसेंट है और पिछले दो साल में १५ परसेंट डैप्रीसिएशन चार्ज काटने है। जापान में ११ परसेंट काटते है और पिछले तीन वर्ष में ५० परसेंट काटने लगे है और नीदरलैण्ड में ३३ परसेंट ४ वर्ष तक काटते रहते है।

शिपिंग की तरक्की के लिये मेरे तीन सुझाव है। एक सुझाव तो यह है कि जो रुपया शिपिंग में इनवैस्ट किया जाय उस पर इनकम टैक्स नहीं लेना चाहिये। दूसरी बात यह है.....

उपाध्यक्ष महोदय : अब तो मेम्बर साहब खत्म ही कर दें।

श्री रघुनाथ सिंह : वस तीन जुमसे और कह कर खत्म कर दूंगा।

उपाध्यक्ष महोदय : पता नहीं वह आपके तीन जुमसे कितने लम्बे होंगे।

श्री रघुनाथ सिंह : मुझे सिर्फ यही कहना है कि जो रुपया शिपिंग में इनवैस्ट किया जाय उस पर इनकमटैक्स न हों और डैप्रीसिएशन चार्ज जापानी पद्धति से लगाने चाहिये इसके अलावा जो सबसिडी है वह सबसिडी इतनी दी जाय कि जिससे अगर घाटा हो जाय तो घाटे पर ४ परसेंट गवर्नमेंट उनको लाभ दे। यह मेरे तीन सुझाव हैं और यदि इनके अनुसार काम हो तो मुझे आशा और विश्वास है कि हिन्दुस्तान की शिपिंग की तरक्की हो सकती है।

श्री का० च० जेना (बालामोर रक्षित अनुसूचिन जानिया) उपाध्यक्ष महोदय, मैं आपका आभारी हू कि आपने मुझे ट्रामपोर्ट और कम्युनिकेशन्स मिनिस्ट्री को खर्च की डिमाण्ड्स पर बोलने का मौका दिया। मैं इन डिमाण्ड्स का समर्थन करता हू।

मन्कार के दो मुख्य कार्य होने है एक तो लोगों की सेवा करना और दूसरा शान्ति कायम रखना। इस मन्त्रालय का काम लोगों की सेवा करना है। मन्त्रालय की इस सम्बन्ध में जो रिपोर्ट हमें पढने को मिली है उससे लगता है कि मन्त्रालय ने अपने कामों में काफी तरक्की की है। हम देखते हैं कि देश में डाकघरों, टेलीफोन घरों और तारघरों की सख्या बढ़ गई है और टेलीफोनो की सख्या बढ़ गई है और कितने ही पिछड़े इलाकों में



१००० रुपये साल तक की हानि उठा कर भी पोस्ट आफिसेज खोलने का सबाल भी हमारे सामने सरकार नें रक्खा है। इस सम्बन्ध में मैं मन्त्री महोदय से अनुरोध करना हूँ कि हमारे उड़ीसा के मयूरभंज इलाके के साथ कलाहांडी, सुन्दरगढ़ और कोरापुट के इलाकों को भी पिछड़े इलाकों की भाँति पोस्ट आफिसेज की सुविधा देने के लिये शामिल कर लिया जाय।

मुझे खुशी है कि हमारे देश में टेलीफोन पर आने वाली लागत में कमी हुई है उसकी कीमत भी घटी है और जिसकी कि कीमत ८२ रुपये थी अब वह घट कर ७६ रुपये हो गयी है।

मैं मन्त्री महोदय से निवेदन करूँगा कि छल देहानी इलाको में जहाँ कि सब पोस्ट आफिसेज है वहाँ पर टेलीफोन्स का भी प्रबन्ध हो जाय क्योंकि हर साल हम देखते हैं कि अग्निकाण्डों में काफी सम्पत्ति देश की नष्ट हो जाती है। अगर वहाँ टेलीफोन हो तो टेलीफोन में वहाँ फायर ब्रिगेड के लिए खबर भेजी जा सकती है। हमारे यहाँ एक कहावत है कि अग्निकाण्ड में चोरी से सात गुनी ज्यादा सम्पत्ति की हानि होती है। चोरी में तो चोर सामान को एक जगह में दूसरी जगह ले जाता है, उसमें सम्पत्ति नष्ट नहीं होनी, पर अग्निकाण्ड में तो सम्पत्ति नष्ट हो जाती है। इसलिये मैं प्रार्थना करूँगा कि जितने सब-पोस्ट आफिस है उनमें टेलीफोन का इन्तिजाम होना चाहिए।

एक बात और कहना चाहता हूँ। हम अग्निकाण्ड को रोकने के उपाय जल्दी करें। क्योंकि हम प्रकृति की गति को रोक नहीं सकते।

मैं मन्त्री जी से एक बात यह कहना चाहता हूँ कि हमें यह कटक में एक १२०० आटोमेटिक टेलीफोन वाले एग्जेन्स बनाने

की योजना है। यह जल्दी से जल्दी हो जाये इस और मन्त्री जी ध्यान दें।

जो हमारे यहाँ डिवीजनल आफिस है उसमें जगह की कमी है। उसमें काम करने वालों के लिए पूरी जगह नहीं है। और फाइलें बूढ़ने में काफी समय लगता है। उसको हटा कर उड़ीसा की राजधानी भुवनेश्वर में ले जाने का प्रश्न है। लेकिन वह अभी तक वहाँ से भुवनेश्वर नहीं हटाया गया है। यह जल्दी बहा चला जाये इस पर मन्त्री जी ध्यान दें।

मेरे निर्वाचन क्षेत्र में एक पोस्ट आफिस भद्रक में है। यह हैड आफिस नहीं है। लेकिन वहाँ काम बहुत है। मैं विश्वासपूर्वक कह सकता हूँ कि वहाँ पर एक हैड आफिस के बराबर काम होगा। इसलिये मेरी प्रार्थना है कि मन्त्री जी इस पर ध्यान दें और देखें कि उसको कौन हैड आफिस बनाया जा सकता है।

बालेश्वर जिले में बस्ता पोस्ट आफिस के लिए डिपार्टमेंट की इमारत नहीं है। मन्त्री जी ने एक प्रश्न के उत्तर में बताया था कि उसके लिए ऐंडर मांगा गया है लेकिन अभी तक उस काम में कोई प्रगति नहीं हुई है।

१८ तारीख को श्री बी० सी० मल्लिक के प्रश्न नम्बर ६६५ का मन्त्री जी ने यह उत्तर दिया था कि उड़ीसा में जितने पोस्ट आफिस चलते हैं उनमें से १०४ पोस्ट आफिस अभी रेंटड हाउसेज में हैं और साल भर में किराये पर सरकार को ६१,६८० रुपये ७२ नये पैसे देने पड़ते हैं। अगर डिपार्टमेंट की इमारतें बन जायें तो यह खर्च बन्द हो सकता है। इस पर मन्त्री जी ध्यान दें। एक तरफ तो सरकार खर्च में कमी करना चाहती है और दूसरी तरफ इस तरह से किराया बे रही है।

सैकिण्ड फाइव इअर प्लान के अन्तर्गत उड़ीसा में ४५ पोस्ट आफिस बनने को है। वे इस प्लान में बन जायें इस तरफ मन्त्री जी ध्यान दें।

[श्री का० ब० जेता]

13 19 hrs.

[SRI BARMAN is the Chair]

हमारे राज्य उड़ीसा का क्षेत्रफल ६०,००० वर्गमील है और जनसंख्या १ करोड़ ४८ लाख है। १९५६ के आकड़ों के अनुसार इस राज्य में रास्ता ८१३३ मील है और पहा गाड़िया हैं ८६०८। इसमें पता चलता है कि हमारे यहाँ रास्ते की कमी दूर नहीं होगी तब तक गाड़ियों की संख्या बढ़ नहीं सकती। रास्तों की कमी की वजह से हम लोग देहात में साइकिल नहीं चला सकते क्योंकि हमारे घर से रास्ता ८ या १० मील पर है। अगर हिमाब लगाया जाये तो हमारे यहाँ एक घादमी के पीछे एक गज से कम रास्ता आता है, और एक स्क्वायर मील पर दा सौ माडे पनीस गज रास्ता आता है और हम देखने हैं कि आजकल रेलों में बहुत चोंगिया होनी है और इमलिये माल इधर से उधर भेजने में बहुत नुकसान होना है। इमलिये व्यापारी लोग ट्रेन में माल नहीं भेजना चाहते। इमलिये मैं मन्त्री जी में प्रार्थना करूंगा कि वह डा और ध्यान दें कि इटर स्टेट रोड्स बनायी जायें। हमारा उड़ीसा नदी बहुत प्रदेश है। वहाँ बड़ी बड़ी नदिया हैं। अगर इन नदियों पर पुल बन जायें तो इटर स्टेट ट्रेड अच्छी तरह से चल सकती है। हमारे यहाँ मुख्य नदिया हैं ब्राह्मणी, वैतरणी, स्वर्णरेखा, बिरुपा और महानदी। अगर इन पर पुल बन जायें तो इटर स्टेट ट्रेड अच्छी तरह से चल सकती है। जिस तरह से ट्रेन में चोरी बढ़नी जानी है उसमें मालम होना है कि दो तीन चार माल में ट्रेन से माल भेजना बिल्कुल बन्द हो जायेगा।

हमारे यहाँ उड़ीसा में चिलका झील एक बहुत अच्छी झील है। उसको देखने के लिये उधर काफी लोग आते हैं। यह एक सुन्दर टूरिस्ट सेंटर है। उधर अगर हम जॉली बोट

