

President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961, in respect of 'Capital Outlay on Forests'."

DEMAND NO. 119—PURCHASE OF FOOD-GRAINS

"That the sum not exceeding Rs. 1,77,13,59,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961, in respect of 'Purchase of Foodgrains'."

DEMAND NO. 120—OTHER CAPITAL OUTLAY OF THE MINISTRY OF FOOD AND AGRICULTURE

"That the sum not exceeding Rs. 41,74,98,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961, in respect of 'Other Capital Outlay of the Ministry of Food and Agriculture'."

17:11 hrs.

MINISTRY OF TRANSPORT AND COMMUNICATIONS

Mr. Deputy-Speaker: The House will now take up discussion and voting on Demands Nos. 83 to 93 and 130 to 134 relating to the Ministry of Transport and Communications for which 8 hours have been allotted.

159 cut motions have been tabled to these Demands. Hon. Members desirous of moving cut motions may hand over at the Table within 15 minutes the numbers of the selected cut motions.

Hon. Members are already aware of the time-limit for speeches.

DEMAND NO. 83—MINISTRY OF TRANSPORT AND COMMUNICATIONS

Mr. Deputy-Speaker: Motion moved: "That the sum not exceeding

Rs. 54,64,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961, in respect of 'Ministry of Transport and Communications'."

DEMAND NO. 84—INDIAN POSTS AND TELEGRAPHS DEPARTMENT (INCLUDING WORKING EXPENSES)

Mr. Deputy-Speaker: Motion moved:

"That the sum not exceeding Rs. 18,33,33,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961, in respect of 'Indian Posts and Telegraphs Department (including Working Expenses)'."

DEMAND NO. 85—POSTS AND TELEGRAPHS DIVIDENDS TO GENERAL REVENUES AND APPROPRIATION TO RESERVE FUNDS

Mr. Deputy-Speaker: Motion moved:

"That the sum not exceeding Rs. 8,10,32,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961, in respect of 'Posts and Telegraphs Dividends to General Revenues and Appropriation to Reserve Funds'."

DEMAND NO. 86—MERCANTILE MARINE

Mr. Deputy-Speaker: Motion moved:

"That the sum not exceeding Rs. 63,16,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961, in respect of 'Mercantile Marine'."

DEMAND No. 87—LIGHT HOUSES AND LIGHTSHIPS

Mr Deputy-Speaker: Motion moved:

"That the sum not exceeding Rs. 1,37,56,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961, in respect of 'Light Houses and Lightships'."

DEMAND No. 88—METEOROLOGY

Mr. Deputy-Speaker: Motion moved:

"That the sum not exceeding Rs. 1,69,85,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961, in respect of 'Meteorology'."

DEMAND No. 89—OVERSEAS COMMUNICATIONS SERVICE

Mr. Deputy-Speaker: Motion moved:

"That the sum not exceeding Rs. 1,18,10,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961, in respect of 'Overseas Communications Service'."

DEMAND No. 90—AVIATION

Mr. Deputy-Speaker: Motion moved:

"That the sum not exceeding Rs. 6,36,35,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961, in respect of 'Aviation'."

DEMAND No. 91—CENTRAL ROAD FUND

Mr. Deputy-Speaker: Motion moved:

"That the sum not exceeding Rs. 9,77,17,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961, in respect of 'Central Road Fund'."

DEMAND No. 92—COMMUNICATIONS (INCLUDING NATIONAL HIGHWAYS)

Mr. Deputy-Speaker: Motion moved:

"That the sum not exceeding Rs. 6,86,58,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961, in respect of 'Communications (including National Highways)'."

DEMAND No. 93—MISCELLANEOUS DEPARTMENTS AND OTHER EXPENDITURE UNDER THE MINISTRY OF TRANSPORT AND COMMUNICATIONS

Mr. Deputy-Speaker: Motion moved:

"That the sum not exceeding Rs. 2,53,30,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961, in respect of 'Miscellaneous Departments and other Expenditure under the Ministry of Transport and Communications'."

DEMAND No. 130—CAPITAL OUTLAY ON INDIAN POSTS AND TELEGRAPHS (NOT MET FROM REVENUE)

Mr. Deputy-Speaker: Motion moved:

"That the sum not exceeding Rs. 21,60,31,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961, in respect of 'Capital Outlay on Indian Posts

and Telegraphs (not met from Revenue)."

DEMAND NO. 131—CAPITAL OUTLAY ON CIVIL AVIATION

Mr. Deputy-Speaker: Motion moved:

"That the sum not exceeding Rs. 4,21,30,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961, in respect of 'Capital Outlay on Civil Aviation'."

DEMAND NO. 132—CAPITAL OUTLAY ON PORTS

Mr. Deputy-Speaker: Motion moved:

"That the sum not exceeding Rs. 2,66,03,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961, in respect of 'Capital Outlay on Ports'."

DEMAND NO. 133—CAPITAL OUTLAY ON ROADS

Mr. Deputy-Speaker: Motion moved:

"That the sum not exceeding Rs. 18,33,33,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961, in respect of 'Capital Outlay on Roads'."

DEMAND NO. 134—OTHER CAPITAL OUTLAY OF THE MINISTRY OF TRANSPORT AND COMMUNICATIONS

Mr. Deputy-Speaker: Motion moved:

"That the sum not exceeding Rs. 9,74,85,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961, in respect of 'Other Capital Outlay of the

Ministry of Transport and Communications'."

Shri A. K. Gopalan (Kasergod): Sir, I have tabled cut motions Nos. 868 and 880.

Before going into the question of the second ship-building yard at Cochin and the reply the hon. Minister gave the other day, I want to deal with the importance of the shipping industry and its role in the national life of this country.

Indian shipping means according to the policy committee report, shipping owned, controlled and managed by the nationals of India. We all wish that India should adopt a national shipping policy similar to the policies adopted by the other maritime countries of the world.

Coming to the importance of shipping in the national life of our country, it carries our exports to foreign lands and brings back supplies needed for consumption as well as national reconstruction. Out of a total trade of about 1,500 crores, 95 per cent is carried on in foreign bottoms. The annual freight on our foreign trade merchandise comes to over Rs. 150 crores. Half the amount is legitimately our share, that is about Rs. 75 crores. But, what do our ships get? We get only about Rs. 15 crores. So, we lose on this account annually about Rs. 60 crores.

There was a shipping policy committee appointed and it submitted its report in 1947. This committee, in its report said that India needs 2 million gross tons of shipping by 1954. They said that the objects of the shipping policy must be to reserve for Indian shipping the entire coastal trade of India and also to secure adequate share in other maritime trades.

The Second Plan has also provided for the acquisition of 1 million tons which is very low even as regards the recommendation of the shipping policy

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committee of 1947. The present requirements in our trade and overseas communication is a much bigger figure than 2 million tons. Are we going to achieve this target? No; because in the Second Five Year Plan, it has provided for the acquisition of shipping tonnage Rs. 45 crores. Due to the shortage of foreign exchange we will not be able to attain this target also.

17.15 hrs.

[PANDIT THAKUR DAS BHARGAVA in the Chair]

At the present rate of increase in our tonnage, we will take something like forty years to reach self-sufficiency as far as shipping is concerned. In the meantime, crores of foreign exchange will have gone to foreign shipping companies as freight money which could have been utilised for our development. During 1950-55, Government had to pay more than 96 crores as mere freight to foreign vessels for import of foodgrains on Government's account. This heavy drain on the country's limited resources of foreign exchange brings out the pressing need of increasing the tonnage of Indian shipping at a more rapid pace. If we had a systematised and properly evolved policy, and if twenty per cent of this total freight is annually laid by for investment in ships for the next few years, India could claim the modest target of two million tons of shipping recommended by the Shipping Policy Committee in 1947.

Shipping is the largest earner of foreign exchange. Within five years it will return the amount that we may have to spend for the acquisition of a ship. Thereafter it will be contributing about 50 to 60 per cent. of its earnings towards the pool of foreign exchange resources. As the Government has been the largest single importer of goods in the country for the last few years and it will be so in the Third Plan period also as we will have more industries and we will have to

get more things, the favourable circumstances should be fully utilised so that we may build up the tonnage.

In this respect, I want to draw the attention of the Government to another important matter—that is the flag discrimination practised against our ships in Europe and America. It has been the complaint of our shipping companies that these countries practise what is known as flag discrimination and our ships are not given the same opportunities as we are giving to other ships in our country. They do not allow our ships to enter their ports on equal terms with their own ships. They have sometimes to wait for days together to enter the ports. Then berths and wharves are always given to their own ships whereas our ships have very often to load and unload in mid-stream. Why should these countries show such discrimination against our ships when we do not show such discriminations against their ships? The shipping monopolies of the western countries have been hindering our shipping trade in every possible way. Shri Ramaswamy Mudaliar has drawn the attention of the country the other day to something. He said that we had not been allowed to proceed to any port in Ceylon from U.K. and back during the Colombo Conference. That Conference asked us not to call at any port in Ceylon. As against this uncalled for interference in our trade, our shipping companies have decided to disobey the Colombo Conference and enter the Ceylon ports.

Shri Raghunath Singh: That is a healthy sign.

