

15.13 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

SEVENTY-FIRST REPORT

Sardar A. S. Saigal (Janjgir): Sir, I beg to move:

"That this House agrees with the Seventy-first Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 16th November, 1960."

Mr. Speaker: The question is:

"That this House agrees with the Seventy-first Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 16th November, 1960."

The motion was adopted.

RESOLUTION RE: TARGET OF SHIPPING—contd.

Mr. Speaker: The House will now resume further discussion of the Resolution moved by Shri Raghunath Singh on the 3rd September, 1960, regarding target of shipping. Out of two hours allotted for discussion of the Resolution, only one minute was taken up. Shri Raghunath Singh may kindly continue his speech.

Shri T. B. Vittal Rao (Khammam): We are beginning at 3.15.

Mr. Speaker: We will go on till 5.45. Hon. Members must sit till then. If there is no quorum, What can I do?

श्री रघुनाथ सिंह (वाराणसी) :
अध्यक्ष महोदय, मैं सर्वप्रथम शिपिंग मिनिस्टर श्री राजबहादुर जी और शिपिंग के डाइरेक्टर जनरल श्री नागेन्द्र सिंह जी को बधाई देता

हूँ और धन्यावाद देता हूँ कि उन्होंने इस वर्ष रिकार्ड कायम किया है जहाँ तक कि शिपिंग के टनेज का सम्बन्ध है। इस वर्ष उन्होंने १६ जहाज करीब १,४२००० टन के हिन्दुस्तान की जहाजरानी में और जोड़ दिए हैं। इस प्रकार द्वितीय पंचवर्षीय योजना के अन्त में हम केवल पंचवर्षीय योजना के टारगेट को ही पूरा नहीं करेंगे, बल्कि उससे भी ज्यादा हम करेंगे। यह सबसे बड़ी बात इस साल हुई है।

१९५४ में पहले पहल शिपिंग के सम्बन्ध में एक प्रस्ताव पास किया गया था और आज करीब ६ वर्ष के पश्चात् सन् १९६० में पुनः इस प्रस्ताव को उपस्थित करते हैं। उसके दो तीन कारण हैं। पहला कारण तो यह है कि यह सबसे अच्छा समय है कि हम शिपिंग की उन्नति की ओर ध्यान दें। दूसरा कारण यह है कि नेशनल शिपिंग बोर्ड ने, जिसकी स्थापना इस संसद् के कानून के अनुसार हुई है, यह प्रस्ताव पास किया है कि कम से कम ५ लाख टन तीन वर्षों में होना चाहिए। तीसरी बात यह है कि कांग्रेस पार्टी ने सर्व सम्मति से प्रस्ताव पास किया है कि शिपिंग का टनेज शीघ्रता-शीघ्र अधिक से अधिक होना चाहिये। कांग्रेस पार्टी का वह प्रस्ताव है और कांग्रेस की ही यह सरकार है। मैं समझता हूँ कि कांग्रेस सरकार इस ओर ध्यान देगी और इस प्रस्ताव को स्वीकार करेगी।

पहली योजना में शिपिंग के वास्ते २६ करोड़ रुपया दिया गया था और २,६०,००० टन हमने ऐड किया। दूसरी योजना में ५४ करोड़ रुपया दिया गया और ३,२५,००० टन शिपिंग में ऐडिशन हुआ, तीसरी योजना में शिपिंग में के वास्ते ५५ करोड़ रुपया दिया गया है जिसस १,६०,००० टन ऐडिशन होगा। आप चूँकि मैरीटाइम स्टेट के रहने वाले हैं इसलिए आप इस बात में विशेष दिलचस्पी

रखते होंगे। आप देखेंगे कि पहली और दूसरी पंचवर्षीय योजनाओं में जितना टारजेट रखा गया उससे कम तीसरी योजना में रखा गया जब कि तीसरी योजना के काल में हमारी ट्रेड ६० पर सेंट ज्यादा होने वाली है। मेरा कहना है कि जब हमारी ट्रेड ६० पर सेंट बढ़ने वाली तो हमारा शिपिंग भी ६० पर सेंट ज्यादा होना चाहिये था, लेकिन वैसा है नहीं।

दूसरी बात मुझे यह कहनी है कि आप ने शिपिंग बोर्ड बनाया है, और आप हमेशा हाउस में कहते हैं कि हम एक्सपर्ट की ओपी-नियन मानते हैं। इसी अवस्था में कोई कारण नहीं मालूम होता कि आप नेशनल शिपिंग बोर्ड का सुझाव क्यों न स्वीकार करें। नेशनल शिपिंग प्लानिंग कमेटी ने तीसरी योजना के लिये १६ लाख टन का टारजेट रखा था, यानी वह ६ लाख टन और ऐंड कर देना चाहता था। शिपिंग बोर्ड के सामने जब यह सुझाव गया तो उस ने १४,२२,००० टन का टारजेट रखा यानी वह ५,२० टन और एंड करना चाहता था, लेकिन जब प्लानिंग कमिशन के सामने यह बात गयी तो उन्होंने ने ११ लाख टन का टारजेट रखा यानी वह १,९०,००० टन का एडिशन करना चाहते हैं। अगर हम इस नीति पर चलेंगे तो हमारा भविष्य अंधकारमय हो जायगा। आप देखें कि इजराइल एक छोटा सा देश है, उस ने १० लाख टन का अपना टारजेट रखा है, तवान यानी फारमोसा ने, जो कि एक छोटा सा टापू है, सात हजार टन प्रति वर्ष का अपना टारजेट रखा है। और हमारे पड़ोसी पाकिस्तान ने दो शिपिंग कारपोरेशन बनाये हैं, प्लान इस्लामिक शिपिंग कारपोरेशन और आरि-एंटल शिपिंग कारपोरेशन, जिन के हैड ऑफिस कराची में हैं। अगर हम शिपिंग की तरफ ध्यान नहीं देंगे तो पाकिस्तान हम से शिपिंग में ज्यादा मजबूत हो जायगा। आप पाकिस्तान

की एयर फोर्स को देखें, वह हम से ज्यादा नहीं है तो हमारे बाराबर तो आ गयी है।

आप देखें कि प्लानिंग कमिशन की रिपोर्ट में पेज ३६ पर यह कहा गया है :]

"This target is, however, felt to be insufficient and is to be examined further."

इस का मतलब यह है कि हमारा शिपिंग का टारजेट बहुत कम है। जिस वक्त यह झपट बना था उस वक्त हमारे सामने अमरीका के गेहूँ का कोई सवाल नहीं था, लेकिन आज अमरीका के गेहूँ का भी सवाल है, इसलिये हम को अपने टारजेट कम से कम उतना तो रखना ही चाहिये जितना कि शिपिंग बोर्ड का सुझाव है। अगर आप ऐसा नहीं करते तो शिपिंग बोर्ड रखने से क्या फायदा। बोर्ड को तोड़ दीजिये, डाइरेक्टर जनरल आफ शिपिंग को हटा दीजिये और जो काम आप के मन में आवे कीजिये, आप को न एक्सपर्ट की जरूरत है और न बोर्ड की जरूरत है। लेकिन अगर आप ने नेशनल शिपिंग बोर्ड बाया है तो आप को उस के सुझाव को मानना चाहिये और अगर नहीं मानते हैं तो उस का कारण देना चाहिये कि आप उस के सुझाव को क्यों नहीं मानते। लेकिन इस का कोई कारण नहीं दिया गया है।

मैं बम्बई पोर्ट को लेता हूँ। बम्बई पोर्ट में जो कारगो आता है उस में आप देखें कि हमारा परसेन्टेज क्या है।

बम्बई पोर्ट में जो कारगो आते जाते हैं तो विभिन्न देशों के कारगो का परसेन्टेज जो आया है उस के मुताबिक इंडिया ६-५ परसेंट है, यू० के० २६ परसेंट है, नार्वे १४ परसेंट है, अमरीका १०.४ परसेन्ट है, पनामा ९.६ परसेंट है और लाइबेरिया ६.६ परसेंट है। इस से जाहिर होता है कि

[श्री रघुनाथ सिंह]

हमारे मुकाबले में हम से कहीं छोटे-छोटे देशों के कारगो का परसेंटेज हम से काफी बढ़ा-चढ़ा हुआ है। अपने देश में ही अपने घर में ही बम्बई पोर्ट में हमारा परसेंटेज केवल ६.५ है। मैं मंत्री महोदय से जानना चाहता हूँ कि वे इस सम्बन्ध में क्या कर रहे हैं? अब और ज्यादा सोते रहने का वक्त नहीं है और उन को निद्रा का त्याग कर के उठ जाना चाहिये और सचेत हो जाना चाहिये क्योंकि अगर आप अब भी नहीं जागे तो इस में कोई सन्देह नहीं है कि पाकिस्तान ही नहीं अन्य छोटे छोटे मुल्क भी इस सम्बन्ध में आप से आगे हो जायेंगे।

दूसरी बात मुझे यह कहनी है कि आप ने शिपिंग के वास्ते ५५ करोड़ रुपया रक्खा है और पोर्ट के वास्ते ८५ करोड़ रुपया रखा है। मेरी समझ में यह बात नहीं आती कि जिस जहाज से आपको आमदनी होने वाली है उस में तो आप ने केवल ५५ करोड़ रुपया रक्खा है और जिस से कोई आमदनी होने वाली नहीं है उस के वास्ते ८५ करोड़ आप ने क्यों रक्खा यह पोर्ट हारबर से फायदा किस को होगा? फौरन शिपर्स का उस से फायदा होने वाला है क्योंकि हमारी ट्रेड है ही कितनी। हमारा व्यापार संसार के व्यापार का केवल ५ प्रतिशत है। ओवरसीज ट्रेड हमारी ५ परसेंट है तो हम इस में गेन कितनी करेंगे? विदेशी राष्ट्र जो कि हिन्दुस्तान के साथ व्यापार कर के ६५ परसेंट फायदा करते हैं उन के वास्ते हम ने यह ८५ करोड़ रुपया रक्खा है। पोर्ट हारबर अच्छा रहेगा तो उन को लोडिंग अनलोडिंग में बढ़ा सुभीता होगा और उन को बेट नहीं करना पड़ेगा। लेकिन जिस जहाज से कि आप को पैसा मिलने वाला है, आमदनी मिलने वाली है उस के लिये आप ने बहुत कम पैसा रक्खा है

परिवहन तथा संचार मंत्रालय में राज्य मंत्री (श्री राज बहादुर) : अंग्रेजी में बोलिये।

श्री रघुनाथ सिंह : अब तो मैं न हिन्दी में शुरू कर दिया है

Mr. Speaker: The hon. Member knows that the Senior Minister will follow English better.