का प्रबन्ध कर दें तो सरकार को बहुत फायदा हो सकता है।

पारादीप उड़ीसा का मुख्य बन्दरगाह है। उड़ीसा की कोस्ट लाइन ४०० मील से कम नहीं है। अगर हम हिन्दुस्तान के मानचित्र पर बजर डालें तो देखेंगे कि जो मात राज्य कोस्ट पर है उनमें उड़ीसा के सिवा सब में एक एक बन्दरगाह है। लेकिन उड़ीसा में नहीं है। उड़ीसा एक पिछड़ा हुआ राज्य है। यदि हम उसकी प्रगति पर ध्यान दें तो उसी के साधनों से उसकी प्रगति कर सकते हैं, जिसको हमारे यहाँ मछली के तेल से मछली को भाजना कहते हैं। उड़ीसा के जो पिनगुस हैं अगर हम उनका व्यापार करें तो उड़ीसा भागे बढ़ सकता है। उड़ीसा में खोहा, मींगनीज, क्रोमाइट, बास, धान, जूट, और लकड़ी है। अगर इन सब चीजों का व्यापार किया जाये तो उड़ीसा बढ़ जायेगा और इसमें देश में काफी रत भी आयेगा। आज सरकार के मामले फारिन एक्सचेंज प्राप्त करने का प्रश्न है। लेकिन ऐसा लगना है जैसे कि हम मरकब को हाथ में पकड़ कर घी खोज रहे हैं। उड़ीसा में बहुत लोहा है जिसको पारादीप से जापान और चैकोस्ला-वेकिया लेने को तैयार है। आकड़ों से पता चलता है कि हम उड़ीसा के लोहे और मींगनीज से ११ करोड़ रुपये की आमदनी कर सकते हैं लेकिन हम उसको बाहर भेजने का इन्तिजाम नहीं करते, बन्दर को नहीं बढ़ाने। पारादीप हमारे लोहे के स्थान मुकिन्दा से केवल ११० मील है और जैनापुर रेलवे स्टेशन से मुकिन्दा दस मील है। बड़ा रग्ने का इन्तिजाम होना चाहिए। इस पर मन्त्री जी ध्यान दें। कुजग में पारादीप करीब दस मील है। अगर यह दस मील का अच्छा रास्ता बन जाये, तो ठीक होगा। डेल्टा इन्जिनेशन स्कीम में एक कैनल तालदण्डा कैनल है। वह भी बढ़ जायेगी और उसके बढ़ जाने से धारारन और वगैरह माल जलपथ से मुकिन्दा से पारादीप अच्छी तरह चला जायेगा। मैं मान-

नीय मंत्री जी से यह प्रार्थना करूंगा कि वह पारादीप को मेजर पोर्टस् की लिस्ट में ले लें। श्रीमती जी, मैं आपके जरिये माननीय मंत्री जी से यह प्रार्थना करना चाहता हूँ कि अगर पारादीप को मेजर पोर्ट बना दिया जाय और अच्छे रास्ते का इन्तजाम हो जाय, तो मैं समझता हूँ कि आज जो उड़ीसा के पिछड़ेपन के बारे में इस हाउस के सामने प्रश्न उठाए जाते हैं, तीसरी पंचवर्षीय योजना के बाद उड़ीसा का कोई प्रतिनिधि ईमानदारी से इस हाउस में नहीं कह सकेगा कि उड़ीसा एक पिछड़ा हुआ प्रदेश है।

इन शब्दों के साथ मैं डिमाण्ड्स का समर्थन करता हूँ और आपको बन्धुवाद देता हूँ।

**Shri Aurobindo Ghosal (Uttar Pradesh):**  
The Posts and Telegraphs Department is the most important department of this Ministry. It is so important not because of its gigantic size nor because of the large number of people employed there, but because of its nature of operation extending from one end of the country to the other. They have to deal with all categories and all sections of people of the country. This huge organisation is not an automatic body, but is manned and run by different categories or staff.

I shall tell the sad story of the lower strata of the human agency of the P. and T. set up, that is, the condition of the class IV in general and of the RMS staff in particular. These categories of workers are smarting under grievances for a long time. As they are placed in the lowest rung of the ladder, their voice rarely reaches the high pedestal of the Ministry.

Now, I would like to mention some special features I have observed personally in their case. Firstly, there is under-staffing in the case of both the class III and class IV staff. I went to the Howrah RMS office and found there heaps of letters stacked in a lumber room for want of staff to dispose of them. These letters have not

been sorted out, not to speak of delivery. The same problem is experienced in the Assam Circle, in Madras Circle and other Circles too. Secondly, the operative section is the class IV section. Naturally, they do not get time to avail of the casual leave and holiday off facility, nor are they paid overtime in lieu of casual leave or holiday off. To obviate this difficulty, my suggestion would be to fix up a standard of the quantum of work for the class IV staff so that sanction for class IV staff does not depend always on the vagaries of the officials.

The second feature I have noticed is the inadequacy of space and insanitary condition of the place of work, specially in big cities. Here I would like to mention that the P. and T. buildings, though sanctioned for a long time, are not being built in different cities and places. This is due to the dual control in erecting the buildings exercised by the CPWD and P. & T. Naturally, either the one or the other department must take the responsibility of constructing these buildings. If the authority to construct these buildings for the P. & T. staff is vested in one department, it will be easier to erect those buildings.

The third feature I observed is the absence of co-ordination between the Railway Department and the P. & T. staff. It will be evident if we go to any railway station. In a big station like Howrah, the railway authorities are not willing to give even the minimum space required for their work. I have found postal bags lying for days on the open platforms. The same is the case if we go to Madras also. These two Ministries are breaking their heads over cementing one path for the R.M.S. office. In other places, e.g. in Saharanpur, the question of over-bridge or under-bridge is also under discussion between these two departments for a long time.

In Assam, 50 per cent of the complaints about late delivery of letters is due to the non-provision of facilities to the R.M.S. staff in stations and

[Shri Aurobindo Ghosal

on platforms The timings of the trains are not fixed in consultation with the P & T department

The fourth feature that I have noticed is the callousness of the postal authorities to the grievances of the class IV staff In Madras no safety device has been yet provided to the mail guards even after the sad incidents that have taken place Anarchical conditions prevail in Assam Duty arrangements are in a confused state and the special duty arrangements are not made according to the recommendations of the expert committee. The rotation duties are not observed as per rules and the rest-houses are also in a bad condition. Mail vans are not generally supplied and the sorting is made in third class compartments

From Calcutta I have just now received a telegram regarding the reversion of mail guards to mail motor workers grade 2, without pay protection though it was embodied in Government's previous orders At the same time, I find the postal authorities are very prompt in taking action under Rule IV A of the Conduct Rules

Indiscriminate transfers have been made in the Assam circle for trade union activities, and, in Madras, 72 class IV workers and 6 workers of Mail Motor service have been reduced by one stage for 2 years under this Rule

Another problem is about uniform Why should not people who have to work at night be provided with warm uniforms?

As regards trunk telephone the same difficulty has been felt by me as has been felt by other hon Members Only last week I booked a trunk call from Calcutta to Burdwan only a distance of 65 miles and it took me 4 to 5 hours Now I would also submit that it is very difficult even for Members of Parliament to see the General Manager of the Calcutta Telephones

For the last 6 months, I have tried to see, but, whenever we go to their officers, we are not allowed by the receptionists I do not know why they are called receptionists

An hon. Member: Even Members of Parliament?

Shri Aurobindo Ghosal: Yes I wanted to contact even on the phone The Private Secretary, after cross-examining me like anything, disallowed it So, I was thinking of staging *satyagraha* in order to see this high personage I want to bring this to the notice of the hon Minister (Interruptions)

Now, I come to the question of ports Of all the major ports, Calcutta being a river port is in a very difficult position It has already been emphasised by my hon friend, Shri Raghunath Singh So the only remedy for this problem of Calcutta port is three-fold, dredging of the Ganges, the construction of the Farruka Barrage and the setting up of a subsidiary port at Haldi.

The Calcutta Port authorities have got loans from the World Bank for the development and improvement of the port This has been very ably reproduced in *The Colombo Plan* It is said

"Calcutta, India's largest city, is also one of the largest cities in the world Its hinterland encompasses much of the Ganges valley and the smaller, but industrially important, Damodar Valley Traffic through the port of Calcutta now total about 9 million tons annually, and, in terms of value constitutes nearly half of India's imports and exports other than petroleum The area served by the port produces most of India's tea and more than half its rice lac and oil-seeds, and contains most of India's coal and iron ore deposits In recent years, impressive industrial growth has taken place in the area It is the site of practically all India's iron and steel plants, its

jute mills, numerous engineering and chemical industries, locomotive factories and a variety of other industries based on local raw materials. The World Bank has already made several loans for electric power, steel and other projects in the area.

As regards the problem, they have said, it has twin problems. They say further on:

"Because of the importance of the rapidly developing area which it serves, adequate port facilities at Calcutta are essential to the Indian economy. The authorities are now faced with the twin problems of eliminating present congestion at the port and making long-range plans for additional port facilities to handle the growing volume of traffic. The rehabilitation now being undertaken with Bank assistance will help solve the immediate problem; it will not only relieve congestion but enable the port to handle nearly two million more tons of traffic annually."

They afterwards say that it is no permanent relief. Therefore, for permanent relief, the construction of the Farruka barrage and the additional subsidiary port at Haldi are essential.

With ports the problem of dock is also interlinked. The dock labour problem in Calcutta is another constant headache to all. Due to the unwarranted activities of the port authorities, unnecessary troubles have been created amongst dock labourers. The root of this trouble is in the stevedoring system. I do not understand why Government is retaining this obnoxious system of middlemen who make a profit of crores of rupees per year at the sacrifice of the workers.

Last week I went down to the Calcutta docks and had discussion with the workers. Amongst their grievances, three grievances are urgent on which Government should take some

decision at once. First is the insertion of the letter 'G' before the number of the cards of the workers. The workers apprehend that it means 'ghetu' or casual labour whereas the authorities say that they want to interpret it as 'gang'. Whatever may be the interpretation that is going to be put, why should we be breaking our heads over this insertion of the letter? There is no such provision in clause 16 of the Dock Labour Regulation of Employment scheme.