Shri A. K. Gopalan: It is international casteism which is practised by the democratic west. As far as the other East European countries and the Soviet Union are concerned, they are not doing it. This is something against our national pride and I request the Government to see that something is done about it. We have raised this question before and the shipowners have also been making protest against that. At least now, the Government

should do something so that this flag discrimination is removed. If it is not done we will not be able to carry on our trade. It is something against our prestige and national pride.

How can we increase the tonnage? How will we achieve the target of two million tons? Now, it will be more than that. We can achieve that when we start our own shipyards. We have one at Vizag but that is hopelessly inadequate. Even if some crores of rupees are spent on it, the tonnage that we want will not be achieved. If our objective is to be achieved and we are to be independent as far as shipping is concerned, then, certainly ships must be built.

Sir we are expending about Rs. 46 crores for purchasing ships from abroad. We also spend Rs. 1000 crores annually on freight to foreign shipping companies. It is an irony of our planning and lack of perspective that we see. When we say that we want to build more ships we are told that we have no money, whereas we are spending all this money on purchase of ships and freight.

As far as shipping industry is concerned, I have to say that it must be given priority, because it is not only a foreign exchange earner it is also very important for the national development of our country. If we want to be independent in every respect, we must have our own ships.

Coming to the second point, the second shipyard at Cochin which point I want to stress today because it is very important, the hon. Minister made a statement the other day. What did the Minister say? The Minister has given a promise. He has said that the second shipyard will be built and it will be at Cochin. I do not want to read his statement, but what does the second part of the statement say? It is just like the story of a man who after sending invitation cards giving the *muhurtam* etc. tells the guests when they arrive that he had decided about the marriage and he was in

search of a bride but so far he has not been able to get a bride. The Minister says that there will be a second shipyard, but then he says that external resources, internal resources, technical personnel and other things will have to be looked into. That means there was no decision, and if at all a decision was taken it was taken without looking into all these things.

It is said about the second shipyard that it is a proposal. Let us go back to realities and find out what it actually is. The talk of a second shipyard was there for the last two or three years. Look at the report of the Estimates Committee for 1957, para 131. It says:

"Although the Second Five Year Plan has provided for the establishment of a second shipyard, no indication is forthcoming about its date or probable site. Now that the first year of the Second Five Year Plan is over only four years are left for taking effective steps for the establishment of a second shipbuilding yard, which will take nearly three to four years before it could go into production. If the production is to begin at the end of the Second Plan period or latest by the beginning of the Third Plan, the Committee is of the opinion that the Ministry should give their most anxious consideration to this project and finalise the preliminaries like site surveys, hydrographic and industrial suitability etc. and come to a quick decision about selection of site and commence work with least possible delay."

So, Sir, it is very clear that the Estimates Committee, from the information that they got either from the Planning Commission or from the Government, have said that the Plan has provided for the establishment of a second shipyard. They said it was not decided as to where it should be located. According to the statement given by the hon. Minister, the place has now been selected but as far as the

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shipyard itself is concerned it has become a proposal.

As far as the site itself is concerned, there was the U.K. Mission. Then another single-man committee was appointed. The soil was also examined. All these things have been done and the Government also says that they will not go back and the second shipyard will be at Cochin. But in the Plan, they say, they have only made a proposal. The Estimates Committee in their report have said that there are only four more years and the Government must finish the project within the Second Five Year Plan or at least in the first year of the Third Plan. I would, therefore, say that you must give anxious consideration to this question and see that without any further delay work is commenced.

When the Estimates Committee made their recommendation why did not the Government move? The Government now says that only the project was included in the Second Plan but nothing was done afterwards. What has been done, according to the Government, is that land has been purchased. In the second year, it may be that some engineering work will be done. The National Development Council met only the other day. Would the Minister say that there is a provision in the third Five Year Plan for a second shipyard? It is said that the money is about Rs. 55 crores. I do not know the exact amount. If the money is there, well and good. Or, in the third Five Year Plan, it may be that some other work will be done and afterwards the Planning Commission may say, "Now that there is foreign exchange difficulty, top priority cannot be given and so, the shipyard will not be there".

In November last year there was a report in the papers that the proposal would be dropped. It came out in the papers. We gave a statement. Then, on 26th November 1959, there was a statement by the Minister saying that Government had decided to have a

ship-building yard at Cochin, that the work would begin and that the work had also begun. Then, in answer to a question on 21st December 1959, the hon. Minister said that it had been decided to locate the shipyard at Cochin subject to the results of soil investigation. So, there was only one aspect of the matter, and that was, soil investigation. If the soil was good the work would begin there.

After that, during the time of the election, there were about 12 Ministers and Deputy Ministers who went to Kerala and they all said in their speeches on the occasion of the election that this was a burning problem and that as far as Kerala was concerned, they had decided to have a second shipyard at Cochin. The reason was this: Shri Dange, in one of his speeches had said or hinted that there would be no second shipyard there. Then there was an answer by one Minister: "Who is Shri Dange to say it? It is the Government which has to say, and we as Ministers say that we have decided to have a second shipyard at Cochin." The Deputy Minister, Shri A. M. Thomas, who comes from Kerala said that 1st February was going to decide whether the soil of Kerala was good or bad for the second shipyard. What the meaning is, you, Sir will understand.

When you tell the people either in Parliament or outside Parliament that the Government has decided to locate the second shipyard and at the same time it is stated that the Government have not decided to build a shipyard, the ordinary man in the street does not know what is the co-ordination between the Planning Commission and the Government. For him, Government means Government, and he will only wait to see that the work on the shipyard begins at the end of the second Plan. The answer that was given the other day was that "We have a proposal, or the Government have a proposal, but it is subject to internal resources, external resources, as well as technical and other things that are

necessary for that." So, the Government have a proposal and if there is a shipyard—the decision of building a shipyard was not taken—that shipyard will be at Cochin.

In fact, the question is not whether the second shipyard will be located at Cochin. That is secondary. The first question of importance is whether in the second Plan, the second shipyard will be built or not. At least that was the understanding given at the Estimates Committee meeting. They said that they will begin and complete the work in the second Plan. But even in the draft third Plan it is not said that there will be certainly the second shipyard during the third Plan and that the work will be completed.

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): May I know where and when this understanding was given—that it will be completed in the second Plan?

Shri A. K. Gopalan: The Estimates Committee says that. I shall point out where the Estimates Committee says that in the Third Plan there must be a third shipyard. If you will please hear me, I shall point it out. It is in the second report of the Estimates Committee. The Estimates Committee, in its report in 1957, says:

"As regards the dearth of technical and supervisory personnel, the Committee has been informed that necessary steps have already been taken to meet the requirements of second shipyard."

Shri Raj Bahadur: The hon. Member was saying that Government gave an understanding that it will be completed by the second Plan period. That is not a fact.

Shri A. K. Gopalan: The Estimates Committee is a responsible body. The Estimates Committee says that it has been informed that as regards the dearth of technical and supervisory personnel, necessary steps have al-

ready been taken to meet the requirements of the second shipyard. That was in August, 1957. The Committee has suggested that a tentative decision to have a third ship-building yard in the earlier period of the third Plan should also be taken at an early date. The Estimates Committee could say this only because they had been made to understand that at the end of the Second Plan, the second shipyard would be completed and so they recommended having a third shipyard in the third Plan. I cannot say whether the report of the Estimates Committee was wrong and they were told by whom....

Shrimati Renu Chakravartty: They are told by Government.

Shri A. K. Gopalan: If they were told by Government in 1957 that there is no dearth of technical and supervisory personnel and if today Government say that they are looking into the availability of technical and supervisory personnel, there must be something fundamentally wrong, because the Estimates Committee report says that there is no dearth of personnel and has recommended a third shipyard in the third Five Year Plan.

Shrimati Renu Chakravartty: The Estimates Committee report goes to the Ministry for verification.

Shri A. K. Gopalan: I have quoted the first portion of the Estimates Committee report and also the second portion where they say that technical and supervisory personnel are already there. I do not know why, therefore, the Government now say that internal and external resources as well as availability of personnel and other things have to be gone into and then only it can be decided. I want an answer from the Minister whether it is wrong, because the Estimates Committee understood that it will be completed in the second Plan. In the third Plan also, it is not categorically said that top priority will be given to it. I do not know how it will be completed.

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Sir, balanced development of regions is an important element in planning. There is the argument, why can't you buy ships? We want to develop the ship-building industry in this country not only for having ships, but also for solving the unemployment problem. That is why Kerala is so particular about it. There is a strong feeling in some parts of the country that there is discrimination between one part and another part of the country. By dropping some schemes that are already there, that feeling will develop and that will disrupt the unity of the country.

As far as Kerala is concerned, during the last second Five Year Plan, project after project is refused. I wrote to the Minister and I also got the reply from him that an aerodrome at Calicut will be built during the second Plan. Two or three sites have been looked into, but now it is said that due to financial difficulties, the aerodrome at Calicut has been dropped. I am not at all against aerodromes in any part of the country. But if you look at the report of the Ministry for 1959-60, there was no financial difficulty as far as beginning and completion of aerodromes was concerned.