Shri Raghunath Singh: The reply will be by Shri Raj Bahadur.

अध्यक्ष महोदय : अगर अंग्रेजी में बोल सकें तो अच्छा है। दोनो भाषाओं में बोलना चाहिये।

Shri Raghunath Singh: All right, Sir.

Now, I want to say that as far as aid is concerned, as far as other loans are concerned, as far as assistance is concerned, no loan is coming forward from any foreign country. No assistance is coming from any foreign country. Why? They do not want that our shipping should develop. If our shipping is developed, the foreign nations which are advancing the loans to us will lose their trade. They are ready to invest money for the development of the port, for development of the harbour, because they will gain by it, because the loading and unloading facilities—help them. I have seen the whole thing. I have not found a single loan for the development of shipping.

Mr. Speaker: Are any reasons given in the Plan for not providing?

Shri Raghunath Singh: The Plan says nothing; only one column. I come to the shipyard. In 1958 and 1959, the Hindustan Shipyard constructed a ship of 16,145 G.R.T., whereas in the world, 90 lakhs G.R.T. have been added. Compare this figure of 90 lakhs with the poor figure of 16,000.

The most strange thing is this. There is a second shipyard. Not a single shell is allotted for the first shipyard. No target is fixed for the shipyard. No money is allotted for the second shipyard. Why so? Shipyard is included in Industry. I have seen the whole of the Plan under Industry. I have not found a single shell given to the Vizagapatam shipyard. No amount is allotted to the second shipyard. We have passed a resolution. There is the policy of the Government that there is a second shipyard. Why is not money allotted to the first shipyard?

Mr. Speaker: Is it the Second Plan or the Third Plan?

Shri Raghunath Singh: Third Plan. No money is allotted.

Mr. Speaker: The hon. Minister said that he will take it up. I understand, the other day, in answer to repeated questions, he seems to have said that a second shipyard is coming. They have accepted it as a matter of principle.

Shri Raj Bahadur: This is included under Industry in Category C, which signifies that it is an industry for which foreign exchange is yet to be arranged for.

Shri Raghunath Singh: Why has no target been fixed? Why has no money been allotted? If target is not fixed, if money is not allotted, what can be done.

As far as the Hindustan Shipyard is concerned, it is building only 2½ to 3 ships per year, whereas in 1953 the Kaiser shipyard built the ship 'Liberty' in 4 days and 15 hours. Compare 4 days and 15 hours and one ship of the same type in 5 months built in Vizagapatam. That is the condition of our shipyard.

What is the investment in this shipyard? The whole amount invest-

ed is only Rs. 547 lakhs. Meanwhile, in these 10 years, how much money have we given to foreign shipping companies in order to purchase ships? Not less than Rs. 50 crores. I asked the Government when you are giving Rs. 50 crores and more to foreign shipping companies for the purchase of ships, why you have not invested the same money for the development of the first shipyard or for the second or the third or the fourth or the fifth shipyard? Why are you not manufacturing ships in your own country when you are giving money to the foreign companies? You have invested here only Rs. 5 crores.

Mr. Speaker: What is the answer? The hon. Member puts a question. He has not given the answer.

Shri Raghunath Singh: I say there should be allotted more money for the construction of ships.

Mr. Speaker: What is the answer of the Government? When Rs. 5 crores is the total investment, if Rs. 20 crores have been spent during this period for the purchase of ships from outside, what is the reason? When we were in Japan, recently, we found a 14,000 ton cargo ship was ordered there and it was launched in our presence. Why is it so? Certainly the House would like to know why, if the Government has been able to provide Rs. 20 crores for purchase of foreign ships, this amount has not been utilised for the manufacture of ships inside the country. The hon. Member said that there are outside agencies which are more anxious to develop our ports rather than our ship-building yards. Are there any inside agencies also similarly interested in seeing that our ports are developed, but not our ship-building?

Shri Raghunath Singh: No shipyard, no ship-building.

Mr. Speaker: Both inside and outside?

Shri Raj Bahadur: I shall attempt an answer in my reply.

Mr. Speaker: The hon. Minister will reply. From what the hon. Member says, when so much is spent for purchase of ships and development of ports, within half the money, you can develop ship-building yards. Why has it not been done?

Shri Raghunath Singh: Last time, during the debate about foodgrains, it was said that some old second-hand ship may be purchased. This Government has invited global tenders for bringing foodgrains from America. They said last time, as you may remember, Sir, that they were having a T. 2 Tanker to bring wheat. What happened to that promise? Secondly, a sum of Rs. 80 crores is going to be paid for bringing wheat from America. And what is the percentage of India? It is only 6 per cent, which means that the share of India will be only Rs. 5 crores out of the Rs. 80 crores. What is the reason for this? America is paying 25 dollars per ton to their shipping companies. The mercantile rate in the world is only 10 dollars. So, what America is doing is that they are charging from India 10 dollars per ton, and they are paying 15 dollars to their shipping companies from their own pocket, which means that they are paying 15 dollars per ton as subsidy to their shipping companies. I want to know what help and what subsidy our Transport Ministry is going to give to the Indian shipping companies.

My next point is this. How can we encourage our Indian shipping companies to bring this wheat from there? We cannot give subsidy to them because if we give subsidy, what will happen is this. Suppose we give 3 dollars as subsidy per ton, what will America do? America will charge from us 13 dollars plus 15 dollars which they are giving to their own shipping companies. Therefore, we cannot give subsidy to our shipping companies. But there is one way out, and that is that India can give a navigation subsidy of 5 dollars

per ton. That kind of subsidy is prevalent in the international world, namely the giving of navigation subsidy on the basis of nautical miles. The distance from America to India is 10,000 miles. To and fro, it would mean a distance of 20,000 miles. 5 dollars would be equal to 500 cents. So, if we give one cent per 40 miles to our Indian shipping companies, then our Indian shipping companies can stand the competition of the world; otherwise, they cannot stand the competition. America is giving 25 dollars per ton to their shipping companies, whereas we are offering only 10 dollars to our companies. When that is the case, how is it possible for our shipping companies to carry on? But there is a way out, and that is navigation subsidy at the rate of 0.025 cent per nautical mile. This is not in any way more than what has been given in other countries like France.

Shri Braj Raj Singh: Wherefrom do they bring the money?

Shri Raghunath Singh: Who?

Shri Braj Raj Singh: The Government.

Shri Raghunath Singh: We are paying to America, but why should we not pay to our Indian shipping companies? We are going to spend Rs. 80 crores by way of freight on foodgrains. So, it is not as if they are giving us any gift.

Mr. Speaker: The hon. Member is only trying to ask Government to divert the money that is being paid to the foreigners to the Indian shipping companies.

Shri Raghunath Singh: To save freight charges on foodgrains, we can charter ships for the purpose of carrying those foodgrains, and give them to the private shipping companies or to the Eastern and Western Shipping Corporations. At present, the laid-up tonnage of the world is about 60 lakhs tons. That means that 60 lakhs tons are now lying idle. The

idle tonnage of the various countries is as follows: U.S.A.: 7 per cent; Liberia: 17 per cent; Panama: 17 per cent; Greece: 25 per cent, and the U.K.: 5 per cent. If we can charter ships and give them to the Indian shipping companies, then we can get cheaper rates. After all, these ships are lying idle, and they should be employed. We must take advantage of the present times, and charter the ships and give them to the Indian shipping companies, and thereby save our foreign exchange.

I shall now point out how there is a drain on our foreign exchange resources. In the budget of 1960-61, the figure on the revenue side is Rs. 988 crores, while that on the expenditure side is Rs. 1048 crores. The total amount of foreign loans is Rs. 4023 crores. In other words, our foreign loans amount to nearly four times our total revenue budget. And we have to pay Rs. 100 crores by way of interest on these foreign loans, at the rate of about 4 per cent. The adverse trade balance that we have is of the order of Rs. 400 crores. We are paying Rs. 200 crores by way of freight to the foreign shipping companies. In other words, in all, we are paying Rs. 700 crores to the foreign countries, whereas our total revenues are only of the order of Rs. 988 crores. How can our country develop in these circumstances?

Shri Braj Raj Singh: It will not.

Shri Raghunath Singh: Can this country develop in these circumstances? We are paying Rs. 700 crores in terms of foreign exchange, to the foreign countries, but we are not prepared to give Rs. 50 crores to the shipping companies by way of foreign exchange. Out of this drain on our foreign exchange, shipping accounts for nearly 30 per cent, because we are paying Rs. 200 crores by way of freight to the foreign shipping companies.