There is also another problem. These workers have not been paid the minimum guaranteed wage and daily allowance for the last 5 months. And, I would request Government to see that these workers are paid.

Labour also complained that recognition of their representative union has not been given. Though Government have arranged for an 'on the spot inspection', still we do not know the result of the assessment.

Lastly, victimisation should be stopped and the special powers of the Chairman should be withdrawn if these small concessions are given, dock labour in Calcutta will have a smooth running.

Then, with regard to the shipping policy, I do not know what Government's policy is. At the time of the passing of the Merchant Shipping Bill Government liberalised the shipping policy of 1945. I do not know how many foreign companies have registered their ships and what is the present tonnage of Indian shipping, due to this liberalisation policy.

It is also a fact that the present shipping industry of India is the monopoly business of two big Indian shipping companies. Therefore, my suggestion would be that the shipping business should be nationalised. The activities of the Eastern Shipping Corporation and the Western Shipping Corporation are so far satisfactory. Their scope should be expanded

[Shri Aurobindo Ghosal]

and the tonnage increased. The tonnage should be increased taking advantage of the low price of ships in the international market. More training ships should be set up for training ratings and also for engineers and officials of the mercantile marine college at Calcutta should be lifted to the post-graduate status. In connection with the professors, demonstrators and lecturers who are connected with the training ships and this college, they have been kept temporary for a long time. They should be made permanent. I must say that the working of the shipping office at Calcutta is much below the standard of the work of the shipping office at Bombay. I had personally seen both the offices. I would request the hon. Minister to raise the standard of the shipping office at Calcutta to the standard of the Bombay office. The seamen should be Indianised and in order to allure the youngsters of our country some permanent elements should be introduced in the service—such as provident fund, gratuity or something like that so that the insecurity and casual nature of the service is done away with. As regards ship-building we have got only one ship-building yard at present in our country. But the main complaints against the Hindustan Shipping Yard is delay in the delivery of ships and the high cost of production. The Government has recently changed the foreign consultants of this shipyard and I would like to know if there has been any change in the situation. The British mission has recommended Cochin as the site for the second shipyard. If the report is analysed we shall find that Geonkhali is in no way inferior to Cochin. However, I would request the Government to select the Geonkhali as the site of the third shipyard at least in the Third Plan.

Shri S. C. Samanta (Tamluk). Mr. Chairman, my friend Shri Raghunath Singh is very enthusiastic about ships but I must say that he should look at the ports also so that ships may sail from or ships may come to them.

I would like to speak on ports. There are five major ports at present in our country after Partition when we lost the port of Karachi. We have not been able, as yet, to compensate that loss. Now, we have these ports and we have to look to the condition of these ports and in our demand for work from them we must be very careful. The Calcutta port, Bombay port and the Kandla port require dredging as there is silting in an enormous way. We have to give our utmost attention to keep the ports intact and to meet the requirements of the Second Plan, we have to dredge them to do away with the silting that is going on. So, at the outset, I would request the hon. Minister to form a dredging board in our country so that the ports will be safe and our communications with other countries and also our internal communications will be set right. Government is doing to issue an order for the construction of a dredger in our country which will work at Bombay. I am glad that they are not going to have any foreign dredger. It is very pleasing for us that we will be able to produce a dredger here and now. Some firms have come forward to take up the work and I will request the Ministry not to go to any other foreign country for it. Government is going to build a second shipyard. I would request the Government also to encourage the private sector to have such a dredging construction organisation in the country because you will be astonished to hear that the price of a dredger differs from Rs 50 lakhs to Rs 6 crores. I hear that some big dredgers will be necessary for doing away the silt in the river Hooghly and a dredger costing Rs 6 crores will be necessary. We have established the Kandla port after the loss of Karachi. Even there, there is a bar at the mouth of the Kandla river and it has to be dredged. A port cannot be built in a day. After so much effort we have built Kandla. It has got some capacity. But if we analyse how much trade has passed through it, you will be astonished to

hear it. Still we can brag that we have established Kandla port and it is improving in such a way that in the near future we can expect that to some extent the loss of Karachi will be compensated. Ports have dealings with other countries and they come to have reputations. So, when we begin a port or build a port it cannot give us the service within a few years. It takes hundreds of years to have a good name for a port in other countries. I am saying this for this reason. The Calcutta port handled more than 50 per cent of the import-export business and its future is at stake. We are going to help it by having a deep sea port at Haldia. I am thankful to the Government that at least they have given due attention to it. I have so many complaints. I am complaining for so many years. I proposed that Gconkhali should be a subsidiary port. It was not taken up. I said because of the difficulties the experts of the Government and the foreign experts should have looked into it during the period of the First Plan. They should have looked whether the capacity of the Calcutta port which handled more than fifty per cent of the foreign trade would be all right. I accuse the Government for not giving this much attention. Why? At Balary and Rangafalla so much sitting will be there that it will be impossible to take a ship to Calcutta except in inflow tides. When Government has taken this decision I am thankful to it, but, at the same time, I would request the Ministers to remember one thing. There is one cry. When at Fulta Reach training work is being done with Rs 5 crores, what is the necessity of building a deep-sea port at Haldia? This cry has arisen. I am glad that Shri H P Mathrani Development Adviser and Joint Secretary of the Ministry enquired about the thing and submitted a report in which he says

"While a subsidiary deep draft port at Haldia or lower down is necessary in view of the developing economy of the Calcutta

region, we have got to maintain the efficiency of the Calcutta Port for as long as it is physically possible to do so. The two questions, therefore, should be considered separately and one should not be executed at the cost of the other."

And, I am also reminding here of the good name of Calcutta. Messrs. Rendel, Palmer and Triton were also entrusted with that enquiry. They have also said in their report:

"The Deep Water Port is a necessity to meet the expanding trade in the area but cannot be regarded as a substitute for the Fulta Point Scheme, which is necessary so long as ocean-going ships continue to use the present port."

I would request the hon Minister to do something this year at Haldia, so that we in this House and the people outside can believe that something has been taken in hand.

We were told that Dr Posthuma has not yet submitted his report. In an informal talk Dr Posthuma told me that he is going to recommend for the present an anchorage at Haldia. Let the anchorage be taken in hand and I would request the Ministers, if they have in mind to see that this deep sea port is established, to take up the question of railway communication, survey work and other things in hand so that no time will be lost and the port will come up in a short period.

While speaking about major ports, I would like to say a word about intermediate and minor ports. Rs 533.42 lakhs were sanctioned for minor and intermediate ports but that has been reduced to Rs 500 lakhs. That should not be done. We have so much necessity for ports. All intermediate ports, where it is possible, should be transformed into major ports, and all minor ports into intermediate ports. Ports like Tuticorin, Mangalore and Paradip should be developed. I am

[Shri S. C. Samanta]

glad that an Intermediate Ports Development Committee has been formed and they will look into the question with regard to all the ports.

Lastly, Sir, I would request your permission, because I have no time, to place a report of the West Bengal Government on the Table of the House, so that the hon Ministers who have not got a copy of it will know everything about the second shipbuilding yard. Also, I would request the hon Minister to tell us one thing. When the question of second shipbuilding yard was being considered and Geonkhali port was under discussion, Haldia has also been brought under discussion. I would like to know whether the hon Minister will bring Haldia also into the picture, because they have chosen Haldia to be a better place than Geonkhali and there may be some possibility of building the second or the third shipbuilding yard at Haldia.

Some Hon. Members rose—

Mr Chairman: Shri Basumatari I shall first call one hon Member from each State.

Shri Basumatari (Goalpara—Reserved—Sch Tribes) Mr Chairman, Sir after independence the State of Assam has been disconnected from the rest of India. Sir, you know better than any of us how Assam got disconnected from the rest of India with only 40 miles corridor. Through Jalpaiguri and Cooch-Bihar air transport is the only communication for Assam. Even in regard to this air transport the Government of India has not paid much attention.

If you consider the air services from Calcutta to different places in Assam and compare that with air services to other regions you will find the difference. Previously some breakfast was served for passengers because they had to perform a hazardous journey for two hours. Also, over the Garro Hills where the air pocket is there sometimes one gets bumping. I am also told that on grounds of

austerity drive they have even stopped the supply of magazines and sufficient news papers to passengers. The other day I got complaints from passengers that it is very difficult for them to cover this journey to Manipur and Tripura, a hazardous and strenuous journey for two to three hours without any magazines and papers to spend their time. I would, therefore, request the hon Minister to see that these things are supplied.

Previously the passengers who used to travel from Gauhati to Dum Dum via Agartala used to be supplied with lunch at Agartala. That has also been stopped now. The other day I got a very serious complaint from the passengers. Most of the passengers did not know that they had discontinued the practice of giving lunch at Agartala. They came to know about it only when the bills were presented. They have made a very serious complaint about the stoppage of this lunch without notification.

If you compare the other facilities also you will find that proper care has not been given to the aerodromes in Assam. In Jorhat, Dibrugarh and Tejpur aerodromes you will find that there is not sufficient place for the passengers to rest. They also do not get the modern amenities which they get in other places.

14 hrs.

If you consider the air services and other services also, you will find that in Assam even the only route by air which is used by the people is neglected. In other States, attraction is offered for passengers to travel and facilities are given to the passengers on the route. But even in spite of such cases the Assam route has been neglected badly. I do not understand why there is this discrimination shown by the Government towards Assam. It has always been neglected. It is neglected in the matter of industries; it is neglected in the matter of railway communications; and it is neglected in all other ways. Even the air services



which are intended there for the people in the whole State and the facilities for air travel are neglected. People say that Assam occupies a strategic position in the whole of India, but the Government of India does not care to take note of these things in Assam. The people of Assam, it is known, are docile and they do not know how to agitate. They are very pleased with the small things that they get, and so, the Government take advantage of their docility and they take advantage rather of their loyalty. I hope the Government of India will attend to the needs of Assam.