In the first Five Year Plan, a survey was made of the Tellicherry-Coorg railway. After the survey was made, it is dropped because there is no finance. Some lakhs of rupees have been spent on the survey, but it is dropped. About the Varapuzha project, consultations were there between the Mysore Government and the Kerala Government. There was some kind of agreement, but now it is said that Varapuzha project is gone. There was a promise about the Central Fishing Institute to be established in Kerala. Now it is said it has gone to some other place. A naval air base was proposed and the site was looked into. Now it is said that it has also gone.

Even now it is said that the second ship-yard will be there in Cochin and there is no going back on it. But

unless the Minister says that top priority will be given to it in the Second Plan itself and work is undertaken immediately, nothing is going to happen. The U.K. Mission have stated in their report in 1958 that it is necessary to implement it immediately. They have also stated that if we accept that report "these things are to be done". But none of those things have been looked into. They have stated that the authorities concerned should take steps to appoint a commission with adequate powers to handle the project, an experienced and reputable firm of consulting engineers should prepare a detailed project report, hydraulic problems should be investigated by the Central Institute at Poona well in advance of the commencement of the work at the site, but nothing has been done. It was only in November, December and January when the elections were there, it was stated that there will be a ship-yard, and now that ship-yard also is not there. When assurances are made in Parliament, when the Estimates Committee have also been made to understand that there will be a ship-yard at Cochin and it will be completed by the end of the Second Plan period, if it is now not implemented, it is certainly a very serious matter. It has already affected the feelings of the people of Kerala. *Mathrubhumi* is a Congress daily from Kerala. It has written an editorial saying that all the elected representatives from Kerala should leave their houses in Delhi and go back to Kerala. It is not a Communist daily that has suggested this. It is a Congress daily which has written editorially that against this injustice, against this insult the people of Kerala will fight as one; if need be, the elected representatives in Delhi will give up their houses in Delhi and return, because after they have been made to understand, after they have been told that there will be a ship-building yard in Cochin and the work will begin now they are told that Government has not yet taken a decision. Now we are told "if we propose to build a

yard, it will be in Cochin. As we are not going to have a yard, it will not be in Cochin".

I want to point out only one thing. We have got a Plan. We are discussing the Third Five Year Plan now. We read from the papers that the National Development Council has allotted or given priorities to certain projects. So, at least now, if it is not possible to have a second ship-building yard in the Third or Fourth Plan it is the duty of the Government to come before us and say "we have said so many things, we have made certain assurances but now we are going back on them for the following reasons". Even now it is said that there will be a second ship-building yard and it will be there, provided the place is suitable. I think it is doing an injustice, so far as the people of Kerala are concerned, because all along they have been told that it will be at Cochin, so many commissions have been appointed and they have found that place fit for it. It is a welcome thing that the Minister has stated that there will be a ship-building yard and it will be at Cochin. Another portion of the statement gives room for doubt that after some days the Minister may come and say, or the Planning Commission might say, it is not possible to take it up, because it has not been included in the Plan. In the statement it is stated:

"It will, however, be appreciated that the Planning Commission has to consider each project on its own merits and allot inter se priority to each project, having regard to the available resources both internal and external."

What does it mean? It means that Government have not yet taken a decision and the Planning Commission are yet to decide. So, they will very well come and say afterwards that Planning Commission has decided against it for the time being. The statement further says:

"It is also obvious that before the execution of the project can

be undertaken, it will be necessary to carry out technical investigations, to prepare a detailed project report and plans and designs in consultation with suitable consultants....."

In 1958 the U.K. Mission had definitely stated: if you are accepting this Report, do it now. Still none of these things has been done. I do not want to say more about it. I only want to say that one part of the statement says that there will be a ship-building yard at Cochin whereas the other part definitely says that the Planning Commission will say 'No'.

Just like the Cochin ship-yard, there is the Farraka Barrage in Calcutta. Calcutta is a very important port. There had been survey about Farraka Barrage. The survey has already been completed. For the last ten years it was stated that work would begin. I want to know from the Government when the work will begin, whether the work has already begun and so on, because, as far as Calcutta port is concerned, silting in Hooghly is the most important difficulty and the port cannot function well unless the work of the Farraka Barrage is taken up immediately.

I also want to know whether that has been included in the Third Plan.

Then as far as the workers condition in Calcutta Port is concerned, it is the worst of all the Government employees. The First Pay Commission Report had not been implemented. There was another committee, the Chaudhuri Committee. The report of that Chaudhuri Committee is still being judged by the Jeejeebhoy Committee. So, the Chaudhuri Committee, the Jeejeebhoy Committee and the First Pay Commission reports are not implemented and the Second Pay Commission Report has come. At least will the Government try to make some decision because committee after committee is there and their recommendations are coming but the worker, as far as he is concerned, is not getting anything except the report of the committee? One committee is

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appointed. Then another committee is going to examine that committee's recommendations. As far as the workers of Calcutta Port are concerned, I want to know from the Government as to what they are doing. The Second Pay Commission's recommendations are there. I want to know whether they are going to implement them or whether they are going to depend on the committee and when that will be done.

This is all that I want to say.

Shri Bhanja Deo (Keonjhar): Mr. Chairman, Sir, the Transport Ministry plays a very vital role as far as our transport, roads as well as shipping, is concerned. First of all I will deal with the progress of road development that has taken place during the First Plan Period which was to provide 97,546 miles of metalled road and about 151,000 miles of unmetalled road.

During the First Plan Period about 24,000 miles of new surface road and about 44,000 miles of low type roads were added. The financial allocation during this period was about Rs. 146.82 crores. In the Second Plan period the total allotment including Central and State Plans for road development was Rs. 246 crores in addition to Rs. 25 crores to be drawn from the Central Road Fund. Out of this a sum of Rs. 94.7 crores was provided in the plan of Ministry of Transport for the Central road programme including the Union territories and Rs. 151.4 crores in the State plans.

Out of this allocation Rs. 40 crores had been spent during the period 1956-59 on central projects pertaining to road construction and Rs. 87.21 crores on State plans. The total expenditure was thus Rs. 127.26 crores leaving a balance of Rs. 119 crores for the last two years of the Plan. Even if the road building programme is expedited during the last year of the Plan there is bound to be a shortfall. This is mainly on account of the

non-availability of high-tensile steel which, I understand, is mainly required for the construction of our bridges and which is not manufactured unfortunately in our country. That is why the lag in the road building programme has also affected the cement industry. A cut in the road building programme coincided with serious shortfalls in the production of commercial vehicles.

For the Third Five Year Plan period the estimated expenditure is Rs. 1,450 crores which includes Rs. 1,000 crores for railways, Rs. 250 crores for road transport, Rs. 55 crores for ports, Rs. 70 crores for posts and telegraphs and Rs. 50 crores for civil aviation. Thus it would be seen that the allocation for roadways and road transport services is more or less the same as provided in the Second Plan period.

Before discussing the implementation of the financial allocation, it would be necessary to review the physical targets sought to be achieved. The structure of road development in the Second Plan period has already been indicated. Government claims that it has achieved the target which was set in the Nagpur Plan, which was contemplated about 20 years ago, but it is forgotten that the Nagpur Plan was formulated in 1943 when the planners had no idea of the immense increase in industrial and agricultural production which would follow the initiation of planning and heavy investment. So, the achievement of this target does not mean much.

The new road plan which has been discussed by the Indian Roads Congress is based on the country's requirements over the next 20 years—from 1980-81 to 1980-81. Under this plan, the total road length will be increased from 3,31,000 miles to 6,50,000 miles which will give a network of 52 miles per 100 square miles of territory as against 26 miles at present. The objective of the plan, which will involve an expenditure of Rs. 5,220 crores, is to bring every village in a developed agricul-

tural area within four miles of a metalled road and 1.5 miles of any road; every village in a semi-agricultural area within eight miles of a metalled road and three miles of any road; every non-agricultural village within 12 miles of the metalled road and five miles of all roads. Even this plan is a modest one and is perhaps inadequate to serve the needs of the country. It would thus appear that the financial allocation made for the roadways or transport is very inadequate.

In the immediate future, the bottleneck in the rapid development of road transport will be the paucity of vehicles. In the Second Five Year Plan period, 87,000 passenger vehicles and 83,500 commercial vehicles were produced which were only 87 and 58 per cent. of the targets fixed. In the Third Plan period, it is estimated that the production of all commodities will be 318 million tons, of which 18 million tons will be carried by water transport, 220 million tons by railways, thus leaving a balance of 80 million tons to be carried by road transport in addition to feeder traffic required by the railways in shipping amounting to about 240 million tons. On this basis it is estimated that motor transport vehicles in the Third Plan should be 73,000 motor-cycles, 170,000 cars, jeeps etc., and 235,000 commercial vehicles.

For full benefits to the community, it would be essential to co-ordinate road building programmes with production of more commercial vehicles. Let it be assumed that investment in roads is heavy with no adequate revenue returns, the following facts will be useful. It is computed that as against the outlay of Rs. 6550 crores for construction and maintenance of roads in the Nagpur plan, the estimated revenue for road transport will be of the order of Rs. 6,150 crores.