In 1955-56, our imports were of the order of Rs. 761 crores. In 1958-59, they rose to Rs. 1046.5 crores. As

for our exports, they were of the order of Rs. 640 crores in 1955-56, and Rs. 576.1 crores in 1958-59. In the year 1959-60, for the first half of which figures are available, our imports have been of the order of Rs. 473.1 crores, and our exports of the order of Rs. 285.8 crores, leaving an adverse balance of Rs. 187.3 crores, or roughly Rs. 200 crores for half the year, which means Rs. 400 crores or so for the full year. We can save at least 30 per cent of this loss, by developing our Indian shipping, and that is what my resolution seeks to achieve.

The question is asked as to wherefrom this money will come. Rs. 16 crores are coming to us by way of the earnings of our shipping companies in terms of foreign exchange, and this amount is going to the general pool. Rs. 162 crores are coming by way of customs duties. This means that 17 per cent of our revenue comes from the earnings of shipping companies and also by way of customs duties on the goods that are brought by our ships, that is, a total of Rs. 168.6 crores comes to us from these sources. But what are we spending on our shipping? It is only Rs. 11 crores per year. That means that over a period of five years, we are going to spend only Rs. 55 crores. Let us now compare this with the railways and the Posts and Telegraphs Department. The railways and the Posts and Telegraphs Department are giving us a profit of only Rs. 102 crores. The investment in the railway undertaking is more than Rs. 1500 crores, but the P. & T. and the railways are giving only Rs. 10.2 crores by way of profit. The investment in the shipping industry is about Rs. 80 crores in the private sector, and about Rs. 30 to 40 crores in the public sector. This means that we have invested in our shipping industry only about Rs. 110 to 120 crores, but we are getting by way of return Rs. 168.6 crores per year, in shipping, whereas by investing Rs. 1500 crores in the railways and the P. & T., we are getting only Rs. 10.2 crores.

[Shri Raghunath Singh]

The development of shipping is also necessary from the point of view of a second line of defence, and we can have this for nothing almost. For defence, we are spending about 35 per cent of our budget. But, for this second line of defence, we need not have to spend anything at all.

Mr. Speaker: What about the income-tax which the shipping companies pay on their earnings?

Shri Raghunath Singh: I do not know how much income-tax they are paying.

Mr. Speaker: Surely, they must be earning and also paying income-tax. These would be coming into the coffers of Government.

Shri Raghunath Singh: Yes, I thank you for mentioning this point. This money is also coming to Government.

Now, I come to the movement of cargo. In 1952; the total quantity of cargo moved was 22 million tons; in 1956-57, it was 37 million tons, and the target in the Third Five Year Plan is 45 million tons. This means that the movement of cargo will increase by about 60 per cent in the Third Five Year Plan. And what is the share of Indian shipping in the whole world? The share of India in the world trade is 1.54 per cent. If we take the Third Five Year Plan, if we increase our trade by 60 per cent, it will be 2.4 per cent. At present, what are we getting? If it is 2.4 per cent, according to the ratio which America is following, namely, 50:50—that is to say, if an Indian ship is going to America, America will supply 50 per cent of the cargo and if an American ship is coming to India, India will supply 50 per cent of the cargo so that the ship may not go unladen—our share should be 1.2 per cent. As far as our shipping is concerned, at present it is only 0.5 per cent. It means that our shipping should develop more than 1 million tons.

As far as shipping is concerned, we have got no tonnage carrier, no bulk carrier, no overseas passenger line except the one which is running to Singapore, and no tanker fleet. We have got only cargo ships. We have asked the Government oil refineries many times, we have been pressing on Shri K. D. Malaviya many times, to employ Indian tankers for the transport of petroleum.

He always says that there is some agreement. But what about the Government oil refineries? Why should they not utilise our own tanker and save money? Why are they utilising the tankers of foreign shipping companies?

The percentage of tankers in world shipping is 30. That ratio should be maintained in India also. We should have 30 per cent in tankers also so that we may save money by chartering our own tankers for the transport of oil.

Lastly I want to make this point. I have worked out the figures and found out that the countries which have got more shipping and more shipping trade have risen in the world as big countries. I will give four examples. Take first Germany. In 1914, her shipping tonnage was 5 million. In 1938, it rose to 7.5 million tons. This was at the time of the second world war. Then take Italy. It was 1.75 million tons in 1914. In 1938, it was 3.25 million tons. With that, she entered the war. Japan had in 1914 a tonnage of 1.75 million. In 1938, it was 4.86 million tons. The U.S.A. had in 1914 only 3 million tons. In 1938, she had 9.25 million tons. These four countries have risen and they are still rising, because their shipping is rising.

What about France and U.K.? They were very big Powers in 1914. In 1914, the U.K. had 19.25 million tons. In 1938, she had 17.75 million tons. Finished. A big Power became a small Power. So is the case with

France. In 1914, she had 2.25 million tons; in 1938, she had only 2.15 million tons. It became a second class Power.

If India wants that she should be a great nation, she must develop her shipping. Otherwise, India will have to lose and lose very heavily. We should not pay money to the foreign shippers. We the taxpayers of India demand of this Government that the Rs. 200 crores which India is paying directly—we are bleeding, our *per capita* is low and our industry is suffering—to foreign shippers should cease to be paid. You are giving money to the foreign shipping companies. This drainage of Rs. 200 crores must be stopped. This is a 30 per cent drain on our foreign exchange. With these words, I request that this Resolution should be accepted either in this form or the other form. You have got to give impetus to the shipping industry of India by accepting this Resolution which expresses the sentiment of India that the money of India should be saved.

Mr. Speaker: Resolution moved:

“This House is of opinion that the target of shipping be fixed at least at 5 lakh G.R.T. and Rs. 100 crores be forthwith sanctioned for this purpose.”

There are some amendments.

Shrimati Ila Palchoudhuri (Nabadwip): Sir, I beg to move:

In the resolution—

for the words “and Rs. 100 crores be forthwith sanctioned for this purpose”, substitute

“to be achieved during the Third Five Year Plan. This House is further of opinion that in order to achieve this objective it is necessary that steps be forthwith taken to save the enormous sums of money in foreign exchange which have to be paid for freight

to foreign countries specially for import of foodgrains and that this can best be done without any adverse effect on the foreign exchange position by building and purchasing additional ships to be used for this purpose.” (1)

Dr. N. C. Samantsinhar (Bhubaneswar): I beg to move:

In the Resolution,—

Add at the end—

“in the Third Five Year Plan and necessary speedy action be taken to increase the ship-building in the country.” (2)

Mr. Speaker: Now, the Resolution as well as the amendments are before the House. The hon. Members shall have ten minutes each. The hon. lady Member will have fifteen minutes.

Shrimati Ila Palchoudhuri: Sir, I will not be very lengthy. My hon. friend has covered all the points. I have brought this amendment to his resolution with which I am one in spirit but I also think that it should be amended as I have indicated in my amendment.

The national shipping board had made a very modest recommendation. They say that 5 lakh tons should be added and they have asked for an allocation of Rs. 104 crores. I do not know why everything about shipping seems to have been brought down and cut down by the Planning Commission. Even the paragraph in the draft outline is very small and there is only one paragraph. It appears that it holds a very small place in the hearts of the Ministers.

Shri Raj Bahadur: Ministers?

Shrimati Ila Palchoudhuri: Yes, Planning Minister. My hon. friend has quoted many figures and it will be seen from them that on the basis of the current freight rates, we would lose over Rs. 40 crores in foreign

[Shrimati Ila Palchoudhuri]

exchange on the 8·5 million tons of foodgrains that will be imported and then another Rs. 200 crores by way of freight. Oil is also not carried in our own tankers. A poor country like India needs investment in productive enterprises. Of all enterprises, shipping is the most productive as it starts to pay from the day you start sailing a ship. It never stands in the port; the longer it stands, it loses. It always travels and it is always busy. Every time it travels, it earns foreign exchange.

So it is quite safe to presume that if we were to buy a ship today we would pay back that amount which we spend on that within less than seven years. This is the most opportune time to buy ships in the world, because there is excess tonnage, there is idle tonnage and therefore we must take advantage of it.

There is also one thing to be thought of. With all the money that is being allocated, after all, our Indian shipping companies have not done badly. What did they do in the First plan period? In the First Plan period 450,000 tons were contributed by private enterprise only to shipping but only 50,000 tons by the Shipping Corporation in the public sector. In the First Plan period the private enterprise invested Rs. 63·25 crores in shipping of which Rs. 540·70 crores was raised by them from their own resources. So far as the public sector was concerned, it invested Rs. 6·77 crores of which Rs. 5·14 crores was raised from their own resources. I do not say that the public sector should not have every help from Government. But, after all, the shipping companies have done their work and they have shown their worth.

I think shipping, if it is to be developed, must be developed in both the sectors. There should be no question of any public or private sector in shipping. It is Indian shipping, because whatever you may own in shipping it cannot be concentrated

in one body. It belongs to the whole company of people who work. A ship is a very different thing from a land-bound industry. Shipping is something that brings, above all things, prestige and prosperity to a country. While inaugurating the National Shipping Board the Prime Minister himself—I can do no better than quote him—said:

“Mercantile marine represents power of a different type, not power of armed might but the power of the country's growing wealth and prosperity.”