Apart from air traffic, in other cases also Assam is neglected. I am told by the officers of the Civil Aviation Department there that the officers in other regions are getting facilities by way of house, rest-houses and all such things for carrying on livelihood, while in Assam they do not get the same facilities. When we come to Calcutta by air we get various complaints from various people, not only from passengers but also from the officers. So, I request the Minister to remove this discrimination between Assam and the rest of India, if any.

I next want to speak about the postal department. According to the policy of the Government, the Government want to increase the number of post offices in the rural areas especially in the tribal areas. In the tribal areas posts and telegraphs are quite inadequate. If you consider the population of the rest of India and compare it with that of Assam, you will find that the postal facility in Assam is very little compared to its population. So, I want to say that Assam has been badly neglected in this respect also. I request the Minister to remove all this discrimination in regard to transport and also in regard to the postal department.

I have been told that air freight has also been reduced in route to Manipur and Tripura. But we have not yet seen whether it has been reduced or not. If you go to Manipur or Tripura, you

will find that the price of commodities is very high, and a reduction in air freight at least is necessary. But there also we have been neglected. We have represented the case to the Minister and the Minister also gave us assurance that he will look into the matter. But it has not been looked into. I therefore request the Minister to reduce the air freight.

We also requested the Government of India that if they are not in a position to reduce the air freight, they should encourage some private operators to run the service. We have also requested the Minister to see that air-dropping of food in the NEFA tracts, where there is no communication, is done successfully and without loss. Government said that they are not in a position to make food-dropping there without incurring loss. So we requested that if it is losing concern some private operators may be engaged for this purpose. You know, Sir, only the other day an air-crash occurred as you might all know. It is hazardous. So necessarily food-dropping from the air may entail some losses. Therefore, if some private operators come forward to run the service to help the Government in food-dropping, I do not see any reason why the Government should not consider this request. The Government themselves know the losses they incur. It is a fact that if they give this work to a private operator it will be not only a good business concern but it would also be of some help to the public and will go to the comfort of the public. We do not deny the Government's loss on this account. If they do not like to lose, they should contact some private operator for this purpose. I cannot believe that there is no private operator coming forward. They are operating in some other parts of India. There are some places where there is no scheduled service and the non-scheduled services are to be covered by private operators.

I do not like to take more time, because I have said about the civil aviation matters on the last occasion.

[Shri Basumatar:]

also. With these words, I would request the Minister to see that Assam is shown some kindness and that the Government should take keen interest in it.

Shri Manay (Bombay City Central—Reserved—Sch. Castes): Sir, I would like to restrict my observations to the posts and telegraphs department and civil aviation so far as the Ministry of Transport and Communications is concerned. I take civil aviation first and shall concentrate on the problems of the employees in the civil aviation department. In the civil aviation department, there are chowkidars who are compelled to work continuously for 12 hours. There are also three categories of chowkidars. I do not understand why chowkidars are asked to work for not less than 12 hours. I would request the Ministry to look into this question and fix the working hours of chowkidars suitably, taking into consideration the nature of their duties and the strain imposed on them. I may suggest to the Minister that, if necessary, a committee may be appointed to decide and fix the working hours for chowkidars.

Another matter of surprise in regard to the civil aviation department is that the employees of the CAD are denied the allowances that are being paid to the staff in other Government departments. Allowances sanctioned to other Government employees should be automatically made applicable to the CAD staff also. The conditions of service are the same. Then, why the staff of this department should not be given the same allowances?

I have got many instances but I shall quote only one instance by which I can show that the demands of the staff of the CAD for allowances is perfectly justified. Let us take this example of Jukkur. The staff working in the gliding centre at Jukkur and staying in Bangalore city are denied the house-rent and compensatory allowances admissible in the city. All

the members of the staff are staying in Bangalore city itself and are going to work at Jukkur as there is no accommodation in the gliding field. Not only they lose the house-rent and compensatory allowances but they have to make their own arrangements to reach the gliding centre which is more than six miles away. I think this is one example which will substantiate what I complained of when I said that allowances are being denied to the CAD staff.

About the education of the children of the CAD staff as the hon. Minister is aware, the employees in the Civil Aviation Department are subject to transfers, I think, every three years, and it is quite obvious that the education of the children of the staff working in CAD is very much hampered. I am surprised that the department has not taken any notice about it. I would urge the Ministry to look into this problem which is worrying the staff.

I would urge that regional schools should be opened at Bombay, Madras, Calcutta and Delhi with hostel accommodation. I think this suggestion has been accepted by the department, but has not been implemented so far.

About the accommodation of the CAD staff, I am prepared to appreciate the difficulty about providing accommodation to all the staff. But I fail to understand why accommodation exclusively meant for the CAD staff is often allotted to the other departments. I can quote instances in the Bombay circle, four of the staff quarters are given to the police. Let me remind this House that when Shri Lal Bahadur Shastri was in charge of this department, he had promised the civil aviation staff in consultation with the civil aviation executive that if accommodation is not enough for the staff, private accommodation may be requisitioned. Leave alone the requisitioning of private accommodation for staff; we have instances to show that

accommodation exclusively earmarked for the C.A.D. staff is being allotted to others.

In Calcutta, 4 barracks meant for civil aviation staff are given to the police and if my information is correct, no rent is being recovered from the police for those quarters. In Delhi, the Secretary of the Flying Club has been given accommodation meant for C.A.D. staff. I might bring to the notice of the hon. Minister that the rent charged for this particular accommodation is in arrears, to the tune of about Rs. 4,000. When the workers and employees raised a hue and cry, very recently this officer has spent about Rs. 1,500 towards arrears.

In Madras I find there are funny things. There, the Controller is not occupying the quarters specially built for Class I officers. Instead, he is occupying a quarter whose monthly rent is about Rs. 20. If my information is correct, in collaboration with C.P.W.D., this officer exercising his influence has got the additions and alterations made to the quarter which he is occupying at monthly rent of Rs. 20, whereas a specially built bungalow for Class I officers would have brought the department round about 10 per cent of his salary, about Rs. 250. The department is deprived of that amount and in addition, some other staff who could have been accommodated in this Rs. 20 rent quarter is deprived of his quarter. This is the state of affairs so far as accommodation is concerned. Let me repeat for the information of the hon. Minister that I can appreciate the difficulty of the Ministry in erecting new accommodation, but I fail to understand why the accommodation meant exclusively for the C.A.D. staff are being allotted to other departments or to other personnel.

Turning to Posts and Telegraphs, I want to say a few words about the accommodation in Bombay city for post offices. I am very fortunate that I come from Bombay city and the hon. Minister representing Posts and Tele-

graphs also comes from there. In Bombay city, the post offices are located in buildings which are in a dilapidated condition. I can quote instances where the Bombay Municipality have served notices of "unfit for human habitation buildings". The post offices are located in such buildings. I could request him to visit the Delisle Road post office, the sight of which would convince him that that post office does not deserve to be in that building which may collapse at any time, endangering the lives of the staff working there.

This office problem has been there for a long time in Bombay. In recent years, this has become very acute, leading to much inconvenience to the employees, seriously affecting the efficiency of the department. There are about 300 workers in the Bombay Telephone District who are accommodated in dilapidated buildings earmarked for demolition by the municipality. For want of any alternative accommodation, the workers are compelled to have their office there, even though electricity and water supply have been cut off by the Bombay Municipality. The administrative offices of the General Manager (Telephones) are accommodated in three different buildings which are miles away from each other. The Bombay Telephone Department have constructed a huge office in the Fort area, but I fail to understand that construction which could not accommodate all the wings in that office. For the purpose of administration, there are three buildings and one has to run to three places, because the office of the General Manager is at one place; the cash department is at another place and the bill section is in a third place.

Apart from these inconveniences and difficulties, the area available in the three buildings is far short of the requisite area for the staff employed.

The result is that often a clerk in the office has no table to work and he has to share somebody else's table. That is a chronic shortage at present. They have no amenities such as tiffin

[Shri Maney]

room, ladies cloak room and so on, not to speak of recreational facilities. Then, I am told that the LIC has got many buildings in Bombay which are being rented out to other private concerns. It is regrettable that such a public utility concern like telephones could not be provided with office accommodation by the LIC in spite of the requests that have been made by the General Manager.

Coming to Posts and Telegraphs, I would like to bring to the notice of the hon. Minister the position of RMS at Poona. Since 1944 efforts have been made by the department, by the Superintendent there to acquire a building to locate the post office and the RMS at Poona. But he has not succeeded. There are difficulties. As already stated by my hon. friend, Shri Ghosal, the CPWD is, if I may use such a word, more or less a nuisance in acquiring alternative accommodation for the post office. The Superintendents are empowered to take buildings on a monthly rent of up to Rs. 500. If the rent is Rs. 501, then that officer is helpless. Now, if a building is found out and if the rent is suitable to the department, even then unless the CPWD certifies it the officer cannot do anything; he is just helpless. When an application is made to the CPWD by the time the CPWD certifies that it confirms to the standards the building is rented to somebody else.

About the R.M.S. in Poona, the railway authorities have agreed to build alternative accommodation for this R.M.S. office. They have approached the Ministry of Transport and Communications for the capital expenditure. If that Ministry is prepared to meet the capital expenditure, I am told the railway authorities are prepared to have a newly constructed building, and that will solve the problem of the Poona R.M.S.

Coming to the problem of the Scheduled Castes and Scheduled Tribes

and backward classes employed in this department, I am very sorry to say that in Class 2, the number of Schedule Caste employees is only 2 out of a total of 196. I will draw the attention of the Ministry to this very great injustice that is being done to the employees belonging to Scheduled Castes, Scheduled Tribes and backward classes. I will bring to his notice one specific instance. In 1956 about 150 telegraph masters were recruited. After that, about 19 telegraph masters were recruited in 1957 from Bombay circle.