Another thing which will, unfortunately, hamper, development of road transport—I am bound to refer to that,—is the recent proposal to levy

an excise duty on diesel oil as well as diesel engines. Mostly the transport in the country reverted to diesel because, though it meant higher cost of the engines, people thought that by investigating in diesel vehicles, they would be saving what they lost by paying a higher price on the engines, but that unfortunately has been rebutted while this Budget proposal was made to levy an excise duty on both diesel oil as well as diesel engines. So, it is for us to judge, and particularly for the Finance Minister to consider sympathetically, whether at this high rate of taxation on diesel and a surcharge on the engines, it will be economical for the marginal transport owners to carry the vital goods which the railways fail to carry. I do not know whether it will be economic for them to come to the field to meet the vital needs that our country requires.

In this connection, I am also bound to refer to another factor, that is tourist traffic. In the summary of the Report which has been given to us by the Ministry, I find that we get an income of Rs. 16 crores from tourists that visit our country. That is why it is very necessary that tourism should be encouraged in the country and it should be catered for. There are two important tourist centres in the State from which I come, that is, Chilka and Konarak. These two areas are not adequately served by roads and they lack also suitable accommodation for the tourists. In this context I am bound to refer to what the Transport Reorganisation Committee suggested which should have been considered by the Government. But I am sorry to observe that that has been given a go-by. They suggested that there should be one point of taxation as far as tax-structure is concerned. Certain octroi which the municipality levies and certain taxes which the State Governments levy could have been obliterated so as to make the transport industry more economical. As I have pointed out, it is not actually the competition between the

[Shri Bhanja Deo]

rail and road transport which should be feared. But we should actually try to get the maximum benefit for the country from a co-ordinated transport system which should instead of competing each other try to supplement each other's requirements. They have also suggested in this direction that how because of regional considerations traffic is hampered as they have to take permits while plying from one State to another State. I have a bitter experience because the area from which I come is on the border of Bihar. Due to these things one has to cut down the journey just at the end of a road and unload all the things and carry them across the bridge which is the dividing line between these two State boundaries and then get into another State bus which plies to our district headquarters. Similarly, another aspect which the Transport Reorganisation Committee suggested was to provide for cheap credit facilities for the growth of our transport industry.

Mr. Chairman: The hon. Member's time is up.

Shri Bhanja Deo: Besides, they had suggested that the code of principles which hamper and impose a restriction on the roadways should be done away with. At present, the road transport is not allowed to carry goods beyond a radius of 150 miles as there is a fear of their coming into conflict with the rail transport.

The other recommendation of the Committee was that we should introduce more of trailer system of transport as is done in the western countries and other advanced countries. They have also suggested that the trailers should be taxed at a lower rate than the commercial vehicles, because they would not only meet our transport requirements but will also not deteriorate the roads as much as the commercial vehicles do.

Connected with road transport, there is also the question of shipping; it is very necessary that shipping should also be encouraged, especially in the coastal areas and also for our competing with the existing foreign shipping companies. I do not understand why under the PL-480 agreement as well as in the barter deals, our Indian shipping is not given an opportunity to carry the goods to our country or carry the goods from our country to the foreign countries, so as to encourage our Indian shipping.

There is also another important matter in connection with shipping, and that is in regard to the growth of major and minor ports. The major port of Calcutta which caters for the mineral belt of Orissa and Bihar is not adequate enough at present to cater to the needs of these States. That is why another minor port at Paradip which is situated in my State should be encouraged, in order to remove the bottle-neck that is existing at the port of Calcutta.

Shri S. C. Samanta (Tamluk): I am glad and happy that you, Sir, are in the Chair, when I am speaking about a thing which was done under your chairmanship in this House. I am speaking about P. & T. finance. You are well aware, and some of my hon. friends also know, that on 11th March, 1955, I moved a resolution in this House to the effect that P. & T. finance should be separated from the general finance, like railway finance. But you know that in spite of my delivery on that day, most of the Members did not support me on the plea that the time was not ripe; only one Member supported me. The hon. Minister Shri Raj Bahadur, who was then a Deputy Minister, and Shri Jagjivan Ram requested me to withdraw the resolution, and I did so with these remarks:

"Lastly, I am thankful that the demands have been conceded by the House and the Government, and I hope that in the near future

my hope will be fulfilled. With that desire in mind, I beg leave of the House to withdraw my resolution."

I am glad that my desire has been fulfilled to some extent. The Finance Minister in his budget speech, and the Minister of Transport and Communications in his report, has said that P. & T. finance has been separated in the way that railway finance has been separated. That is the surplus money of the P. & T. was deposited with the general funds and the department was getting interest. Now, as in the railways, after paying interest at 4 per cent. on the capital, the rest will be with the department.

18 hrs.

The P. & T. Board has now been constituted. So, I would request the hon. Minister to see that those things for which I pleaded at that time and which I expected would be taken up when the money will come, are taken up. I plead for the construction of buildings, development fund to be created, hospitals established, especially for T.B. patients and hostels for the education of the children of the P. & T. employees, facilities for research organisation and other amenities. I shall not say more in this matter. I would request the hon. Minister to see that this department is treated on the lines of the railways and all the facilities that are given to railwaymen are given to the P. & T. employees.

Now, I wish to come to ports. As you know, there are 200 ports in India. Only 6 of them are major ports and the others are intermediate and minor ports. When India was partitioned we lost 2 ports and we established a major port at Kandla to make up for the loss we sustained. We are glad to say that the traffic there has risen by this time to 1 million tons per year.

Difficulties have arisen there also. There is a creek and in that creek

there is a bar which should be dredged. I am glad that Government have taken this into consideration and dredging arrangements are being made.

As regards the hinterland of Kandla, there is one difficulty. The railway line is of metre gauge. Unless the railway line is converted into broad gauge the volume of traffic that we want to increase will not come forward.

I am glad that a national highway is being built there and it is nearing completion. I would request the hon. Minister to see that the railway line is also done so that that port may run favourably.

All the ports have difficulties. In Bombay port there were two major schemes taken up; one, the dredging of the approach channel to the Bombay harbour. Mr. Posthuma a foreign expert came and gave us advice. He said that the dredging of the approach channel to the Bombay harbour involved Rs. 15 crores. But I learn that the Ministry by their own experts have formulated a scheme which will cost Rs. 8.5 crores. They hope to complete it within Rs. 4.5 crores. As regards Madras, the wet dock scheme with a capacity of 2.5-4.5 million tons will be completed soon. At Cochin four additional berths are to be constructed and the capacity will increase from 2 to 4 million tons. The entrance channel at Vizag should be deepened and arrangement is being made for four more berths to be added there for the export of iron ore from that place. Now, I am coming to Calcutta port. In our childhood we were hearing of three R's. As regards the Calcutta port, I would say that there are three B's. There are so many bends in Calcutta in the Hooghly river. There are so many bars—fourteen of them. The bore tides come from the sea to Calcutta. These three B's have spoiled the port of Calcutta. Though the Government was not so careful after Independence, for the last three or four years I find that the Minister and

[Shri S. C. Samanta]

the Department had taken the greatest care to see that this premier port of Calcutta which handles 5.5 millions of imports and 4.5 millions of exports every year is taken care of. I am glad that to mend these bends they are training the river. The Akra Spur was built and two or three bars were mended to some extent. The Falta scheme has been taken up at the cost of Rs. 5.5 crores and it will mend the Nainun and two other bars and at Balari which is beyond the Diamond Harbour, dredging work is going on. I am thankful that though late the Government has come to a decision with the advice of the World Bank experts that they should have a subsidiary port of Calcutta and establish it at Haldia.

Sir, I am glad that this anchorage has been done and the port will come into being, but the main thing which I should remind the hon. Ministers is about the Ganga Barrage. Unless the Ganga Barrage is taken up—this is not my opinion but this is the opinion of experts from 1853—things will not improve. Everybody has said that for the navigability of the river Hooghly and to save the Calcutta Port the only solution is the Ganga Barrage. That Ganga Barrage, which is being talked of from all quarters of this House, to save Calcutta Port not for Bengal but for the whole of India, I would beg of the hon. Ministers to see that it is taken up during the Third Five Year Plan. I request them to take immediate action on it.

Shri Supakar (Sambalpur): Mr. Chairman, Sir.....

Shri D. C. Sharma: Sir, may I know what is the difference between Ganga Barrage and Farraka Barrage?

An Hon. Member: It is the same.

Shri Supakar: Sir, I will first of all speak of the most important development that should take place in my State, Orissa, and that is the development of Paradip Port. As you

know, Sir, there is a lot of difficulty in Calcutta Port and, on the other side, Visakhapatnam Port is also very much congested. With the loss of Chittagong to Pakistan, it is necessary that we should develop other ports on the east coast in between Calcutta and Visakhapatnam.

On a previous occasion, Sir, I spoke of the claim of Paradip Port to be converted into a major port. In this connection I will again draw the attention of the hon. Minister to two valuable reports, one by Shri Kartar Singh, Deputy Director, C.W. & P.C.I., New Delhi, and the other by Shri I. G. Chacko, Officer on Special Duty, Minor Ports, Government of India, Ministry of Transport, on the development of a port at Paradip. There has also been a detailed investigation about development of this port by the French experts, and I will quote only one paragraph from the report by Shri Kartar Singh, Deputy Director, C.W. & P.C.I. There he says:

"We have everything that is required for the construction of a Major Port here. The depths, etc., as they exist today (with the exception of outer bar) are far better than Chittagong. There is a fine stretch of water 7 miles below Paradip on the right side of the river, within 200 feet off the bank, where any deep sea vessels drawing up to 40 feet can lay at safety without fear of grounding at any tide. Ten vessels of 6,000 feet length and any draft up to 40 feet can be accommodated within this stretch of 7,000 feet deep water."