The Prime Minister was of that opinion. I must say that everybody in the country today feels that if we are to have expansion in shipping there must be this allocation. Large amounts are being drained away from the country by the very freights that we pay. Why not invest that in buying ships and building our own ships? Give it to the private sector and I am sure they will go ahead. Buy more ships and give them to your public sector. Give it to your shipbuilding yards and they will build more ships for you. After all, shipbuilding is an industry, an art that existed in India from time immemorial. Indian ships have been taken to foreign countries to fight battles in the olden days. Indian ships have gone overseas and earned fortune and fame. Indian ships have spread the culture of India in foreign countries.

On one point, Sir, I think I cannot agree with my hon. friend, Shri Raghunath Singh and that is about the question of ports.

Shri Raghunath Singh: Don't worry, Calcutta port will have sufficient money.

Shrimati Ila Palchoudhuri: My objection is that he has brought the argument that there is money avail-

able from foreign countries because it will facilitate their own trade in India. At the same time, Sir, we must not forget that the ports of India will really be utilised by our own shipping also if we develop them.

Shri Raghunath Singh: Only 5 per cent.

Shrimati Ila Palchoudhuri: If we develop our shipping more and more we will have more than 5 per cent. On the other hand, most of the revenue that we earn comes from the ports. From the Calcutta port alone 50 per cent. of the country's foreign exchange is earned by us. So, on Calcutta port and on the ancillary port of Haldia, any expenditure that goes to improve them should be met and not curtailed, because, not only will they benefit Indian shipping but they will benefit Bengal and also the whole of India.

Let me quote the opinion of the eminent team from the World Bank headed by Mr. M. R. Hoffman who visited India. Mr. Hoffman expressed the opinion that improvement to the Calcutta port with an ancillary port in Haldia should have priority over another steel plant. We have never grudged money for steel plants. Sometimes even coal is not able to reach those plants! However, that is another matter. But we seem to want more and more steel plants. That is all right, and you can go ahead with them, but do not grudge ships because of steel plants and do not hold back.

Dr. P. Subharayan: We want steel plants to build your ships.

Shrimati Ila Palchoudhuri: Yes; but, at the same time, buy them while the market is good. That is the point. Keep them and invest money in shipyards. Buy them, while you build, and buy them while the market is good. After all, it is a business proposition.

Shri Raj Bahadur: We want to have steel to build ships.

Shrimati Ila Palchoudhuri: Yes; at the same time, you must buy while the market is good. If you lose the opportunity, sometimes it does not come twice as you know the way with all opportunities!

Apart from the money that we may spend on shipping, and apart from the technical part of what I have said—the allocation being Rs. 104 crores and all that—we should also see that much of this money or at least a good portion of it is spent for the welfare of the seamen and the people that go on the ships, because a ship is not comprised only of steel and oil and the engine that runs it. Its life and soul are the men who run it. Unless we look out, our shipping will fall back and our seamen will also be driven out of service, because, as my hon. friend pointed out, Pakistan is going on fast with shipping. It is very sad but it is a fact that many Indian seamen have lost their jobs and those seamen will have been substituted by Pakistani seamen on the foreign ships, and even on our own ships. We must find work for our seamen because 10,000 boys are being trained every year and there should be no dearth for finding employment for our own boys.

I should strongly recommend Shri Raghunath Singh's resolution which says that we should have Rs. 100 crores for the purpose being granted, but, at the same time, I hope my amendment will also be considered and all steps be taken to see that this vast drainage from our country does not go on, because ships give not only prestige to us, but look at the lines shipowners have opened recently. You will be surprised, when we tabulate it, that our Indian shipowners have done very well despite all the handicaps and disabilities. Look what we have done. We have consolidated our position in the most important route—the India-United Kingdom route and the India-continental route. We have started a service on the India-American route; now routes between India and South America have been developed; a new service between India and West Africa

[Shrimati Ila Palchoudhuri]

has come in; also a service to Soviet Russia has been inaugurated.

15.58 hrs.

[SHRI MULCHAND DUBE *in the Chair*]

See what sorts of routes have been opened up, and in spite of disadvantages, the Indian steamship companies have done very well for India and I think they should get a word of praise from the country all round and from the shipping people in general and from the Ministers and the Governments, and any allocation that they may ask for should be considered with every sympathy.

16 hrs.

Shipping, of all things gives us one other thing which we very often forget. When we go out on ships, on the high seas, we go to foreign countries and we bring trade and prosperity to India. We also bring friendship and contact with other countries. It is also true that the Indian ships on the high seas give us a sense of adventure and achievement which no other industry can give, because it is not land-bound. I hope the Ministry will look into this and see that they cross the high seas in greater numbers. Jalath himself will be with us for the acceptance of this project and this resolution. He who knows of the ways of winds, the ways of the currents and the ways of the high seas will bring our ships back to India full of prosperity, wealth and good fortune for the people of India in future.

Dr. Samantsinhar (Bhubaneshwar): Sir, I thank Shri Raghunath Singh for bringing this resolution and for his sincerity for shipping. I think the whole country will be obliged to him for his sincerity for shipping. If we have a superficial view of India, we find there is hardly any country in the world which is so defined in its boundary as India. By that perhaps nature meant that India should live in isolation and develop its civilisation according to its own genius. But that is not a fact.

Though we are bounded by nature on the north by the Himalayas and on the three sides by mighty seas, still our countrymen have been going to every part of the world, spreading India's civilisation. So, though we were meant to remain in isolation, our men have gone to every corner of the world.

How did they do it? There were no aeroplanes, no roads, no rail and no automobiles. The only vehicle was our ship. We have neglected it after independence. We all know how this craft was spoiled by the Britishers. They have spoiled this craft only to help their own industry and their own mercantile ships. So, it would have been better for our national Government to pay more attention to shipping, but they have not done it. We all know that after independence, our Ministries, even in the States, have felt handicapped in regard to our Plans. Our planners also do not synthesise or co-ordinate the work. Sometimes we also criticise some of our Ministers that they are not effective and so their Ministries are not getting proper share in the distribution of the money in the Plan. But that does not mean that the effectiveness of a Minister would press the Planning Commission to give more money to his Ministry, because when there is a Planning Commission, they have to plan how much money they should give to each department and for what purposes. This does not depend on the Minister's effectiveness or his personality. Because, we are all working for a self-generating economy. What is this self-generating economy? It means that it will yield us foreign exchange, it will give us more money and it will increase our national budget. But this popular word "self-generating economy" perhaps has no meaning to the Planning Commission.

We have seen during the last two Plans that agriculture and industry have been given important places and they have been given more money. But shipping is an important industry. I would say that shipping is next to

agriculture. But that has not been given as much importance as it ought to have been. I think it is now high time that the Planning Commission and the Cabinet would seriously consider how best we can solve this problem. The mover of the resolution has given us details about the position of our shipping in the world. That is the second line of our defence. If this second line of defence is not attended to properly, then we will lose both in defence and also in welfare. So, I request that more attention should be given to this and this must not be neglected further as it has been neglected in the past.

Shri Radha Raman (Chandni Chowk): We have just now heard three speeches on the inadequate attention which our Government particularly the Planning Commission, have given in regard to the expansion of shipping. Even a lay man can understand that apart from the fact that shipping is a very big industry, it is the second line of defence and no country can defend itself unless its shipping grows. It is beyond our comprehension why the Indian Government, in handling its traffic, is spending nearly Rs. 200 crores annually on shipping freight when it is not prepared to meet the demand of the National Shipping Board, which it has placed before the country and why the Government not plan to spend Rs. 100 crores more in the Third Plan to have 5 lakh more tons of new shipping. It has been stated by the Minister in reply to a question that there will be a second shipyard in the country somewhere in the South but we have not been able to get a clear picture as to when that second shipyard would come into existence. We have now only one shipyard at Visakhapatnam where ships are being built and we know that the demand of the country is hardly met by that one shipyard.

I for one feel that, though there is a lot of pressure on our economy, and we have not enough resources to buy or to spend on such industrial enterprises that are to be brought up in the country in order to progress faster, yet shipping cannot be compared to other

industries. As has been stated over and over again, we must develop this second line of defence. We know that we are surrounded by not very friendly nation, particularly Pakistan, and when Pakistan is advancing so much in matters of shipping, I do not know why the Government should not wake up in time and devote more attention to the expansion of shipping.

Everybody knows that India was once a great maritime nation. Its ships went round the world, carried the message of this country and sold to many countries the goods that were manufactured in very large quantities. We were then prosperous and happy and our culture spread far and wide. We were one of the topmost nations. But with the deterioration in our shipping and other means of transport and communication coming in, we found that our country also became poor. Its prosperity and happiness were gone. I therefore feel that Shri Raghunath Singh by bringing forward this resolution and drawing the attention of this House to the urgent need of having more allocation for shipping in the country has rendered a very valuable service.

I do not know what the difficulty with the Government is. It is rather chartering planes from foreign countries in order to bring foodstuffs or other cargo. We are spending a lot of money over that. Even if half of that money is diverted to the manufacture of ships or to increase the tonnage in this country, we shall have saved a lot of foreign exchange. We talk of foreign exchange presently and we are really in need of it. We find difficulty in finding it. But there is a very easy way in which we can do that. All that cargo which is handled by foreign ships or by foreign shipping companies can be diverted. Once we had asked this question from some of the authorities concerned as to why they were encouraging foreign ships to handle our cargo. They gave us the reply that our Government is more concerned with the economics of it. Sometimes ships offer for the cargo to be taken from one end to the other

[Shri Radha Raman]

favourable rates. Those favourable rates are accepted by the Ministry. I fail to understand why Government does not consider that it is better to give a little more to Indian shipping and encourage it either by subsidising or by offering them a little more in freight than to patronise foreign concerns.