14.24 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

But not a candidate belonging to the Schedule Castes or Schedule Tribes or backward classes has been selected in this telegraph masters' selection. My information is that when 19 telegraph masters were selected from Bombay Circle, there were many Schedule Caste employees who had secured more marks in the examination, but under one pretext or the other they were not selected. This is very great injustice done to the Scheduled Castes, Scheduled Tribes and backward classes by the Ministry of Transport and Communications. So, I would urge on the hon. Minister to look into the grievances of such employees of the Ministry of Transport and Communications.

सरकार स० सि० सङ्गल (जंजगीर) :

उपाध्यक्ष महोदय, परिवहन और संचार मंत्रालय ने जो अपनी मांग पेश की है उस पर मैं अपनी राय रखना चाहता हूँ ।

सिबिल एजियेशन और प्राइवेट सेक्टर में आज जो तनाव चल रहा है उसे दूर करने पर हमें विचार करना चाहिये । जिस तरह कि यूनाइटेड किंगडम में सिबिल एजियेशन में प्राइवेट सेक्टर को एसोसियेट बनाया गया है उसी तरह से हमें बनाना चाहिये यह बेरी राय है । यहाँ पर भी हम नेशनलाइजेशन ऐक्ट के मादल पर काम कर रहे हैं । हक

प्राइवेट सेक्टर को भी प्रोत्साहित कर सकने हैं क्योंकि हमारे देश में सिविल एवियेशन के प्रसार के लिये काफी जगह है। अगर हम प्राइवेट सेक्टर को साथ नहीं लेंगे तो हम इस काम को ठीक तरह से नहीं चला सकेंगे। कारपोरेशन के पास सिड्यूल्ड सरविसेज के लिये कार्क जगह है। यदि इस काम को ईमानदारी और इकानमी के साथ चलाया जाये तो बहुत अच्छी तरह यह काम चल सकता है और कारपोरेशन बहुत स्याति प्राप्त कर सकता है। और ऐसा करके हिन्दुस्तान और विदेशों में जो हमारे सिविल एवियेशन का नक्शा है उसको हम बहुत कुछ बदल सकते हैं। यदि यूनाइटेड किंगडम की तरह यहाँ भी प्राइवेट सेक्टर पे एज यू अर्न के सिद्धांत को ले कर काम करे तो हमारे यहाँ विदेशी मुद्रा बढ़ सकती है और टेक्निकल परमोनल का गिजब भी हो सकता है। एअर इंडिया इंटरनेशनल और इंडियन एअर लाइन्स कारपोरेशन के पास जो बचत में हवाई जहाज हो उनको ले कर प्राइवेट सेक्टर काम कर सकता है जिनमे जो करोडो रुपये विदेशी आपरेटर्स यहाँ मे बाहर ले जाते हैं वह बचेगा और विदेशी मुद्रा की भी धामदनी होगी। इसमे देश में बचत भी होगी जैसा कि परशियन गल्फ मे हो रहा है। यदि हम इस प्रकार चलें तो बहुत से टेक्निकल मैन तैयार कर सकते हैं। जो विदेशी एक्सपर्ट प्राइवेट सेक्टर के साथ काम कर रहे हैं उनकी सख्या, जहाँ तक मुझे स्मरण है मान है। यदि इसमे कोई गलती हो तो मंत्री महोदय मुझे दुरस्त कर देगे।

अभी जो एअर इंडिया इंटरनेशनल ने धमरीका की एक प्राइवेट फर्म, मैसर्स सी बोर्ड ऐंड वैंस्टर्न कम्पनी, के साथ जो हफतेवार सिड्यूल्ड फ्लाइट, स्काई मास्टर डी० सी० ४ द्वारा चलाने की तैयारी की है, वह कहां तक बाजिब है यह मैं नहीं कह सकता। इसके चलाने में उनके कू रहेंगे, उनका स्टाफ रहेगा और वह एअर इंडिया इंटरनेशनल के

नाम पर काम करने और एअर इंडिया इंटरनेशनल को केवल साढ़े सात परसेंट कमीशन देंगे और बाकी जो धामदनी होगी वह विदेशों को जायेगी। मैं चाहता हू कि मंत्री महोदय इस पर प्रकाश डालने की कृपा करे।

कॉलिंग एअर लाइन्स ने स्काई मास्टर और काल्टेलेगन्स को पे ऐज यू अर्न के मुआहिदे पर चने की अपनी तजवीज मंत्रालय के सामने रखी थी। मैं नहीं कह सकता कि किन कारणों से यह तजवीज मजूर नहीं की गयी। यदि यह तजवीज मजूर हुई होती तो यह हमारी नेशनल प्रापर्टी होती तथा इमरजेंसी के समय में वे हमारे काम का सकने वे। ऐसे वक्त में सी बोर्ड एंड वेस्टर्न कम्पनी हमारी मदद करेगी उसमे मुझे शक है। और हो सकता है कि दूसरों की मदद करे ऐसी मेरी धारणा है। इस व्यापार को विदेशों के हाथ में देने से आज करोडो रुपया जो हिन्दुस्तान के आपरेटर्स को भिन्ता वह नहीं मिलेगा और वह विदेशों को चला जायेगा। इन्हें हम से चार करोड रुपया साल में फायदा होगा ऐसी मेरी धारणा है। जो विदेशी मुद्रा कहीं फायदा हमारे आपरेटर्स को होता है वह अब नहीं होगा। इस तरह से देश को नुकसान होगा। जो मुआहिदा एअर इंडिया इंटरनेशनल ने धमरीकी फर्म के साथ किया है वह कहा तक ठीक है इस पर आप विचार करे।

मध्य प्रदेश में जो दो आपके सरकिल हैं उनके बारे में मैं आपका ध्यान आकर्षित करना चाहता हू। मध्य प्रदेश में पोस्टमास्टर जनरल का आफिस या धार० एम० एस० का कोई डिवीजन नहीं है जब कि यह इतना बड़ा प्रान्त है, जिसका क्षेत्रफल १,७१,३०० बर्गमील है और जनसख्या सन् १९५१ की जनगणना के अनुसार २,६०,७१,६३६ है। आज अगर आप पोस्टमास्टर जनरल तथा रेलवे मेल सरविस के कार्यों को रद्दोबदल करें तो मैं दोनों चीजे मध्य प्रदेश को मिल सकती

[सरदार प्र० सि० सहगल]

है। आप उज्जैन से जो पोस्टल डिबीजन हटाना चाहते हैं उसको नहीं हटाना चाहिये। उज्जैन एक बहुत बड़ा और पुराना शहर है और वहाँ काफी आबादी है। इन सारी चीजों को देखते हुए जो आपके सामने डिबीजन को हटाने की तजवीज है उस पर आप फिर से और करें।

आपको नेशनल हाईवेज को बढ़ाना चाहिये। मैं चाहूंगा कि जब मध्य प्रदेश इतना बड़ा हुआ है तो भम्बिकापुर के पास रामानुजगंज के पास जो नदी है उस पर पुल के कर उसे डालटनगंज की सड़क पर मिलावें। इसके मिलाने के बाद वह बिहार से मिला जायेगा। इसी तरह से महानदी पर पुल देने से वही सड़क जो भम्बिकापुर, रायगढ़ हो कर बन्दपुर जाती है, वह सारंगगढ़ के पास नेशनल हाईवेज से मिल जायेगी। इस तरह से आप एक नई हाईवेज खोल सकते हैं। और नेशनल हाईवेज को बढ़ा सकते हैं और इस तरह से एक प्रान्त दूसरे प्रांत से मिल जायेगा।

इसी के साथ ही साथ मुझे बड़े दुःख के साथ आपके सामने यह प्रश्न करना पड़ रहा है कि आज मध्य प्रदेश की हर तहसील में टेलीफोन नहीं है। मैं चाहूंगा हर तहसील के हेडक्वार्टर पर तो कम से कम टेलीफोन अवश्य हो और टेलीग्राफ आफिस भी हो। मैं आपके सामने बिलासपुर जिले की कठघोरा तहसील का उदाहरण रखना चाहता हूँ और निवेदन करना चाहता हूँ कि यह पुराने मध्य प्रदेश की तहसील है। आज भी वहाँ टेलीफोन नहीं है। वह आज जिले के हेडक्वार्टर से ५० मील की दूरी पर है। यदि आप वहाँ पर टेलीफोन दें तो सरकारी और दूसरा काम बहुत सुभीते से हो सकता है।

आज हमारे जिले में डिबीजनल हेडक्वार्टर है लेकिन टेलीग्राफ का डिबीजनल आफिस रायपुर में है जब कि पोस्ट आफिस

का डिबीजन हमारे वहाँ मौजूद है। ऐसी स्थिति में मेरी आप से प्रार्थना है कि जब कि प्रान्त का बटवारा हुआ और नये डिबीजन बनाये गये और नया मध्य प्रदेश बनाया गया, तो वहाँ आपको एक डिबीजन देना चाहिये ना।

मैं पाटिल साहब से प्रार्थना करूंगा कि वह मेरे साथ बिलासपुर चलने की कृपा करे और देखें कि वहाँ पर पुराने पोस्ट आफिस की क्या हालत है। मैं उन से पहले भी एक दो दफा प्रार्थना कर चुका हूँ और अब कुछ हाउस में प्रार्थना करता हूँ कि उस पोस्ट आफिस की वहाँ चल कर हालत देखें। मैं चाहूंगा कि उसके लिये आप नई इमारत बनावें।

इसके साथ साथ मैं आपसे यह दरखास्त करना चाहता हूँ कि आपके पास एक्सपेरीटमेंट पोस्ट आफिसेज के वाली जो दरखास्तें आती हैं उन पर ध्यान दे। मुझे बिलासपुर से मालूम हुआ है कि आपके पास इस तरह की दरखास्तें भेजी गयी हैं।