You know that the Rourkela steel plant had come up in the meantime and it produces the most vital thing for the construction of a ship, namely, steel plates. These steel plates are to be transported from Rourkela to the Hindustan Shipyard at Visakhapatnam and to Perambur for the construction of railway coaches. If the second shipyard comes up at Cochin, these will have to be transported from

Rourkela to Cochin. Now, instead of transporting these plates to a long distance, it will be very economical if the Government, during the course of the Third Plan, establishes a shipyard at Paradip also besides developing it as a major port.

The French consultants have given their opinion to the effect that if an investment of Rs. 7 crores is made, the port can easily export 2 million tons of raw materials like iron ore every year and can easily plough back this investment within a course of five to seven years. The only difficulty is the bottleneck of railway communications which prevents the development of the hinterland. As the measures have gone to the railways, we expected that during the first few years of the third Five Year Plan, the railway line from Cuttack to some place near Paradip would come up and that it would help the transport of raw materials and minerals to the port so as to justify its conversion into a major port. But, unfortunately, we come to learn that at present there is no scheme of developing the railways, and thus we are preventing the development of India as a whole and Orissa in particular.

I come next to the development of shipping in India. Shri Gopalan, in his speech, said that the 1947 Committee fixed the target of two million tons, GRT, by 1954 and when the second Five Year Plan was formulated, the gross registered tonnage was reduced to a modest figure of 9 lakh tons. But we find that even this small target is difficult of achievement. We find that we have up till now a GRT of 739,000. In the last year of the second Five Year Plan, that is to say, in the current year, we hope to add 80,800 tons to the total shipping tonnage, and thus we will be still short of the target of 9 lakh tons, a very modest figure fixed for the second Five Year Plan by 80,000 tons. Why has this been so?

We find that in spite of our banking so much on the development of

Hindustan Shipyard, it has not developed as well as it should have done. Up till now, it has not done satisfactory work. After it was taken over from the private sector, it was able to deliver only eight ships totalling a GRT of 35,700. Out of these eight, unfortunately, the first one, S. S. Andaman was found to be defective. Unfortunately it is not working according to the schedule. Idle labour and other factors which shipyards, so that when those ships yard is not proving a profitable proposition. These things have to be considered and we must see that things improve.

Besides, for future development, we have placed some orders on the Lubecker Shipyard and also on some shipyard in Japan. But though we have placed orders on foreign countries for constructing ships, that is also not sufficient. We find that though we have placed a huge order on these foreign ship-building companies, we do not take any care to see that our engineers and our technicians get sufficient training in those foreign shipyards, so that when those ships are delivered to us, we can have some specially trained persons who can take up the construction work in the Hindustan Shipyard or in the second shipyard when it comes into being.

I will now come to the so-called inhibitory factors in the development of roads and road transport. Though the road mileage so far developed is supposed to have exceeded the target of the Nagpur plan, still we find that compared with other countries of the World, it is very small. In a vast country like India, we have only 1,33,000 miles of metalled roads and 2,23,966 miles of unmetalled roads. Even our National Highways are not complete on account of vital links missing in the shape of bridges not completed. Unless our National Highways are completed and the other State Highways and roads are also completed, we cannot hope to have any commercial development in our country.

[Shri Supakar]

In this connection, I will draw the attention of the hon. Minister to one small aspect in our State. The other day, a question was put about the bridge over Baitarani. We were told by the Deputy Irrigation and Power Minister that Rs. 17 lakhs have been spent on the bridge over National Highway No. 6 over the Baitarani river and that was completed about two or three years ago. This year, from page 96 of the annual report, we find that another sum of Rs. 5,09,000 is going to be allotted for the improving of the approach roads to this bridge. But we find that in the meantime, the Bhimkund project is coming up and that will not only submerge the bridge which has cost about Rs. 17 lakhs, but also a fair length of the road on either side of the bridge. Therefore, I would suggest that the Government should take steps even from now for diverting this road so that when the dam comes up, when the Bhimkund dam comes up, there would be no difficulty or handicaps in the continuity of National Highway No. 6.

Regarding the development of tourism, I regret to say that very little has been done in the State of Orissa which has, I should say for the last 1,500 years, remained a tourist centre for people from all parts of India, and even now people from outside India are going there because there is much to see there. I am sorry to say that not adequate attention has been paid in providing funds for the development of the centres of tourist interest. We have Puri, Konarak, Chilka, Rourkela and Hirakud, five places of paramount interest for people from India and outside. Instead of giving the meagre amounts that they have given, it is high time that they also provided at least an air-strip at Konarak. Government have provided such facilities at Khajuraho. Konarak is also as beautiful tourist centre at Khajuratho. So, that deserves the special attention of the Ministry, specially on ac-

count of the fact that the area is often affected with floods, and the road is very often flooded. So, it is necessary that there should be an air strip at Konarak and air service from Bhubaneswar to Konarak as is now provided from Delhi to Khajuraho.

Shri Narasimhan (Krishnagiri): This Ministry has done good work but in the light of the saying that good is not the enemy of the better, I would like to make some suggestions and also find some minor faults here and there. I hope they will be taken in the right spirit and appreciated.

For a variety I am going from shipping and ports to aeroplanes and aerodromes. First of all, I want to start with a very minor request. I refer to the home town of the senior Minister himself, the town of Salem. I am rather sorry to find that though the important cities like Madura, Trichy, Madras and Coimbatore are in the map of the Indian Airlines Corporation, this big city of Salem, which is the headquarters of the biggest district in the State, and the one with the largest population in the State, has not been given an aerodrome. I hope that we will have an aerodrome in Salem soon, in consultation with the State Governments. It is growing in importance, because of the various projects included in the Plan. There is going to be an aluminium project costing Rs. 14. or 15 crores. Many other big projects are also in the offing. The State Ministers are agitating for a steel plant. I hope the growing importance of the city will be remembered and an aerodrome provided there. The city is already covered by other modes of transport.

Coming to the Air Corporation's working and by way of similarity taking the Postal Department's working also, I find that a lot of clerical delays cause a great inconvenience to the customers. As a com-

mercial proposition such delays should be avoided. The delays are due to various causes, inadequate training of the people in customer management and so on and so forth. But these have to be attended to.

I can even quote a personal instance. I just wanted a passage for Bangalore on the 25th March and wanted an assurance of the return journey on the 3rd April. They grandly said, "We will wire or send a message by teleprinter and let you know." The next day I got no information. The second day also there was no information. While I have paid the money for both the journeys, my return journey is not assured. I imagine an air journey means precision and quickly attending to all the other details of a traveller. But I am still left in suspense. The reason given is that the teleprinter has gone out of order and "we are unable to contact Bangalore". Such small things, if they go wrong, generally affect the entire working. I do not see why the teleprinter system should not be perfect there.

When it comes to the postal needs there are endless ques for stamps. There are long queues. Why should there be such inconvenience even in the biggest post offices? I do not really see that. The Eastern Court Post Office is right in Delhi and there are long queues. The enquiry clerks do not give proper information. There is no arrangement to weigh parcels etc. and give correct rates and advice. There are people employed for the purpose but I am sorry to say that since they are not properly trained as to how to deal with customers in a friendly manner they are not helpful and generally the man who goes there as a customer gets discouraged. That is not the relationship that should obtain between a commercial firm and its patrons.

As I said by way of preliminary remarks, we do notice odd things and

it is worth the while to place those things before the House and the hon. Minister during the discussion of these Demands. Take the case of the Eastern Court clock tower. Once or twice a week it goes out of order and does not show time. That is the route which is prescribed for VVIPs. Suppose when they come there it is neglected and shows 2 p.m. when it is 6 p.m., it will be a sad commentary on things.

An Hon. Member: Did he miss the train?

Shri Narasimhan: These are small defects, but still it shows the lack of general supervision or co-ordination.

Coming to the highways, I want to make a request on behalf of the needs of my State. The Neyveli project is going to come into full fruition very soon. Between Neyveli and Salem there is a road. I think it should become part of a national highway. It is not a long distance, but it can be a link. They have a system of linking. Highway No. 7, Cape Comorin to Banaras can be linked with the Madras-Tiruchirappalli Highway somewhere there. This is quite in consonance with the general policy of linking highways wherever it is possible.

I have also spoken about overbridges on the Railway Budget. It should not be treated as a problem either of the Railways or of the concerned road authorities or the civic authorities. The National Highway and the Railway are part of the national transport system and the problem of the National Highways' capacity and the Rail capacity should be treated as a national problem. I therefore expect a closer co-operation between the Ministry of Railways and the Ministry of Transport for the emergence of a regular big fund for the purpose. They must create a Rs. 50 crores or so fund and see that the Railway and the high-

[Shri Narasimhan]

ways are utilised to capacity. National Highway No. 7 that I referred to passes through my district, but it cuts railway lines in one or two places. There are six trains every night, three running east to west and another three in the reverse direction. They are fast express trains, following each other quickly. Therefore, the gates are always closed. They do not want to take any risk. On either side of the gates there are long queues of trucks. This affects road capacity. If we ask the Railway Ministry, they say that they have got a rule according to which this authority should subscribe this much and that authority should subscribe that much, and unless that is done, they cannot build a bridge. If a fund like the one I suggested is created, the needed bridges can be built, and national highway capacity itself will increase.