We have been talking of so many things, that we will not import them and will have them manufactured in this country. Everybody knows that in that the consumer is taxed and is rather put to hardship, but because the national sentiment or the country's welfare is at our heart, we always abide by that. We are glad we accept it. But in the case of shipping I do not understand what stands in our way and why any cargo brought to our shores or leaving our shores is handled by foreign companies. There is idle tonnage and we may not like to buy ships because they are old ones and because of their running capacity and other things. They are not up to the mark and we will not like to buy the old things. But certainly there is no reason why such of the agencies of the Government which want the cargo to come and go should not charter those idle ships at concessional rates and see that the Indian companies meet that object rather than allowing the foreign concerns to handle that thing and thus be benefited at our cost. I therefore feel that Shri Raghunath Singh's resolution is a timely resolution and the Government of India should accept it. The Planning Commission should feel that they have neglected so far something of very great importance. This is the time when they should rather come out with more allocation with the precise nature of expansion in shipping and make the country feel that this neglected industry is also given the fullest attention and the demand of the National Shipping Board of the addition of 5 lakh tons of shipping is accepted so that we are able to advance at least as fast and as best as our present resources that are available can allow.

I, therefore, wholeheartedly support the Resolution of Shri Raghunath Singh and I hope that after this Resolution is accepted—at least in a modified form—the Planning Commission will be able, in the Third Plan, to make this allocation for 5 lakh tons of new shipping and add it to the total so that we shall be able to go forward in the sphere of shipping.

सेठ अचन सिंह (आगरा) : सभापति महोदय, हमारे साथी श्री रघुनाथ सिंह ने जो प्रस्ताव पेश किया है कि थर्ड फाइव इयर प्लान में १०० करोड़ रुपये और ५ लाख टन जहाज की मंजूरी होनी चाहियें तो मैं उस का समर्थन करता हूँ। जो हमारा थर्ड फाइव इयर प्लान है उस में चहुँमुखी तरक्की की व्यवस्था की गई है। इसलिये कोई वजह नहीं है कि जहाजरानी के व्यवसाय में यह प्रगति क्यों न की जाय और इजाफायों न किया जाय ?

आज हम यह देखते हैं कि ट्रान्सपोर्ट का काम बहुत ज्यादा बढ़ गया है। रेलों के जरिए, ट्रकों के जरिए और जहाजों के जरिए विदेशों से हमारे भारतवर्ष को लाखों टन गल्ला लाया जाता है। इन के अलावा मशीनरीज और तमाम दीगर सामान भी लाया जाता है। जाहिर है कि उस तमाम माल को लाने के वास्ते अगर अपने जहाज हों तो हमारे देश का काफी पैसा विदेशों में जाने से बच सकता है और देश को काफी लाभ प्राप्त हो सकता है।

यह ठीक है कि आजकल लड़ाई की हवा सामने आती है लेकिन हमें विश्वास है कि आज की परिस्थिति कुछ ऐसी है जिस में संसार में युद्ध होने की संभावना कम हो गई है। अभी हाल में जो अमरीका में चुनाव हुए हैं और उन के फलस्वरूप जो वहां पर नये प्रेसीडेंट चुने गये हैं उन की कोशिश यही है कि संसार में युद्ध न हो। इसलिये हमें लड़ाई के वास्ते तो ज्यादा जहाजों की जरूरत नहीं

है लेकिन अपना व्यापार क्षेत्र बढ़ाने के लिये काफी संख्या में नये जहाजों की जरूरत है ताकि वे हमारे यहां का सामान विदेशों में ले जा सकें और वहां का माल इधर ला सकें ।

हमारे भारतवर्ष का सी शोर कई हजार मील लम्बा है और उचित व्यवस्था न होने से कलकत्ता और बम्बई में सामान लाने में दिक्कत होती है । अगर जहाजों की कमी पूरी हो जाय तो यह ट्रान्सपोर्ट की दिक्कत दूर हो सकती है और माल ढोने लादने में सहूलियत हो सकती है । थर्ड फाइव इयर प्लान में इस के वास्ते आवश्यक प्रविजन किया जाना चाहिये और मैं आशा करता हूं कि मंत्री महोदय इसे अवश्य स्वीकार करेंगे और प्लानिंग कमिशन को इस संबध में उचित सिफारिश करेंगे ।

चौ० रणबीर सिंह (रोहतक) : सभापति महोदय, मैं श्री रघुनाथ सिंह ने जो प्रस्ताव रक्खा है उस का समर्थन करने के लिये खड़ा हुआ हूं । उन्होंने ने जो प्रस्ताव सदन के सम्मुख रक्खा है मैं मानता हूं कि दोनों मंत्री महोदय उस से सहमत हैं और मैं समझता हूं कि उन से ज्यादा किसी दूसरे व्यक्ति की यह दिली स्वाहिस नहीं हो सकती कि इस देश का जहाजरानी व्यवसाय तरक्की करे और देश में जहाजों की संख्या में वृद्धि हो और उन की संख्या ५ लाख टन ही नहीं १० लाख टन तक अगर बढ़ जाय तो अच्छा है और १०० करोड़ के बजाय अगर २०० करोड़ रुपया भी मिले तो उन की स्वाहिस होगी कि इस व्यवसाय को और अधिक जितना ज्यादा से ज्यादा संभव हो मिले । अब सवाल यह आता है कि आया यह हो सकता है कि नहीं । मैं तो उन सदस्यों में से हूं जोकि यह मानते हैं कि हमारे देश के लिये यह कोई मुश्किल बात नहीं है । मैं यह नहीं कह रहा कि १०० करोड़ रुपया फौरेन एक्सचेंज देना मुश्किल नहीं है । यह मैं जानता हूं और मानता हूं कि १०० करोड़ रुपये का फौरेन एक्सचेंज आज की प्लानिंग एज के अन्दर थर्ड फाइव इय

प्लान के अन्दर निकालना कोई आसान बात नहीं है । लेकिन जहां मैं इस से इंकार नहीं करता वहां मैं यह भी मानता हूं कि अगर हम इस अपने थर्ड फाइव इयर प्लान में सोच समझ कर अदला बदली करें तो ५ लाख टन के जहाजों को बढ़ाना तीसरी पंचवर्षीय योजना काल में कोई मुश्किल बात नहीं है । आप को मालम है कि दूसरी पंचवर्षीय योजना में कम्युनिटी प्रोजेक्ट्स के लिये जीप्स के वास्ते अन्दाजन् चार करोड़ रुपया रखा गया और उस में फ़ारेन एक्सचेंज खर्च किया गया । आप जानते हैं कि १९४७ से पहले इस देश में ज़िलों में सरकारी जीपें अब्बल तो थीं नहीं और अगर कहीं थीं भी, तो वे आज की तादाद से बहुत कम थीं । मुझे याद है कि मेरे जिले में १९४७ से पहले शायद ही कोई सरकारी जीप हो, लेकिन आज तो वहां कम से कम बीस सरकारी जीपें हैं । इन जीपों की फ़ौज को बढ़ाने के लिये दूसरी योजना में अन्दाजन् चार करोड़ रुपया विदेशी मुद्रा के तौर पर खर्च किया गया । इसी तरह से तीसरी योजना में इस के लिये पांच करोड़ रुपया तो कम से कम होगा और शायद दस बारह करोड़ रुपया हो । इस दफ़ा अच्छे ढंग से बांट कर नहीं बताया गया है कि तीसरी योजना में कम्युनिटी प्रोजेक्ट्स के लिये ४०० करोड़ रुपये के बजट में से कितना रुपया बाहर से जीपें मंगवाने पर खर्च होगा । मैं समझता हूं कि हम यह दस बारह करोड़ रुपया खर्च किये बगैर भी गुजारा कर सकते हैं । जो नये ब्लाक बने हैं, उन के लिये जीपों का एक पूल बना दिया जाये, या यह निश्चय कर दिया जाये कि हम जीप्स नहीं लेंगे और समुद्री जहाज लेंगे । इस काम के लिये दर-अस्ल हम को १०० करोड़ रुपये की जरूरत नहीं है । अगर हम डेफ़र्ड पेमेंट्स के ऊपर जहाज लें, तो मेरे ख्याल में शायद २० करोड़ रुपये में ही पांच लाख टन के जहाज बढ़ाये जा सकते हैं । १० करोड़ रुपये तो हम को कम्युनिटी प्रोजेक्ट्स से मिल जायेंगे और बाकी के पांच, सात, दस करोड़ रुपये का इन्तजाम

[श्री० राजबोरसिंह]