जो हमारा नया मध्य प्रदेश बना है वहाँ पर सड़को की हालत बहुत खराब है। रिआरगेनाइजेशन के पहले बड़े बड़े बायबे किये गये थे, लेकिन येन कंन प्रकारेण उनको पूरा नहीं किया जा रहा है। मैं नहीं कह सकता कि इसका क्या कारण है।

आज जिम तरह से कि पब्लिक वर्क डिपार्टमेंट के द्वारा काम कराया जाता है, उसी की तरह से यह मंत्रालय अपना इंजिनियरिंग डिपार्टमेंट बना सकता है। यह मंत्रालय इतनी इमारतें बनाता है और इसके लिये दूसरे पर निर्भर रहना अच्छी चीज नहीं है। यह विभाग अगर अपने आप को आज अपने डिपार्टमेंट द्वारा या पंचायतों और सहकारी संस्थाओं के द्वारा करावे तो बहुत अच्छा हो।

मध्य प्रदेश की सरकार ने हवाई जहाज बल्ले के मसौदे पर धाप से बार्तालाप किया होगा। यदि किया है, तो मैं प्रार्थना करूंगा कि इन्दीर, भ्वालियर जबलपुर, रायपुर और बिलासपुर को मिलाने के लिये धाप मदद कीजिये और इस काम को धागे बढाइये।

अब मैं फ्लाइट क्लब के बारे में कहूंगा। आज हिन्दुस्तान में तेरह फ्लाइट क्लब हैं लेकिन उन को जो मदद मिलनी चाहिये वह नहीं मिल रही है। इसका कारण यह है कि ट्रेन एयरक्राफ्ट के बिना फ्लाइट टारगेट पूरा नहीं हो सकता है। यह मानी हुई चीज है और उस में दिक्कतें आती हैं, क्योंकि इम्पोर्ट बन्द है और हमारे मुक्त में जहाज नहीं हैं। अगर उस को हिन्दुस्तान एयरक्राफ्ट फैक्टरी से खरीदा जाये तो उस की कीमत ८५ हजार देनी पड़ती है। इसलिये फ्लाइट क्लब उस को नहीं खरीद सकते हैं। इस वक्त इनिशियल कास्ट और अपरेशनल कास्ट इतना ज्यादा है कि फ्लाइट क्लब उस को खरीद नहीं सकते हैं क्योंकि उन की आर्थिक हालत अच्छी नहीं होती है। फ्लाइट क्लब का भाग्य एक डायरेक्टर साहब पर है। यह देखना है कि जो डायरेक्टर है वह कहा तक एक्सपर्ट है और क्या उस को फ्लाइट क्लब के बारे में जानकारी है या नहीं और उस को सारे तजुबे है या नहीं। यदि नहीं है तो मैं धाप में कहूंगा कि धाप को एक एग्जिक्यूटिव कमिटी की स्थापना करनी चाहिये जैसा कि धाप ने एयरोड्रोम और एयर रूट्स के बारे में किया हुआ है। मैं समझता हूँ कि इस में दिक्कतें दूर हो सकेंगी।

अन्त में मैं मंत्रालय को और उस के अफसरों को धन्यवाद देते बर्गर नहीं रह सकता। उस का कारण यह है कि मंत्रालय के हवाई विभाग तार विभाग तथा पोस्टल विभाग ने जो काम किया है वह प्रशंसनीय है। इन सबको के साथ में मंत्रालय की डिमांडज का समर्थन करता हूँ।

18 (A) L.S.D.—6

Shri T. Subramanyam (Bellary) Mr. Deputy-Speaker, Sir, we have taken up an ambitious programme of achieving the industrial and economic prosperity of this country of 40 crores of people and if this is to be achieved, the transport demands must be fully met otherwise it would be well-nigh impossible. It is well recognised that in the Western countries, Europe and America, the industrial and economic prosperity is due not only to the manufacture of industrial goods and mass production but also to the development of transport with respect to the various modes, and effective co-ordination of all these forms of transport, is necessary. Really there should not be any conflict between the various modes of transport. It is unfortunate that some impression has been left behind that there is at present some sort of a conflict between the Railway Department and the Roads Department.

This morning Shri Masam was referring to it and he referred to some facts, but since a national policy is emerging slowly from the Railway Department and the Transport and Communications Department we have to evolve a policy in which the roadways, the railways, the waterways, the airways and all these will play a significant role and instead of competing and undermining the importance and significance of each other they should complement and supplement. That should be our ambition and I feel that it is also possible.

An Hon. Member: Agreed

Shri T. Subramanyam This conflict between the Railways and the other modes of transport is not a new thing. In the last century there was one engineer—a famous engineer—Sir Arthur Cotton. He had suggested that the waterways should be developed in India and that irrigation and navigation canals should be developed which would help this country very much. The British Government at that time felt that they should help the industrialists in England. Therefore they undermined the importance of these

[Shri T. Subramanyam]

waterways and gave an artificial fillip to the Railways. Today, we are proud of the development of these Railways. We have 35,000 miles of railways in which we have invested Rs 975 crores. It is a good thing. We want expansion of these Railways also. Let there be no mistake about it. At the same time, there should be no conflict. The Roadways will be given full importance. They should be allowed to play a very significant part which the Roadways deserve. In 1943 the Nagpur Plan was evolved. By that plan a 20-year programme was drawn up by which every village in the fully developed area should not be more than 5 miles from the main road. This is the target and I am glad to say that this will be more than fulfilled by the end of the Second Five Year Plan. They have drawn up a target of 331,000 miles of roadways. By the end of the Second Plan we hope to succeed in this and with regard to surfaced roads 144,000 miles of roadways will be completed. With regard to unsurfaced roadways, 235,000 miles will be completed. It is hoped that there will be 30 miles of roads per 100 square miles. With the commencement of the Third Plan another scheme for 20 years has also been drawn up by some Chief Engineers and it is under consideration of the Government. The target of this is 657,000 miles to be achieved by 1981. Forty per cent of this will be surfaced. By this, no village in a developed area or agricultural area will be more than 4 miles from a metalled road and 1½ miles from any other road. The distance will be shortened with respect to the villages situated in semi-developed areas and also in the under-developed areas. The investment will be Rs 5200 crores.

At present, our roadways come under various categories: national highways, State highways, major district board roads, other district board roads and ultimately village roads. With regard to national highways, they have been taken up and missing links, some bridges, some improvements to stretches of roads will be at-

tended to immediately. Besides national highways, Government has taken up the responsibility of constructing some more roads: that is, the road between Passi and Badarpur and the alternative to the Pathankot-Udhampore road and another road on the West coast. With regard to the West coast road, I would like to congratulate the Government. It is of very great importance for that region, particularly for Mysore. After the States reorganisation, it is coming up well. It was proposed that with the end of the Second Plan, three-fourths of this road will be completed. I am sure it is going according to Plan. The State Government is also playing its part and the Central Government is also playing its part. I am optimistic that the construction and completion of this road will go according to plan.

With regard to the major district board roads and other district board roads, I would like to say that they are not in a good condition. That is my experience. I would suggest that this should be brought under the Public Works Department of each State or under the Highways Department of each State. They are not functioning properly; they are in a very bad condition. There is no proper maintenance, there is no proper repair. That should be attended to.

With regard to village roads, the various agencies that are to devote attention to the construction of village roads will have to co-ordinate their activities. There is a tendency now for everybody to gravitate towards urban areas. That can be checked if we can provide these amenities and facilities like good communications, good water supply, electricity and all that. Proper communications form a most important item in this matter. It is of very great importance that we have national highways, express ways. All these are very necessary and desirable for the development of our economy; at the same time 800,000 villages have to be served. If we have to increase the standard of living of the



villagers and industrialise our economy properly, we must attend to these village roads

There was a criticism yesterday by my hon. friend Shri Mohammed Imam. He was saying that the roads in the Community development and National extension scheme areas were not proper. It is true many of them are not in good condition. The real reason is not any inherent deficiency or defect in the National extension scheme or Community development or in the agencies. It is in the working or it is in the human element. I have seen some very good roads constructed under Community development and National extension scheme, with local co-operation and public co-operation. These 580,000 villages cannot be served by roads unless we fully utilise public co-operation and popular co-operation. I know, mere enthusiasm will not carry us very far. There must be official co-operation and also technical assistance from the various engineering staff in the State Governments. If all these agencies work together, we are sure to evolve a system of transport which will serve the needs of these villages.

I would like to say a word with regard to road transport. Road transport must play its part. The Railways need not be afraid of it. At present, cent per cent of the goods traffic is carried on in the private sector. We have to be realistic in this matter. With regard to passenger traffic, 78 per cent is carried by the private sector. There is a phased programme of nationalisation with regard to passenger traffic. Let it be taken up by all means. As our resources permit, as there is the necessity, as it develops, let us plan for such nationalisation according to the phases. When we have decided that there should be no nationalisation with regard to passenger traffic for the present, in some areas, you can afford to be liberal towards these people, help them to get any vehicle that they want and provide them with facilities so that they will also play their role in developing the economy.

In the midst of all these things, we must not forget the bullock carts, and the role that they play which is important. All the villages are mostly served by bullock carts. An experiment was carried on by which the iron tyres of the carts could be widened and made more flat, so that the pressure on the roads might be reduced and ruts may not be formed. A suggestion was there. I hope that the Government will give more attention to this. I would suggest that a prize may be instituted to any technician or engineer who invents or devises a bullock cart subject to certain conditions. As they have now evolved the Ambar Charka in charkas, we must evolve a good type of bullock cart. It should be possible, it should not be beyond the capacity or talent of our technicians or engineers to evolve a good bullock cart, which will enable the bullocks to bear heavier loads and draw them with greater ease and at the same time, keep the roads also in a proper condition, and prevent ruts. I suggest that the Government must take up this matter seriously, because it affects lakhs of our villages, and our economy in the rural sector. After all, the number of motor vehicles in 1943 were 121,282. In 1955, it rose to 4,18,067. The annual increase—I am referring to motor transport—is 78,000. By the end of the Second Road Development Plan, it is supposed to be 370,000. This is a most important item and so I am mentioning these figures. We should not forget to evolve a better type of bullock cart, to serve rural economy.