The problems of roads and railways should be viewed in a co-ordinated manner. If the roads are affected, railways will be affected because goods have to come to the railways from the roads, and from the railway stations, goods have to reach the interior by means of roads. Therefore, actually there is no clash, and once both the capacities are increased, it will be for the common good. Therefore I suggest that a big common fund be created, so that the bridges on the national highways may be constructed as soon as possible, instead of expecting the implementation of a very complicated formula which the railways have placed before the country, and which is not easy of fulfilment.

As far as shipping is concerned, it is rather disappointing for the South that the Tuticorin and Sethusamudram schemes have not been taken up seriously. Even an enquiry as to the question involved was not fully pursued. The expenditure was also treated as if it was unnecessary. That should not be the approach. Everywhere, when big schemes are mooted,

there must be a proper enquiry, and the enquiry should not be shirked. Today we may be financially weak, we may not have enough funds, but suddenly some aid may come from somewhere and the scheme can readily be put into operation only if the aspects of it have already been considered and a kind of report is available before the country. That is how many schemes have been taken up. At one time the development of the port in Orissa and iron ore export were never considered practicable, but suddenly Japanese aid in a particular form was available, and therefore we find it is being developed. When things are like that, we should not rule out the possibility of some windfall coming from somewhere. Therefore, a nominal sum should always be spent for making a full enquiry. An expenditure of even Rs. 10 lakhs for enquiries concerning the Sethusamudram and Tuticorin major port schemes should not be shirked or avoided.

Reading the report, I was rather sorry to see that the dredger pool system has not yet fructified. It was mentioned by the Estimates Committee also some years ago, and it is rather disappointing that it has not materialised.

It is also regrettable to see that the Minor and Intermediate Ports report is not ready in time when the Third Plan is being drawn up. The non-availability of the report seems to have been taken as an excuse by the Planning Commission to shirk consideration of the matter.

The Ministry's Report also says that Rs. 48 crores which were expected to be used during the Second Plan period have been carried over to the Third Plan. That shows that though the Ministry was enthusiastic at a particular stage, somehow or other at the implementation stage it has failed. That does not show good interest in planning.

Coming back to tourism, I must be permitted to make one other local request and it may not be treated as a very bad example. In Salem District, there is a waterfall in the Cauvery, about 60 feet in height, which is a very beautiful spot. The Cauvery is a fairly big river and there are several other falls also, but it is not easy to have a good bath at such places. The place I mention has a fall of only 60 feet and it is a very good site for tourist traffic. It should be developed as soon as possible. I am sure the Americans and others will find it very interesting. It is called the Hoganekkal falls. The Transport Minister knows about it.

I hope all these things will be considered.

Mr. Chairman: The following are the cut motions relating to the Demands under the Ministry of Transport and Communications which have been selected by hon. Members to be moved. I shall treat them all as moved, if they are otherwise in order.

The hon. Members may now move their cut motions relating to the various Demands under the Ministry of Transport and Communications subject to their being otherwise admissible.

Need to convert extra-departmental sub-post offices into departmental sub-post offices

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

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (79)

Delay in recognising the extra-departmental Postal Association

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

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (80).

Need for providing a guest house for tourists at Ratnagir Hill in Orissa

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

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (81)

Delay in laying the report of the Committee regarding Extra Departmental Staff of the Posts and Telegraphs Department on the Table of the House.

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

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (114)

Question of setting up the Second Shipyard at Cochin

Shri A. K. Gopalan: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (791)

Problem of reaching self-sufficiency in regard to ship-building and repairing facilities

Shri A. K. Gopalan: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (792)

Loss of foreign exchange due to freight charges on our Import-Export Trade

Shri A. K. Gopalan: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (793)

Problem of reaching self-sufficiency in National Shipping Tonnage

Shri A. K. Gopalan: I beg to move:

"That the demand under the head 'Ministry of Transport and

[Shri A. K. Gopalan]

Communications' be reduced by Rs. 100." (794)

Question of expansion of Cochin Port

Shri A. K. Gopalan: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (795)

Delay in considering the recommendations of the Committee regarding the extra-departmental postal employees.

Shri Chintamani Panirgahi: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (796)

Need for developing minor ports

Shri A. K. Gopalan: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (857)

Need for constructing a high tonnage major port at Quilon in Kerala

Shri A. K. Gopalan: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (858)

Discriminatory treatment to the Trade Unions in the Cochin Port

Shri A. K. Gopalan: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (859)

Delay in implementing the scheme of decasualisation of labour in the Cochin Port.

Shri A. K. Gopalan: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (860)

Retrenchment of construction workers in the Cochin Port

Shri A. K. Gopalan: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (861)

Conditions of service of engineering staff and linemen

Shri A. K. Gopalan: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (869)

Failure to implement the recommendations of the Extra-departmental staff Committee

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (870)

Need to have a new Post Office at Kanpur

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (871)

Conditions of service of the Dock Workers

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (872)

Conditions of service of the employees under Civil Aviation Department

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (873)

Need to form Whitley Council in P. & T.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (874)

Functioning of the P. & T. Board

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (875)

Demands of the P. & T. employees arising out of the recommendations of Pay Commission

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (876)

Need to have more quarters for P. & T. staff

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (877)

Recent change in the trunk call rates

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (878)

Proposed increase in the local telephone call rates

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (879)

Insufficient attention paid to development of road transport

Shri Bhanja Deo: I beg to move:

"That the demand under the head 'Ministry of Transport and

Communications' be reduced by Rs. 100." (926)

Need for giving more inter-State transport permits to the trade-owners for increased inter-regional flow of commodities

Shri Bhanja Deo: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (927)

Failure to enter into bilateral arrangements with foreign countries to facilitate availability of foreign exchange for construction of new ships for the Indian Fleet.

Shri Bhanja Deo: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (933).

Failure to co-ordinate with the Rail-Sea movements of coal and salt in the coastal areas

Shri Bhanja Deo: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (934)

Need to improve the indigenous mode of transport by co-ordinating research with practical application

Shri Bhanja Deo: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (936)

Failure to evolve a single point vehicles tax

Shri Bhanja Deo: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (937)

Failure to organise road transport centrally, regionally and State-wise in accordance with the recommendations made by the Road Transport Reorganisation Committee

Shri Bhanja Deo: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (938)

Failure to implement the recommendations of the Committee appointed to go into the question of improving the inland water transport.

Shri Bhanja Deo: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (957)

Failure to regulate inter-State transport

Shri Bhanja Deo: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (958)

Delay in the programme for proper co-ordination between rail and road transport in a manner so as not to prejudice the development of motor transport in India

Shri Bhanja Deo: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (959)

Failure to evolve policy for placing transport industry on a sound footing

Shri Bhanja Deo: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100." (960)

Upkeep of the telegraph and telephone lines in Orissa

Shri Supakar: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100." (46)

Problem of extra-departmental employees

Shri Supakar: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100." (47)

Failure to complete the 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." (82).

Delay in investigating in regard to the opening of new post 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." (83)

Question of recruitment of persons belonging to Scheduled Castes and Scheduled Tribes as linesmen

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

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100." (84)

Failure to construct the building for the office of the Director of Posts and Telegraphs of Orissa Circle at Bhubaneswar

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

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100." (85)

Need for opening public call offices in rural areas where telephone lines already exist

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

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100." (86)

Need to give representation to Members of Parliament belonging to political parties other than Congress on the P. & T Advisory Committee 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." (176)

Need to provide adequate Departmental Staff in the Telegraph-cum-Post offices at Sub-Divisional levels in Orissa

Shri P. G. Deb: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100." (484)

Need to split up the Postal Division of Sambalpur for efficient administration

Shri P. G. Deb: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100." (485)

Need to form a separate Postal Circle for Kerala

Shri Kodyan: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100." (862)

Need for more co-ordination between Railway and P. & T. Departments

Shri Assar: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs

Department' be reduced by Rs. 100." (944)

Need to open more new post offices in rural areas in Second Plan Period

Shri Assar: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100." (945)

Need to open more telegraph offices in Ratnagiri District

Shri Assar: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100." (946)

Need to undertake building work for post office in Ratnagiri District

Shri Assar: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100." (947)

Need to construct an aerodrome at Kazhikode in Kerala

Shri Kodyan: I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100." (963)

Need to develop the aerodrome at Cochin

Shri A. K. Gopalan: I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100." (864)

Need for the disposal of Viking Aircrafts

Shri A. K. Gopalan: I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100." (865)

Need to develop Chilka lake as a tourist

Shri Chintamonj Panigrahi: 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." (797)

Need to develop Konarak as a tourist centre

Shri Chintamonj Panigrahi: 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." (798)

Need to provide more facilities to the tourists visiting Bhubaneswar and other places of interest in Orissa