हो सकता है। जैसाकि अन्दाज है, हम बाहर से अनाज मांगने के लिये २०० करोड़ रुपये के करीब किराये की शकल में जहाजों को देंगे, जिस में से १०० करोड़ तो उन जहाजों को दिया जायगा, जो हिन्दुस्तानी जहाज हों, या जिन का हमारे देश के लोगों के साथ पार्टिसिपेशन हो, या जो हमारे देश में रजिस्टर्ड हुई कम्पनियों के जहाज हों। बाकी १०० करोड़ रुपया किराये के शकल में देने के बारे में हम यह शर्त रख सकते हैं कि इस बारे में हम उस कम्पनी से बात करेंगे और माल लाये जो डेफ़र्ड पेमेंट के ऊपर या जो किश्त की पहली रकम को भी डेफ़र्ड कर दे। अगर हमारी सरकार इस नीति से दुनिया की मुस्तलिफ़ जहाजी कंपनियों से बात करे, तो सरकार पांच, सात, दस करोड़ रुपए की फ़ारेन एक्सचेंज हासिल कर सकती हैं। डिफ़ेंस के नाते तो हम कभी भी इस को ज्यादा बढ़ा सकते हैं, क्योंकि उसमें आमदनी और घाटे का सवाल नहीं होता और इस प्रकार का सोच-विचार भी नहीं होता, लेकिन कामशाल जहाजरानी को बढ़ाने का जैसा अवसर आज है, वैसा कभी नहीं होगा, क्योंकि तीसरे प्लान के दौरान में हम बाहर से अनाज मंगाने में २०० करोड़ रुपये का भाड़ा देंगे और इस तरह अपने जहाजों को बढ़ावा दिया जा सकता है। तीसरे प्लान के बाद उनके लिये यह प्रलोभन नहीं होगा। उसके बाद जो नई बकम्पनियां मैदान में आयेंगी, उनको हम सब्सिडीसल हैल्प नहीं दे सकेंगे, उनके जहाजों के लिये हम सरकारी माल को लाने के भाड़े की आमदनी की गारण्टी नहीं दे सकेंगे क्योंकि सरकार के पास अपना माल लाने के लिये नहीं रह जाएगा और वह इसलिये कि हमने प्रोग्राम बनाया है कि अनाज हम अपने देश में पैदा करेंगे। हमारे मन्त्रालय को इस तरह बड़ी गम्भीरता से सोचना चाहिये कि आज हमारे सामने सुनहरी मौका है। यह हो सकता है कि आज से कुछ साल पहले डेफ़र्ड पेमेंट के ऊपर जितनी आसानी से या कम किश्त देने पर डेफ़र्ड पेमेंट

पर जहाज मिल सकते थे, शायद आज न मिलें और आगे शायद और ज्यादा मुश्किल हो। उस नुक्ता-ए-निगाह से भी शायद यह जरूरी है कि तीसरे प्लान में हम इस तरह कोशिश करें।

जैसा कि मैंने कहा है, जहां तक स्वाहिश का ताल्लुक है, मन्त्री महोदय की स्वाहिश हममें से किसी से भी कम नहीं है और उन का जोश भी हम में से किसी से कम नहीं है। यह ठीक है कि कम्पनिटी प्राजैक्ट के मन्त्रालय पर उनका कोई हाथ नहीं है, लेकिन उसमें वह प्लानिंग कमीशन की मदद से खर्च में कमी करवा सकते हैं। हां, विदेशी कम्पनियों के जहाजों पर वे जरूर यह शर्त लगा सकते हैं कि वे किराये पर माल उनको देंगे जो खरीदने की पहली किश्त भी डेफ़र्ड कर दें। इस के अलावा और भी तजवीज हो सकती हैं। जो श तो उनके दिल में है, लेकिन उनको यह ख्याल हो गया है कि प्लानिंग कमीशन मंजूरी नहीं देगा। एक दफ़ा जब इन्सान में कमजोरी आ जाती है, तो वह समझता है कि मैं अकेला ही हूं। लेकिन मैं उनको बताना चाहता हूं कि इस सदन के सदस्य उनके साथ हैं। मेरा तो यह विश्वास है कि अनाज इस देश में ही पैदा किया जा सकता है और इस सदन के सदस्य इस बात के लिये तैयार हैं कि अगर देश को गूहं न मिले, तो देश ज्वार, बाजरे और मोटे अनाज की रोटी खा लेगा, लेकिन हमने इस देश की जहाजरानी की तरक्की करनी है, ताकि हमारे देश का व्यापार जहाजों का बड़ा बड़े और साथ ही साथ हमारे देश के डिफ़ेंस की नींव भी मजबूत हो सके और मुश्किल वक्त में हम अपने दुश्मन का मुकाबला कर सकें।

श्री नरदेव स्नातक (अलीगढ़ रक्षित-अनुसूचित जातियां) : सभापति महोदय, माननीय सदस्य, श्री रघुनाथ सिंह, ने शिपिंग

पांच लाख टन बढ़ाने के लिये एक सौ करोड़ रुपया खर्च रखने की जो मांग की है, मैं उस का समर्थन करता हूँ। वस्तुतः हमारे देश की जहाजरानी की जो स्थिति है, वह इतनी अच्छी नहीं है, जितनी दुनिया के और मुल्कों की है। कोई समय था कि हिन्दुस्तान की जहाज रानी इतनी अच्छी थी कि इस देश के जहाज सारी दुनिया में जाते थे और सारी दुनिया के साथ हमारा व्यापार होता था। यह तथ्य है कि अंग्रेजों ने शिपिंग के द्वारा सारी दुनिया में अपना व्यापार फैलाया और साथ ही संसार के एक बड़े भाग पर कब्जा भी कर लिया। इस दृष्टि से शिपिंग को बढ़ाने में अपने देश को कोई घाटा नहीं है। जैसा कि माननीय सदस्य ने बताया है, पहली और दूसरी योजनाओं में सरकार ने, या प्लानिंग कमीशन ने, काफी रुपया दिया। उन्होंने आंकड़ें दिये हैं कि पहली योजना में २६ करोड़ रुपये, दूसरी योजना में ५४ करोड़ रुपये और तीसरी योजना में सिर्फ ५५ करोड़ रुपये रखे गये हैं, जो कि पर्याप्त नहीं हैं। माननीय सदस्य ने बहुत से आंकड़ों के द्वारा यह सिद्ध किया है कि हमारे देश का रुपया दूसरे देशों से अन्न या मशीनों के कल-पुर्जों के मंगाने में किराये के रूप में ही चला जाता है। उन्होंने वह रकम एक अरब रुपए के लगभग बताई है।

इतनी बड़ी रकम यदि बच जाए और इसके द्वारा यदि हम किसी तरह से तीसरी योजना में कुछ जहाजों का निर्माण कर लें और दूसरे देशों से हम सामान लायें और अपना सामान दूसरे देशों में ले जायें तो फारेन एक्सचेंज की भी बचत होगी और हमारा जहाजरानी का बिजनेस भी बढ़ेगा।

दूसरी एक बात यह भी है कि रेल के द्वारा, ट्रकों के द्वारा हमारे देश में जो माल आता जाता है वह इतना अधिक फायदेमन्द नहीं होता है जितना अधिक फायदेमन्द और इकोनॉमिकल वह जहाजों के द्वारा आ जाकर हो सकता है। इसका कारण यह है कि हमारे देश का समुद्री किनारा हजारों मीलों में फैला

हुआ है और दूसरे देशों की अपेक्षा हमारे देश का समुद्री किनारा ज्यादा अच्छा भी है जिस से शिपिंग के व्यापार को बहुत अच्छे रूप में बढ़ाया जा सकता है।

इस पर जितने भी माननीय सदस्य बोले हैं उन्होंने मन्त्रालय से इस ओर ध्यान देने को कहा है कि तीसरी योजना में शिपिंग के लिये आपने जो पैसा रखा है वह पर्याप्त नहीं है; उसको बढ़ाया जाना चाहिये। सरकार ने जितना पैसा इस काम के लिये पहली और दूसरी योजना में दिया है उसके लिये तो वह धन्यवाद की पात्र है लेकिन अब हम यह च हत हैं कि तीसरी योजना में जो टारगेट रखे हैं वे भी पूरे होने चाहियें। हमें चाहिये कि जब तक हम ११ लाख टन जहाज बनाने में सफल हों और जैसा कि नेशनल शिपिंग बोर्ड ने सुझाव दिया भी है कि १०४ करोड़ रुपया मिलना चाहिये; उसको मान लिया जाना चाहिये यदि ऐसा किया गया तो ११ लाख टन की जो योजना है वह पूरी हो सकेगी। ये टारगेट तभी पूरे हो सकते हैं यदि मन्त्री महोदय और सरकार इस ओर ध्यान दें।

इन शब्दों के साथ जो प्रस्ताव श्री रघुनाथ सिंह ने पेश किया है उसका मैं समर्थन करता हूँ और आशा करता हूँ कि मन्त्रालय उधर ध्यान देगा।

Shri C. K. Nair (Outer Delhi): Mr. Chairman, we are all very grateful to Shri Raghunath Singh for having this very important issue before this House. The whole country is grateful to him for bringing this important point to the lime-light. I was wondering how this important factor was neglected. Perhaps we have inherited it from the Moghal emperors. They neglected our shipping and that is why the country was lost to the foreigner. I am wondering why all these centuries we have been wasting so much money for want of shipping. We had to spend money to send our own goods abroad and bringing goods from abroad. It is really a great negligence.

[Shri C. K. Nair]

Although, as I have said, we may have inherited it from the Mughal emperors, there may be other reasons also because even the second shipyard at Cochin was going to be let down and it came to life again when the voice was raised in this House. But even then there has been no great help; there has been only a token—only a few crores of rupees. However, we are glad that they have done it.

I do not understand this talk of second line of defence. Our first line of defence is our agriculture not our army. Perhaps industry is the second line and the third, shipping. Other things follow. Perhaps the last is the so-called army because it must be fed from behind by the agriculturists and helped by the industries and supplemented by our shipping and airforce.