Then, Sir, I will just refer to two other matters which come to my mind. There is a proposal to have express ways. This is necessary to meet the demands of the growing economy and to serve the highly industrialised and thickly populated areas.

Inland navigation has been neglected so far. We have 3,500 miles of inland waterways. We have got the Ganga, Brahmaputra, Godavari, Krishna, Mahanadi rivers and the backwaters of Kerala and the Mahanadi Canal.

[Shri T Subramanyam]

These waterways provide for inter-State transport requirements. The Ganga-Brahma Water Transport Board which was constituted in 1952 has been playing a very important role. Water Transport Services carry nearly sixty per cent of the total goods traffic between Assam and Calcutta. Of this, eighty per cent is being carried on by the Joint Steamer Services. Recently an important step has been taken by the Government in this direction. I am referring to the formation of the Inland Water Transport Committee which was constituted in 1957 to consider the question of development of inland waterways and to see how they can be fully utilised. Various proposals have been given in this matter. They have not yet submitted their final report. Traffic surveys have been suggested. They are going to conduct the surveys in Buckingham canal, Vedaranyam canal and Orissa waterways. They have also given some interim recommendation with regard to the inclusion of some schemes under the Second Five Year Plan. Originally it was proposed to spend Rs 3 crores. Now it has been reduced to Rs 142 lakhs. I am not going to criticise that matter. I suggest that the recommendations of the Water-Transport Committee should receive very great attention from the hands of the Ministry. Just as we have evolved a twenty-year programme for the development of roads, we should also evolve an all-India programme of developing the navigation and irrigation canals and the various river systems in India, should be linked.

Then, Sir, about the Postal circles I would like to say something. There are 13 territorial units now of which 12 are Post and Telegraph circles. After the reorganisation of States it has become very necessary and desirable that Mysore should have a separate circle under a separate Post-Master General. Postal department is developing into a very important nation-building department. We have got six to seven lakhs of people working there. Postal department is also

contributing a substantial amount to the general revenues. It is necessary that a separate circle should be formed in Mysore State under a separate Post-Master General.

I wish to say some words about Tourism. This is a very important undertaking and a good foreign-exchange earning undertaking. We find that the number of tourists has been increasing from year to year. In 1958, the figure was 92,202. At present we have got a programme to provide accommodation for the tourists.

Mr. Deputy-Speaker: Now he should stop.

Shri T Subramanyam: It was proposed to set up hostels in some important places in some States where foreign tourists would come. Two categories have been devised for this purpose and this proposal has been in the offing for the last five or six years. In Hampi and Hospet there has been a proposal to set up hostels for the last three years but I feel that even the sites have not yet been acquired for putting up buildings. I hope the State Government will be asked to expedite the matter to see that more tourist traffic is attracted.

The Deputy Minister of Civil Aviation (Shri Mohiuddin): Mr Deputy-Speaker, Sir, in the debate that has so far proceeded in the House on the demands for grants for the Ministry of Communications and Transport, the Civil Aviation department, I am glad to say, has not received any serious or severe criticism. I think that this comparative lack of criticism generally reflects the satisfaction of the hon. Members on the services of the Indian Airlines Corporation and the Air India International. In any case, my senior colleague will be replying tomorrow and he will take note of all the points that may be made after I have replied and all the criticisms that might be levelled against us in the debate.

My hon. friend from Assam made certain points. I shall certainly reply

to him. But, before doing so, I would like to mention one important development that has taken place during the year 1958. This development relates to the financial and capital structure of the Indian Airlines Corporation. Every corporation or Government-controlled and Government-financed companies are expected not only to work on the basis of self-sufficiency but also to contribute profits to the Exchequer of the country. They should also be able to pay interest on the capital which is invested in those corporations.

The Indian Airlines Corporation was nationalised in 1953 and a period of five years has passed during which the Corporation had to face a very difficult task of amalgamating eight private Airlines Companies that were nationalised in 1953. They have consolidated their position. It was thought desirable that we should review the capital structure of the Indian Airlines Corporation as well as the working of the Corporation and its efficiency and both these matters were reviewed in 1958. Government appointed an expert committee to review the working of the Airlines Corporation. They have submitted the report and that report has been placed on the Table of the House. I acknowledge the pains that the Members of the Committee have taken in studying the working of the Corporation and for their penetrating analysis of the costs of the various sectors of the Airlines Corporation and the practical suggestions that they have made.

The capital that was advanced to the IAC upto March, 1958 is about Rs. 14.20 crores. The corporation has been running at a loss of just over one crore of rupees every year. Till March, 1958, the total loss including the depreciation amount was Rs. 4.83 crores, out of which Rs. 2.59 crores— I am not giving the exact figures, but I am giving only rough figures—were on account of depreciation of aircraft and so on, and Rs. 2.23 crores were what are called cash losses.

15 hrs.

In addition to the capital advanced to the corporation which amounted to over Rs. 14 crores, the losses which were incurred every year by the corporation had to be covered. The corporation did not have any general reserves from which they could wipe out the losses. So, Government had to give them loans on long term basis to cover the cash losses. These loans were also treated as advances to the corporation, and they form part of the balance-sheet.

As the corporation had been nationalised in 1953, Government deemed it desirable that no interest should be charged on the corporation for a period of five years. The interest was waived for a five-year period, and the period of concession expired in August, 1958.

In reviewing the capital structure of the company, two decisions were taken by Government. One was that the interest should be waived till 1966. The other was that the losses that the corporation had incurred during its working for the five years, that is, what we call the net or cash losses which amounted to Rs. 2.23 crores should be written off. Of course, this is subject to the approval of Parliament.

Another important decision was that instead of giving the cash losses to the corporation as loans, as had been done so far, the corporation should be subsidised. If we subsidise the corporation, we have got to consider on what basis the subsidy should be given. Various suggestions were made. For example, the suggestion was made that a rebate may be given on the fuel taxes. Hon. Members may remember that before nationalisation, the airlines companies were given rebate on petrol. It was also suggested that the IAC may be given a rebate on petrol and oil taxes. If a subsidy is to be given, it is necessary that the scheme of subsidy or scheme of rebate should be such as should be directly related to the efficiency of the corporation.

**Shri Tangamani (Madurai):** While the hon. Minister is on this point, I would like to point out to him that the committee has referred to the price of aviation fuel and how an attempt should be made to purchase the fuel at a reduced price; they have also referred to the question of excise on fuel. May I know whether Government have taken any decision about it?

**Shri Mohiuddin:** The committee has referred to the possibilities of negotiations by the IAC on the price at which they buy petrol and other fuels from the companies. Of course, that will be considered, and I am sure the corporation will try and obtain lower prices from the companies, as they consume a very large quantity of petrol and oils.

I was just mentioning that these were the two methods by which the losses that are incurred by the corporation could be met; that is, we could give either the rebate, as was done previously for the airlines companies that were nationalised in 1953, or pay a subsidy. And any scheme that is meant to meet or cover the recurring losses every year must be related to the efficiency of the working of the corporation. That is an important factor.

**Shri Tangamani:** The committee has given a good certificate about the efficient working.

**Shri Mohiuddin:** The committee has given a good certificate, but they have also suggested how to decrease the losses.

**Mr. Deputy-Speaker:** The hon. Member should not try to smuggle in his speech in this manner.

**Shri Mohiuddin:** Shri Tangamani was referring to petrol. The committee has said that there could be an economy of about Rs. 10 lakhs on petrol consumption. If a rebate were given on the fuel taxes, Government will also be paying a rebate on any

possible wastage of petrol. So, it was decided that instead of giving a hidden subsidy or a concealed subsidy by rebate on taxes, we may give a subsidy to the corporation; but the question remained, what is the principle on which subsidy will be paid. For that purpose, a committee was appointed to make recommendations as to the method and the principles on which the subsidy can be given. As hon. Members know, the committee has recommended a standard cost for Dakota operations. As an illustration, I may say that the committee has recommended that in due course, that is, in the course of three or four years, the per hour direct cost of the Dakota operation should be brought down from Rs. 544 in 1957-58 to Rs. 466. That will be a big saving.

**Dr Melkote (Raichur):** May I know what this figure of Rs. 544 represents?

**Shri Mohiuddin:** Rs. 544 is the direct cost of operation for one hour of flying of the Dakota. It is the direct cost that is, fuel, salary, repairs, maintenance etc. are included in it but not including the head office administrative expenses. They have shown that this direct cost can be brought down in three or four years' time to Rs. 466, a saving of about Rs. 78 per hour of flying. Now, it is expected that the corporation will make every effort to make economies in their expenditure and bring down the losses as much as possible. The committee has paid very glowing tributes to the Indian Airlines Corporation for their Viscount operations. I am sure hon. Members who have read the report would have been struck by the sentence in which they have mentioned the Viscount operations of the IAC. They say:

"We wish to record our admiration of the efficiency of the IAC Viscount operations. In the operation of aircraft, in the utilisation achieved, in the work of

maintenance and overhaul and in the general level of operating costs, the IAC compares favourably with Viscount operations in other parts of the world."

They have also paid a tribute to the Corporation for their night air mail service. Unfortunately, the night air mail service may show a loss this year, but it is expected that next year the night air mail service will also show a profit. These are some of the points that I wish to mention before proceeding to take up the points that have been mentioned by hon. Members.