Shri Chintamonj Panigrahi: 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." (799)

Need to construct a good hotel in Konark for catering to the needs of foreign tourists

Shri Chintamonj Panigrahi: 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." (800)

Need to implement the recommendations of the Inland Water Transport Committee to develop the Water transport facilities in Orissa

Shri Chintamonj Panigrahi: 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." (801)

Need for early examination of the report of the Intermediate Ports Development Committee and laying it on the Table of Lok Sabha

Shri Chintamonj Panigrahi: 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." (802)

Need to undertake the responsibility of developing Paradip as a major port in the Third Plan

Shri Chintamonj Panigrahi: 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." (803)

Need to develop Chilka as a minor port

Shri Chintamonj Panigrahi: 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." (804)

Need for dredging rivers of Ratnagiri District

Shri Assar: 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." (948)

Delay in taking decision for the construction of Intermediate ports in Konkan Coast

Shri Assar: 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." (949)

Failure to check irregularities in ferry steamer passenger service on Konkan Coast

Shri Assar: 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." (950)

Failure to undertake development works in the Ratnagiri District coastal ports in Second Plan period

Shri Assar: 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." (951)

Need to construct one major port on Konkan Coast as a subsidiary port to Bombay to remove congestion therefrom

Shri Assar: 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." (952)

Need for heavy dredging in Bombay harbour

Shri Assar: I beg to move:

"That the demand under the head 'Miscellaneous Departments and other Expenditure under the Ministry of Transport and Commu-

nications' be reduced by Rs. 100." (953)

Need to develop Raygad, Pratapgad and Sindhudurg forts of Shivaji as tourist centres

Shri Assar: 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." (954)

Need to give special grant to develop small roads in Ratnagiri District

Shri Assar: 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." (955)

Need to change the policy of keeping Civil aviation in the field of public Sector

Shri Chintamonj Panigrahi: I beg to move:

"That the demand under the head 'Capital Outlay on Civil Aviation' be reduced by Rs. 100." (805)

Development of Paradip Port 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." (88)

Delay in construction of a high level bridge across the river Birupa on National Highway No. 5 in Orissa

Shri Chintamonj Panigrahi: I beg to move:

"That the demand under the head 'Capital Outlay on Ports' be reduced by Rs. 100." (818)

Delay in construction of a high level bridge over the river Mahanadi on National Highway No. 5 in Orissa

Shri Chintamonj Panigrahi: I beg to move:

"That the demand under the head 'Capital Outlay on Ports' be reduced by Rs. 100." (819)

Need to widen the narrow bridge near Chandanpur in the district of Puri in Orissa on the National Highway No. 5

Shri Chintamonj Panigrahi: I beg to move:

"That the demand under the head 'Capital Outlay on Ports' be reduced by Rs. 100." (820).

Progress in the construction of National Highways in Kerala

Shri Kodyan: I beg to move:

"That the demand under the head 'Capital Outlay on Ports' be reduced by Rs. 100." (867)

Need for expediting the work for the establishment of the second shipyard at Cochin

Shri A. K. Gopalan: 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." (868).

Need to draw up the time schedule for various phases of work for the second shipyard at Cochin

Shri A. K. Gopalan: 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." (880).

Mr. Chairman: These cut motions are now before the House.

श्री रणबीर सिंह : महापति महोदय, पंजाब एक सरहद्दी सूबा है। दिल्ली को अमृतसर से मिलाने के लिये अभी एक ही नेशनल हाइवे है जिस के ऊपर बहुत अधिक ट्रैफिक रहता है और इस का नतीजा यह होता है कि वहां एक्सीडेंट बहुत अधिक होते हैं। इस ट्रैफिक को कम किया जाना चाहिये। पंजाब सरकार ने एक प्रोपोजल आप के पास भेजी है और इस की सिफारिश भी की है कि रोहतक को अगर जींद से मिला दिया जाये तो एक अल्टरनेटिव रूट मिल सकता है जो नेशनल हाइवे जैसा बनेगा

श्री दी० चं० शर्मा : रोहतक जींद वाला हाइवे अमृतसर तक कैसे जायेगा ?

श्री० रणबीर सिंह : जिस से सरहद्दी सूबे में यातायात का प्रोब्लेम हल होगा। मैं समझता हूँ कि अमृतसर को जोड़ने के लिये यह बहुत जरूरी है कि इस दूगरे नेशनल हाइवे को डिवेलप किया जाये। बाकी तमाम सड़कें बनी हुई हैं और रोहतक और जींद में भी कोई आठ मील के करीब सड़क बन चुकी है। अब मुश्किल से कोई २०-३० मील की ही सड़क बननी है और इस में से भी पांच छः मील का प्राविजन हो चुका है। इस के बारे में पंजाब सरकार ने आप के पास सिफारिश भेजी है और मैं मंत्री महोदय से प्रार्थना करता हूँ कि वह इस को मंजूर करें और इस सड़क को नेशनल हाइवे में शामिल करें और इस के लिये पैसा दें।

इस के अलावा मुझे गांवों की सड़कों के बारे में भी कुछ कहना है। इस के लिये ६० लाख रुपया रखा गया है। उस में से अभी तक २० लाख की स्कीम मंजूर हुई है और यह जो बाकी ४० लाख रुपया है इसे दूसरे प्लान में खत्म होना चाहिये था। दूसरे प्लान का अब एक ही साल बाकी है। मैं मंत्री महोदय से कहना चाहता हूँ कि बेशक हमारा देश बहुत बड़ा है मगर अगर आप को कोई सड़क

दूसरी जगह पर न मिले तो मैं अपने जिले में, अपनी रोहतक की कन्स्ट्रक्शन् में २०-३० लाख की लागत से बनने वाली सड़कों दे सकता हूँ और आप वहाँ सड़कों बना सकते हैं। इस में जो पार्टिसिपेशन की शकल है, पंजाब सरकार अगर उस को न भी देना चाहे तो हमारे देहात जो हैं, वे इम को देने के लिये तैयार होंगे।

श्री जांगड़े (बिलासपुर) श्रमदान के जरिये ?

श्री० रणवीर सिंह : श्रमदान नहीं, अगर नकद की भी आवश्यकता हो तो नकद भी हम देने के लिये तैयार हैं।

यह महकमा कमशियल महकमा है और इस के ऊपर १२१ करोड़ रुपये से ज्यादा की रकम लगी हुई है।

19-43 hrs.

[MR. SPEAKER in the Chair]

लेकिन इस का जो सिस्टम है वह रेलवे से दूसरा है। रिन्यूअल का जितना पैसा रेलवे में से और जिस परसेंटेज से निकाला जाता है अभी तक इस महकमे से उस तरह से पैसा निकाला नहीं जाता है। यही नहीं इस महकमे का जो पी० एंड टी० डिपार्टमेंट है उस के तीन अंग हैं। एक डाक का है, एक टेलीफोन का है और तीसरा तार का है। डाक का और तार का महकमा घाटे का है। टेलीफोन का ही महकमा है जिस से कुछ ग्रामदानी होती है। अध्यक्ष महोदय, इस महकमे के ऊपर पता नहीं क्या इसलिये कि मंत्री महोदय को लोग कमजोर समझते हैं, वित्त मंत्रालय का भी कुछ हमला होता है और कुछ हमला रेलवे मंत्रालय का होता है। जब पैसा देने की बात आती है तो इस महकमे को बहुत कम रकम दी जाती है। जहाँ तक रोड ट्रांसपोर्ट का ताल्लुक है, उस के ऊपर, इंजन के ऊपर टैक्स बढ़ाया गया है, डीजल

के ऊपर टैक्स बढ़ाया गया है और यही नहीं कई दूसरे महकमे भी इस के पीछे लगे हुए हैं। इन में से एक महकमा फावंड मार्किट कमिशन का है। अध्यक्ष महोदय, मैं आप को बतलाना चाहता हूँ कि रोहतक के अन्दर गुड़ का बड़ा भागी मट्टा होता था और उससे टेलीफोन डिपार्टमेंट को लाखों रुपये साल की ग्रामदानी होती थी। हालांकि वहाँ पर अगर कागजात के हिस्साब किताब को देखा जाय और दूसरे स्थानों से, उनर प्रदेश के स्थानों से उस का मुकाबला किया जाय तो पता चलेगा कि पंजाब के अन्दर गुड़ के लिये सब से बड़ी मंडी है और कमिशन ने इस बात को माना भी है। लेकिन कागजी देर दार की वजह से इस महकमे को काफी नुकसान हो रहा है। यही नहीं, आप को जान कर ताज्जुब होगा कि ट्रांसपोर्ट के महकमे के ऊपर भी कई किस्म के हमले किये जाते हैं। अभी पंजाब गवर्नमेंट से हुक्म निकला है—मुझे मालूम नहीं उन्हें ऐसा हुक्म निकालने का कोई अधिकार भी है या नहीं—कि जहाँ कहीं शूगर फैक्ट्री है उस के १५ मील के रेडियस के अन्दर गुड़ को बाहर नहीं ले जाया जा सकता है और यह तब जब कि वहाँ पर गुड़ बनाने की ममानियत नहीं है। रोहतक गुड़ का बहुत बड़ा सेंटर है, वहाँ पर लाखों मन गुड़ पड़ा हुआ है। ट्रांसपोर्ट के महकमे का सहारा लेते हैं, उनको इमदाद यहाँ से कुछ कम मिलती है या दूसरे महकमे वाले इस महकमे को दबाना चाहते हैं इसलिए यह सब होता है। मैं चाहता हूँ कि मंत्री महोदय जरा हौसला करें और उसका मुकाबला करें।

इसके अलावा मैं पोस्टल सेविंग बैंकों के देहातों में खोले जाने के बारे में कुछ कहना चाहता हूँ। वे देहातों में खुलने चाहियें। वहाँ पर इनको न खोलने का रीजन यह दिया जाता यह कि वहाँ पुलिस नहीं है। इसका क्या मतलब है कि पहले वहाँ थाना बनेगा, उसके बाद वहाँ सैविंग बैंक खुलेगा। आज भी वहाँ मनीआर्डर का रुपया जाता है। जिस हद तक रुपया जाता है, जिस हद तक रुपया ले जाने

[श्री. रणबीर सिंह]

वाला ले जा सकता है, उस हद तक आप वहां पोस्टल सेविंग बैंक क्यों नहीं खोलते हैं। आप कोई हद मुकर्रर कर सकते हैं। इसमें क्या आपत्ति है?