Now, coming back to the responsibility of the Planning Commission, we started developing our country on all fronts, from agriculture up to music. No subject has been left neglected. But how is it that this very important subject has been neglected? It needs some research. And in this connection, I am very thankful to Shri Raghunath Singh to have given a shake to the Ministry and also to the Planning Commission by the facts that he has arrayed before the House. They are most convincing. Either they should be contradicted or they should be accepted in full. I am sure he must have spent good many days and nights in studying these things. He has done a very good piece of work for which we are all grateful. The Ministry of Shipping must also give some time to study these things. As a matter of fact, these figures should have been placed before the Planning Commission by the Ministry.

The Minister of Transport and Communications (Dr. P. Subbarayan): They were placed.

Shri C. K. Nair: How is it that this important industry is being neglected? While we are encouraging cul-

tural programmes, foreign tours and all that—I am only mentioning the last items, other important things are being done and they are important also—this is a thing which is equally important. It seems that this matter has not been taken seriously by either the Planning Commission or by the Ministry. We would certainly like this to be an eye-opener to our Government. It is high time that we spend more money for this purpose. There is no reason why this should be denied.

Every State is planning. Kerala is also planning. We have been neglected in shipping and so many other important industries. I was speaking at one of their economic conferences. I said that it was the defect of their Ministry. If they make a case before the Planning Commission I do not think our Planning Commission members are so unreasonable as to reject their case without proper reasons. Every State wants more and more. If they put forward schemes and prove that they are practical and feasible there is no reason why they should be neglected.

The question of shipping seems to have been completely neglected. We should now make a good start for developing our economy, for developing our country we need to develop shipping. We cannot carry on our transport trade through aeroplanes,—of course that wing is developing, but we cannot carry on our trade through that—we cannot also do it by trains or by trucks and other means of transport. We must have shipping and shipping of a very high order in proportion to the world shipping tonnage.

With these few words, Sir, I would request Shri Raghunath Singh to accept the amendment moved by Shrimati Ila Palchoudhuri because her amendment substantiates the reasons for the request that Shri Raghunath Singh has put forward in his resolution. I hope the Government also will accept it.

[Shri Raj Bahadur]

Mr. Chairman, Sir, I am grateful to the House, especially to Shri Raghunath Singh, for the keen interest evinced by them in a subject which is so important for this Ministry, namely, Shipping. I can quite appreciate the anxiety that has been expressed practically from all corners of the House about the allocations that have been made and the targets that have been fixed for shipping in the Third Plan. I think, Sir, so far as we in this Ministry are concerned, we will do well to take the House into confidence about the latest stage in the achievement of the targets that were fixed for the Second Plan period.

In that connection, Sir, I would like to state that against a target of 900,000 tons that we have to reach in the course of the Second Plan period, the tonnage in operation on 1st October, 1960 was 8,31,452 G.R.T. We have already acquired 11,962 G.R.T, but they are under the process of registration. This brings the total to 843,414 on 1st October, 1960. The gap, therefore, on that date was 56,584. For ships to be scrapped during the course of this year, before the Plan period ends, we visualise or anticipate that we will have to take 20,000 G.R.T. into account. That means we will have to make up the gap of 76,584 G.R.T. Against this gap, we have got 46,050 G.R.T. under construction and about 50,000 G.R.T. under negotiation. It is expected that practically all this tonnage that is under construction or negotiation might be acquired and it is hoped that before the Plan period ends, we will have not only made up our target but exceeded it by about a few thousand tons.

This House, whenever it discussed the subject of shipping, should bear in mind the historic fact that during the period of foreign domination of this country, our shipping which was once our pride in our history was literally decimated and ruined. At the dawn of independence we started with a poor tonnage of 125,000. I think I

will do well if I just remind the House as to how we have built up one momentum for the expansion of or addition to of our shipping tonnage by quoting figures for the last three years of the acquisition that we have made. In the year ending 31st March, 1958, the total additions were 60,150; in the year ending 31st March, 1959, the total additions were 60,161; in the year ending 31st March, 1960, the total additions were 128,982. To these may be added the additional requisition that are going to be made this year. Thus it can very well be seen how we started; and now we are adding every year a tonnage which is more than what we had to begin with.

So far as the Director-General of Shipping and this Ministry are concerned, in all humility, it may be claimed that the task assigned to them has been fulfilled. We could not have done better than what we have done. It may also be recalled that so far as the question of the fulfilment of the target for the First Five Year Plan was concerned, the criterion was not that of the tonnage in operation. The actual tonnage in operation at the end of the first plan was only about 450,000 tons. Tonnage was of course under construction and that was taken into account to make up the target. But this time, when the year ends, I confidently hope that we will have made up our target by having shipping actually on our register.

So far as the resolutions of the National Shipping Board, the Congress Party and of other bodies in this connection are concerned, they have all evinced keen interest and they have supported the cause of shipping, but for that matter, I can assure you that there is nobody in this country or in this Government who does not realise the importance of shipping. We all want shipping to be added on and we all want that all the drain on our foreign exchange resources that is taking place today should be stopped.

Shri D. C. Sharma (Gurdaspur): Why don't you get Rs. 100 crores for shipping?

Shri Raj Bahadur: I would join my hon. friend in making that request to the Planning Commission and the Finance Ministry, but let him also remember that so far as the question of the expansion or development programme of our country is concerned, and the schemes which are envisaged or included in our successive plans, we have got to take into consideration the relative or respective priorities that have got to be assigned to them. We all know that we need food first and for that we want development of agriculture. Agriculture needs irrigation and fertilisers, etc. They have got to be provided for and assigned the highest priority. Then we all want that to make up the leeway created by our backward economy a bye-product of the foreign domination of our country. For that we have to industrialise the country. For industries we require power and steel. All these items which are important have been given higher priorities. There is the question of social development and social welfare. There is a very pithy and meaningful sentence in the first chapter of our draft Plan, which I think sheds a lot of light on the subject. I am quoting from memory. The sentence runs some what like this "In many cases we might be confronted with what might be a sort of conflict between the economic and social objectives of a Plan." The question is whether we should give preference or priority to social objectives or to the economic objectives. If you put off social development, including community development and aid to backward classes, for some time, you can very well increase the allocations in respect of industry, power, shipping, transport etc. But some sort of balance has to be struck between economic and social objectives. It is really a pity that in that process, shipping has been affected. But it could be given a priority only against this background.

The country should be prepared to gird up its loins, and tighten its belt further so as to increase the total

allocations for the Plan. The draft Plan has come up for discussion here. I also understand that a committee of Parliament—Committee B—has also considered the various allocations for Transport and Communications etc. I could not attend that meeting, because I got the notice very late and I could not get time. But I learn on good authority that not a single Member of Parliament represented on that committee stated one word about shipping. I very much welcome all the emphasis that has been laid and I also take note of what Shri Nair just now said. Some other Member said, it might be ineffectiveness of the Minister and he might not have put up our case to the Planning Commission. I most humbly suggest that even now the bird is in their hand. Let them slip it away.

Shri Radha Raman: We will ginger it up.

Shri Raj Bahadur: I am very glad that the House has been very generous in coming out with its support to this Ministry for its allocation. We welcome that, but we cannot lose sight of the broad perspective of the Plan. Against that context alone, we would ask for allocations. I think Shri Raghunath Singh has very ably put the case; I cannot put the case more ably than he has done.

Shri Palanthyandy (Perambalur): Even now we are spending Rs. 200 crores.

Dr. M. S. Amey (Nagpur): When that committee was appointed, what were the terms of reference given to that committee?

Shri Raj Bahadur: They were discussing the Plan allocations generally. Allocation for shipping was part of the various allocations and attention could have been invited.

In the draft Plan, the last sentence on shipping is:

"The question of making additional allotment for shipping will

be considered before the Plan is finalised."

The Planning Commission as well as the Parliament will be the final authority to decide.

Shri Tangamani (Madurai): Has the Ministry placed any counter-proposal before the Planning Commission?

Shri Raj Bahadur: Surely. The National Shipping Board sent its recommendation to the Ministry. I will not repeat those figures. They wanted a net addition of 518,000. Replacements would have totalled to 172,000 GRT. So, the gross additions recommended by them total up to 690,000 GRT. They recommended that we should achieve the figure of 14,22,000 GRT tons by the end of the Third Plan period. The Ministry considered these figures to be realistic and supported in toto these recommendations and we sent them to the Planning Commission and other bodies concerned. As I said just now, against the perspective of the various priorities allotted to other items, they thought that a target of 200,000 tons, or to be more accurate, 180,000 tons would suffice for shipping. Of course, two more ships will be purchased by the Home Ministry and they would make it 200,000 G.R.T. tons in all. That means, the total target for us is 1100,000 tons. The total allocations that have been made are Rs. 55 crores. To this can be added Rs. 4 crores which is likely to be contributed to Shipping Development Fund and Rs. 7 crores may be taken as contribution from the private sector. The total comes to Rs. 66 crores. Out of this Rs. 3.50 crores have to be taken out for training institutions, seamen's welfare, sailing vessels etc. The total allocations left for shipping would be Rs. 62.50 crores. To this, Rs. 2 crores might be added, which will be made available by the Home Ministry. In this context, I would beg of the hon. Members to kindly bear in mind that whatever the Ministry could do has been done.

I will now refer in brief to the points that have been made by Shri Raghunath Singh. He has, of course, as usual, given us a torrent of flood of statistics that I once thought I might be drowned in that. So, I cannot reply to him statistics by statistics. So far as statistics are concerned, I can only say that we have laid all the statistics necessary for this purpose before the Planning Commission, including the point made over and over again that we are spending every year to the tune of about Rs. 150 crores on our foreign freight bill, before them.