**Shri Braj Raj Singh (Ferozabad):** Are there eight hours for this discussion?

**Mr Deputy-Speaker:** I had that impression.

**Shri Braj Raj Singh:** May we expect that the hon. Ministers will take three hours?

**Mr Deputy-Speaker:** That we will see. We have just begun and simultaneously there is some impatience.

**Shri Mohiuddin:** My hon. friend Shri Basumatari has mentioned that Assam is neglected. I am sure that if he were to examine closely the operations of the Indian Airlines Corporation on the Assam side he will realise that Assam is not at all neglected. The Corporation's services are going on that side in very large number, and serving that part of the country at a very heavy loss. About Rs 31 lakhs are incurred as a loss on the services towards Assam. In spite of this loss, the Indian Airlines Corporation have reduced the fare from Calcutta to Agartala. This is only as an experiment. If this experiment proves successful, that is to say, if the revenues increase and are more than what they were before, this experiment may be continued.

**Shri Basumatari** referred to the reduction in the amenities provided

on the aircraft. He said that some people had to go without breakfast. The Indian Airlines Corporation had to change their menu on the Dakota services. This was done after a thorough survey and investigation. It was found that the meals that were prepared on these lines for short hops, short runs, were wasted to a very large extent and instead of giving full meals.

**Shri D. C. Sharma (Gurdaspur):** Do you think that only dyspeptic travel on these lines?

**Shri Mohiuddin:** It is not necessarily dyspeptics that waste it. The run of these hops is only from 1½ to 3 hours. So people who travel for 1½ hours, one hour and 50 minutes, do not usually come for meals on the plane. They take their meals and come or take their meals after they have reached the destination. Some people may take the meals on the air-plane but others do not like to take it. This was the reason that instead of serving the meals, the air corporation are now serving on short runs what are called heavy snacks. I am sure that heavy snacks are as good as ornate meals.

**The Deputy Minister of Railways (Shri S. V. Ramaswamy):** How heavy is the snack?

**An Hon. Member:** This is food for thought!

**Shri Basumatari:** Previously lunch was served in Agartala, because from Gauhati passengers are asked to come to the air station at 9.30 which is an odd hour, and they used to take lunch at 11.45 at Agar'ala. Now, they do not get any lunch, neither is there any hotel in Agartala. So, they have to go without food.

**Mr Deputy-Speaker:** The hon. Minister has said that they must habituate themselves to these heavy snacks.

**Shri T. B. Vittal Rao (Khammam):** Even the tea that is offered is hopelessly bad.

Shri Mohiuddin: I am sure my hon friend does not know the taste of that tea

Shri Braj Raj Singh: Can they not fast for the time being?

Shri Mohiuddin: As far as tea and coffee are concerned, I shall, of course, certainly make enquiries about it

T. B. Vittal Rao. Between Bangalore and Hyderabad

Shri Mohiuddin. I shall make enquiries about this

Some mention was made about the private operators, and it was said that they should be encouraged. There is also a suggestion from some other quarters that the private lines should be nationalised. Hon Members will remember that the Estimates Committee which also considered this question have not recommended nationalisation of the private lines. On the whole they thought that the existence of the private lines might be useful as far as presenting some competition to the Indian Airlines was concerned. Private operators are operating mainly in the Bengal and Assam areas. They visit those aerodromes which are not on the scheduled list of the Indian Airlines Corporation. They are free to go to aerodromes which are not included in the scheduled list.

As far as the figures are concerned, the private operators are on the whole doing well. They are also rendering some service. They carry passengers, they carry goods, wherever these services are necessary. It is therefore not in the interests of the country to nationalise them.

As far as encouraging them is concerned, at the present moment under the rules they are free to operate in those areas. I do not know what other encouragement is necessary.

My hon friend Sardar Saigal referred to the agreement which the AII made with the Seaboard and Western Airlines. It is only an experiment. The agreement will terminate in March, 1960. This question was debated before and I had explained that by March, April or May 1960, AII would have surplus capacity after they received the Boeings, and they wish to develop this business to absorb the surplus capacity that would become available to them in the first or second quarter of 1960. So that it was in the interest of AII that Government agreed to this agreement for a very short period.

Now, there are some minor points which have been raised. Shri Manay said that the chowkidars have got to do continuous duty. Chowkidars have got to do continuous duty wherever they have got to work.

Shri Tangamani: 24 hours'

Shri Mohiuddin: The system that the Civil Aviation Department has adopted for the hours of work of chowkidars is practically the same as has been adopted in the railways. That system has been working for a long time in the railways.

Shri Muhammed Elias (Howrah): In the railways, they get rest.

Shri Mohiuddin: Here also they get rest.

Shri Muhammed Elias: They have got their own quarters where they are posted.

Shri Mohiuddin: These chowkidars also get rest. If the hon Member would like to have details, I shall give him the details. But I need not go into details at this stage.

Shri Feroze Gandhi (Rai Bareilly): Meanwhile, he (Shri Muhammed Elias) can rest.

Shri Mohiuddin: Regarding the allowances given to the low paid employees, Shri Manay referred to the

gliding centre at Bangalore. The rule that house allowance is paid to the employees living and working in the municipal limits is not a solitary rule in the Civil Aviation Department. It is applicable to all the departments including P & T and others. Whether a person living in the city and going outside the city limits to work should also get a house allowance is a problem which, I am sure, the Pay Commission will consider and make necessary recommendations.

**Shri Tangamani:** In the nature of things aerodromes will be outside cities.

**Shri S. M. Banerjee (Kanpur):** Those employees of IAC are entitled to house rent allowance who are not provided with houses. Is that so?

**Shri Mohiuddin:** As far as I am aware, low paid employees of grade I and grade II of IAC are getting house rent allowance.

**Shri S. M. Banerjee:** What about the third grade?

**Dr Melkote:** What about grade III and IV?

**Mr Deputy-Speaker:** Just now there was a complaint that Ministers were taking a long time.

**Shri S. M. Banerjee:** This is a point for clarification.

**Mr Deputy-Speaker:** But that is included in the Minister's time.

**Shri Mohiuddin:** Regarding education of the children of employees living at the aerodromes outside the cities, the Department has given a concession at 10 aerodromes for carrying the children to the schools. I hope this arrangement will be extended to other aerodromes as well.

As regards quarters for the employees, the housing problem is very acute and serious. The Civil Aviation Department and IAC are trying to

solve it, but there are difficulties in the way.

**Shri Muhammed Elias:** How long will it take to solve it completely?

**Shri Mohiuddin:** It is taking a long time. Every year the houses come up, but unfortunately the population is also increasing much more rapidly.

There was the question of quarters meant for the staff of the Civil Aviation Department being given to employees of other departments. In this case, reference was made to the quarters given to the Secretary of the Flying Club, Delhi. The Secretary of the Flying Club, Delhi, though not directly an employee of the Civil Aviation Department, is directly connected with flying, and I attach as great importance to flying clubs as to other activities of civil aviation. And specially, in view of the fact that the Flying Club had an accident last year, it was deemed desirable and necessary that this amenity should be given to the Secretary of the Flying Club so that he is near the place of his work. As regards rent and so on, I am not aware of the details. I shall make enquiries in regard to that question.

The aerodromes require a number of services. Meteorology, for example, is an essential service for them. The employees of the Meteorological Department who provide this service must live near and at the spot. Naturally, if they have not got any quarters of their own and if it happens that the Civil Aviation Department has some quarters available it has got to provide quarters to them, for the sake of the safety of the service. I think it is, therefore, not fair to criticise the allotment of Civil Aviation Department quarters to others whose services are just as essential.

Now, I would like to say a word about the officers and men of the Civil Aviation Department, IAC and

[Shri Mohiuddin]

AII. AII have a reputation of their own in the world. They are well known for their service and efficiency. They are making very rapid progress. (An Hon. Member: IAC is just the opposite.) Similarly, the Indian Airlines Corporation are also making progress. The traffic is increasing at the rate of 10 per cent per annum. I am sure that in about four or five years time with the increase of traffic at the rate of about 10—12 per cent, and with the carrying into effect of the recommendations of the Whitcroft Committee, the losses now being incurred will be wiped out.

Mr. Deputy-Speaker: Shri Vajpayee

Shri Jangde (Bilaspur). Is there any chance of Madhya Pradesh being put on the air map of India?

Shri Mohiuddin: I am sure that it will be done very soon. Bhopal will be connected.

Mr. Deputy-Speaker: Now I suppose Shri Jangde need not have another opportunity to speak.

Shri Jangde: No, I want to speak.

श्री बाजपेयी (बलरामपुर) उपाध्यक्ष महोदय, मैं पोस्ट एंड टेलीग्राफ के सम्बन्ध में अपने विचार प्रकट करना चाहना हूँ। जो अनुदान की माँग इस सम्बन्ध में प्रकाशित की गई है, उसको देखने से पटली बात जो ध्यान में आती है वह यह है कि पोस्ट एंड टेलीग्राफ विभाग का सारा प्रशासन टूट रहा है।

उपाध्यक्ष महोदय, बाकी माननीय सदस्य कन के लिये उठा रखे।

15.30 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS  
FORTIETH REPORT

Mr. Deputy-Speaker: Now we take up Private Members' Business. Sardar Amar Singh Saigal.

Sardar A. S. Saigal (Janjgir): Sir, I beg to move:

"That this House agrees with the Fortieth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 1st April, 1959"

Mr. Deputy-Speaker: The question is:

"That this House agrees with the Fortieth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 1st April, 1959"

Shri D. C. Sharma (Gurdaspur): Sir, I want that the time . . .

Mr. Deputy-Speaker: That is not contained in this Report.

*The motion was adopted*

15 31 hrs

PORT HAJ COMMITTEES  
(AMENDMENT) BILL\*

Shri A. K. Gopalan (Kasergod): Sir, I beg to move for leave to introduce a Bill further to amend the Port Haj Committees Act, 1932.

Mr. Deputy-Speaker: The question is.

"That leave be granted to introduce a Bill further to amend the Port Haj Committees Act, 1932"

*The motion was adopted.*

Shri A. K. Gopalan: Sir, I introduce the Bill.