So far as the National Shipping Board is concerned, it was pointed out that their views are not properly respected. I can assure Shri Raghunath Singh without any reservation in my mind that we give the highest respect to their recommendations but it is only in the context of the total resources of the country that we can consider their recommendations. So, there have been some modifications in the recommendations made by them.

Then he made the point, which was referred to by others also, that no provision has been made for the second shipyard in the Third Plan. I think that complaint is not quite correct. Because, for the second ship yard Rs. 20 crores have been earmarked. The only qualification is that it has been included in category C, which means that we shall have to find foreign exchange. That has got to be done. For the Hindustan Shipyard also the Planning Commission has allotted Rs. 10 crores, out of which Rs. 8 crores would be by way of subsidy and 2 crores for development. Even for the dry dock in the ship yard a foreign exchange provision of Rs. 2 crores have been made and credit might be made available for that.

Another point was that tonnage is lying idle in the world and it is a buyer's market and we can take advantage of it to add to our shipping

[Shri Raj Bahadur]

tonnage. This point was made in the context of our foodgrains cargo from America. So far as that is concerned, I can assure the House—I wish Shri Raghunath Singh was here at this time—that we would do our utmost to take advantage of this opportunity that has been offered to Indian shipping in the form of this foodgrains cargo. I have once conveyed to this House that we are considering certain proposals how without putting additional burden or additional pressure on our foreign exchange resources we may provide for additional shipping through some arrangement

So far as Indian shipping is concerned, I take this opportunity to make an appeal, which I have already done, to them again that they should also take advantage of this particular opportunity. This is an assured cargo and it will be available for four years. Apart from that we are in the process of promoting and building up our iron ore exports to Italy, Rumania and Japan. For a period of ten to twenty years we can look forward with confidence to the fact that our shipping will definitely get the cargo that they need. Then our export and import traffic is increasing. In 1957 I thought that perhaps that was the peak year. We got the highest figure of traffic for our ports. That might have been due to the closure of the Suez Canal and its opening up subsequently. But again this year our ports have handled a larger volume of traffic. Bombay has touched another record figure of over 13 million tons of cargo. Calcutta has also a higher figure than it had last year. So our traffic is building up and our trade is growing. There can be no doubt that the Indian shipping companies both in the private and the public sectors can look forward confidently to an assured future. It is time that they took some risks, even if risks are involved now, and also employed whatever resources they could harness for this purpose, to build up shipping tonnage.

So far as laid up tonnage and operation of food ships are concerned, Shri Raghunath Singh seems to be labouring under a feeling that although we have to spend about Rs. 18 crores—we shall have to spend about Rs. 18 crores or more per annum for the next four years for the import of our foodgrains cargo—we are not prepared to lay aside that sum by way of an advance or something for building up our tonnage. A very pertinent question was asked by the hon. Speaker when he was in the Chair. I think it is my duty to make a reference to that. The only fact of the situation is that so far as the payment of freight is concerned, that is an inevitable thing. It is as inevitable and indispensable as food which we require every day. We have got to have food every day to sustain our body. But if we try to save that food to buy a house or to buy something by way of an ornament for our betterhalf, we shall have to starve. We cannot do both the things at the same time. So that particular freight that we have got to pay is inevitable unless we get some credit or loan somewhere.

Another point was made by Shri Raghunath Singh, namely, that this foodgrain cargo can be subsidised so far as our shipping companies are concerned. We are facing a paradoxical situation in so far as if we pay a higher rate to our shipping companies, our freight bill in spite of the American share of the cargo will go up to that extent. In case that happens, you can very well realise what the Public Accounts Committee and hon. Members of this House will say, that is, if we cannot transport our foodgrains at the cheapest price. It is a known fact that the American Government are going to subsidise their flag carriers. But we cannot take advantage of that situation to subsidise our shipping. We will try that in this process of selecting our foodgrain carriers, foreign or Indian, we utilise the opportunity to build up our tonnage and expand it as best as we can. So far as the rates

are concerned, I think we shall have to take and accept the market rates.

Another point that was made was that we have paid Rs. 15 crores for purchase of ships but we have not put up a new shipyard. I can only say that I have tried to remove that particular impression. The Cochin shipyard is bound to come. We have already taken steps for that. Land is being acquired and we have requested the Kerala Government to do that for us. Recently we sent an officer to Cochin to make some arrangements for it. Whatever finances are necessary for that, we hope will be forthcoming. This would dispose of the amendment that has been moved by Dr. Samant-sinhar and I hope with this assurance he will be able to withdraw it.

17 hrs.

So far as the main resolution is concerned, I would request Shri Raghunath Singh to bear in mind that we are very much appreciative of the efforts that he has been making and of the powerful advocacy that he has been doing for Indian shipping. It is not out of any disregard of his feelings or for the feelings of the Members of the House that we are not going at the pace that they would like us to go. But, there are certain limitations which are inevitable. We shall try our level best to increase our shipping tonnage in the Third Plan period. We shall take the fullest advantage of the foodgrains deal as well as the iron ore export deal. I would request him to withdraw the Resolution. I hope Shri-mati Ila Palchoudhuri also will kindly withdraw the amendment.

Ch. Ranbir Singh, made a strong point in favour of shipping. I must congratulate him. He said, for the sake of shipping, he was prepared to eat coarse grains, millets or jowar if it would effect some saving for shipping. Ch. Ranbir Singh has given us a new slogan to have more ships: let us eat coarse grain and build up ships.

Shri D. C. Sharma: By Ch. Ranbir Singh's eating coarse grain, how much money will be saved.

Shri Raj Bahadur: He wants us all to eat coarse grain.

Pandit Thakur Das Bhargava (His-sar): Bajra is perhaps more costly than wheat now.

Shri Raj Bahadur: Then, there will be no savings, if it is more costly. I appreciate the feeling and I appreciate the anxiety and concern that they have shown. They may rest assured that this Ministry is not ineffective. We are trying to put up the case. We also want that, in some committees when you sit and examine proposals, you should lend us your support at that time. Otherwise, it is said, perhaps the Transport Ministry offer its separation from Railways is regarded as a new Ministry and it has sometimes got to face a situation which an upstart has got to face. We are looked at with some sort of apprehension, some sort of suspicion. You are very right when you said that foreign shipping companies look askance at us. We are not getting that amount of credit or loan for ship-building that we are getting for projects.

Shri Prabhat Kar (Hooghly): You have not said anything about tankers.

Shri Raj Bahadur: I am sorry. I would say this for tankers. We have got tankers. They are employed on coastal trade. We are very much eager to have tankers for ocean-going trade to import crude oil. We are trying to enlist the co-operation of the Ministry of Oil. They are helping us. I may take the House into confidence and say, ultimately, two companies have agreed to give us tankers which are at present chartered with them. A lot of money is earned by these companies by employing their own tankers. They were not going at the speed that we wanted. We put three alternatives before them: either they take a tanker from us or they sell one of their tankers

[Shri Raj Bahadur]

to us or they accept payment in non-convertible rupees. They have chosen the second alternative. Burma Shell and Stanvac have made offers. In the course of this year or as early as possible, we shall be able to get two tankers. I think the third company, Caltex will also fall in line and I will be able to report on that matter as well.

I thank the House for the powerful support that they have given and I appeal to Shri Raghunath Singh to kindly withdraw his Resolution.

Shri Raghunath Singh: Mr. Chairman, I thank my friends Dr. Samantsinhar, Shri Radha Raman, Ch. Ranbir Singh, Seth Achal Singh, Shri Nardeo Snatak for their support to this Resolution. Just as in the House of Commons, whenever there is a debate on foreign affairs, all the House is of one opinion, one policy, we are finding here as far as shipping is concerned. There is not a single word of opposition from any corner. This House is unanimous, this House is one and we hope that this will give more strength and courage to our Shipping Ministry to press on the Planning Commission to give it at least Rs. 100 crores and make the target 5 lakh tons. The hon. Minister said that he will do his best for shipping. We want more and more and more. I think Ch. Ranbir Singh has depicted the true character of the Indian citizens that they are ready to make any sacrifice in order to build ships. That is the spirit of India. Take advantage of this spirit of India to have our ships moving in each and every corner of the world with the Indian Tricolour Flag, hoisting the Flag of our glory.

With these words, I withdraw the Resolution.

Mr. Chairman: As for the amendments, do the hon. Members concerned want to withdraw them?

Shrimati Ila Palchoudhuri: I beg leave of the House to withdraw my amendment.

Dr. Samantsinhar: I beg leave of the House to withdraw my amendment.

Mr. Chairman: Do the hon. Members have the leave of the House to withdraw their amendments.

Hon. Members: Yes.

The amendments were, by leave, withdrawn.

Mr. Chairman: Does the hon. Member Shri Raghunath Singh have the leave of the House to withdraw his resolution?

Hon. Members: Yes.

The Resolution was by leave, withdrawn.

17.06 hrs.

RESOLUTION RE: NATIONALISATION OF GENERAL INSURANCE

Shri T. B. Vittal Rao (Khammam): I beg to move:

"This House is of opinion that General Insurance should be nationalised."

I am moving this resolution with a purpose. I know that this subject was discussed....

Shri Prabhat Kar (Hooghly): May I suggest that in view of the thin attendance in the House, the House might be adjourned now? Already, it is past 5 P.M., and if we have to sit till 5.45 P.M. I do not know how many of us will be here. Shri T. B. Vittal Rao has already moved his resolution, and this can be taken up on the next non-official day for resolutions.

Mr. Chairman: Is it the desire of the House that the House may adjourn now?

Hon. Members: Yes.

17.08 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Monday, the 21st November, 1960/Kartika 30, 1882 (Saka).