आपका महकमा व्यापार का महकमा है। टेलीफोन भी आपके महकमे का एक अंग है जो कि भ्रमदनी देने वाला है। जब आप इसको बढ़ाते हैं तो जरूरी है कि सारे देश के अन्दर आप इसको बढ़ायें और देहातों के अन्दर भी यह सुविधा दें। इसके लिए कोई फार्मुला बनना चाहिये जिससे ठीक तरीके से वह आगे बढ़ सके। दूसरे भी कई महकमे हैं जैसे बिजली का महकमा है वहां पर ऐसा होता है, हालांकि वह भी एक व्यापार का महकमा है। लेकिन इसको जब बढ़ाया जाता है तो बजाय इसके कि कर्माशियल आधार पर इसको बढ़ाया जाए, कोई कर्माशियल फार्मुला हो, इसको मिनिस्ट्री या कमेटी के ऊपर छोड़ दिया जाता है जिसका नतीजा होता है कि घाटा होता है। मुझे मालूम नहीं कि प्रायोरिटी का क्या तरीका है। रोहतक की बात मैं जानता हूं। वहां एक इम्प्रूवमेंट ट्रस्ट है। उसके अफसरों ने कहा है कि हमको टेलीफोन नहीं मिलता है। उसी तरह से वहां एक आनरेरी रजिस्ट्रार हैं जिन को कोई तनब्बाह नहीं मिलती है, सरकारी काम करते हैं उनको भी टेलीफोन नहीं मिल सका है। प्रायोरिटी का कोई तरीका तो होना चाहिये। महकमे को देखना चाहिये कि कम से कम जो सरकारी काम है वह तो न सके। जो महकमे जरूरी महकमे समझे जाते हैं, उनको टेलीफोन की सुविधा तो मिलनी ही चाहिये। रोहतक में साइन बिछी हुई है, नई लाइन बिछाने का कोई सवाल पैदा नहीं होता लेकिन फिर भी प्रेशर का ताल्लुक है, प्रायोरिटी का ताल्लुक है, कोई न कोई कर्माशियल या दूसरा फार्मुला तो होना ही चाहिये जिस के मुताबिक काम आगे बढ़ सके और इस महकमे के दूसरे दो अंगों को जो घाटा होता है वह कम हो सके। इस सुविधा को देहातों तक पहुंचाना भी बहुत

जरूरी है। चाहे देहात कितना ही छोटा क्यों न हों, आज की सरकार की जिम्मेदारी है कि वहां पर रहने वालों को डाक तार की सुविधायें मिलें। जिन देहातों की आबादी पांच हजार से ऊपर की है, वहां तो तार का इंतजाम अवश्य होना चाहिए, तार का प्रसार होना चाहिये। वह इस तरीके से हो कि हर देहात जिस की आबादी पांच हजार की है, उसको उससे जोड़ दिया जाए। इस देश के अन्दर अगर केवल व्यापारिक नुक्तेनिगाह से भी देखा जाए आमदनी और घाटे के नुक्तेनिगाह से भी देखा जाए तो कुछ साल के बाद आपको आमदनी होना शुरू हो सकती है और तब घाटे की बात नहीं रहेगी। इसलिए मेरा निवेदन है कि इस मंत्रालय को जरा हीसला करना चाहिये, रेलवे मंत्रालय से मुकाबला करना चाहिये, वित्त मंत्रालय से मुकाबला करना चाहिये। हालांकि वित्त मंत्रालय से कुछ लेने की बात होती है लेकिन यह महकमा तो देता भी है इस वास्ते इसको जरा हीसले से काम लेना चाहिये। इस मंत्रालय को चारों ओर से जो हमले हो रहे हैं, फार्बर्ड मार्किट कमिशन इत्यादि की ओर से हमले हो रहे हैं, उनका मुकाबला करने के लिए तैयार रहना चाहिये, इतना ही मेरा निवेदन है।

Mr. Speaker: I notice that a number of hon. Members have spoken and taken part in the debate. At any rate those hon. Members who spoke must be present here. It is not that their voices alone should be heard. They must be here and know what the reaction of the other hon. Members is. They are doing an injustice to this House. The hon. Members who are here will communicate to them or let them know. I will repeat it tomorrow.

Shri Raghunath Singh: Shri Samanta is here.

Mr. Speaker: Shri Gopalar here.

Shri Nagi Reddy (Anantapur): Sir, Shri Gopalan had urgent work and so he told me he was busy.

Mr. Speaker: What about Shri Bhanja Deo? What about Shri Narasimhan?

Shri Narasimhan: I have spoken, Sir.

Mr. Speaker: I am only complaining against those hon. Members who speak and go away.

Shri Narasimhan: No, Sir. I have come back.

Mr. Speaker: The hon. Members are being watched through the length and breadth of the country and we must behave like responsible people.

Shri C. K. Bhattacharya (West Dinajpur): Ultimately, the hon. Speaker in the Chair, the Minister here and the hon. Member who speaks will make a meeting.

Shri Tridib Kumar Chaudhuri (Berhampore): Mr. Speaker, I want to take this opportunity to focus the attention of the hon. Members to the serious danger facing the port of Calcutta owing to years of negligence and a sense of complacency and also a policy of drift that has been pursued by the Commissioners of the port of Calcutta and also by the Government with regard to the conservancy of the navigation channel of lower Hooghly. I might mention about a statement that was made by the hon. Minister of Shipping the other day in reply to a question that the Government was alive to the situation and that they will take all possible steps to save the port of Calcutta. But unfortunately, I can definitely show from the Government reports, that Government have done nothing with regard to the three lines of policy that should have been initiated in order to save the port. Already the Calcutta port is choked. It is smothered and choked with silt and it will be no surprise if in the course of the next four

or five years it is completely immobilised.

The unique feature of the Calcutta port is that it is a riverine port. Below Calcutta, there are 122 miles of the Hooghly river where there are about 14 bars which prevent ships of very high draught to come into the port safely, and the governing bar, I may say, is the well-known Balari bar below Diamond Harbour.

So far as this Balari Bar is concerned, I have found from the reports of the Transport Ministry that it is only since last year—that is in the report of 1958-59—that some concern is expressed about the condition of navigation over the Balari Bar. In the reports before that there is no mention. Even then, the steps so far taken for improving the condition of Balari Bar over these two years have been hardly satisfactory. In 1957-58 report which was placed before us last year, it was said:

"In recent months the Balari Bar in the Hooghly before Diamond Harbour has deteriorated considerably."

Again, in the report that has been submitted to us this year it has been said that the condition of the Balari Bar was not satisfactory during the year under review. But to get an idea as to what is the condition over the Balari Bar I might cite certain figures. Up to the year 1944 the water level over Balari Bar was 15 Ft. to 17' 6". In 1945 it was 13 Ft. In 1952 it was 12 Ft. In 1955 it was 10 Ft. In 1957 it was 8 Ft. 3 inches. After intensive dredging we are now having a level from 7 Ft. to 9 Ft. 3". That also depends upon the season during which this dredging is undertaken.

Dredging is, of course, one of the obvious methods, obvious steps, that you can take in fighting with these bars. But what is the equipment with which the Government is fighting this menace of bars. They have only a fleet of four suction dredgers, and out of these four—the Government report itself says that the existing suction

Expurged as ordered by the Chair.

[Shri Tridib Kumar Chaudhuri] dredger fleet of the Commissioners of the Port of Calcutta consists of four vessels—two of which are very old and require early replacement or extensive repairs. That means they have been reduced to a fleet of only two dredgers. We have to bear in mind that the Port authorities are fighting 14 bars with only two dredgers and no other method is either tried or thought of. Similar problems have confronted other ports in the world. Although Calcutta Port is unique, it is not the only port which is confronted with these conditions. I might cite the case of New Orleans Port or the conditions of river Mississippi. There, the United States Government have employed a new method by which the width of a river is reduced and the scouring effect, both

of the tides and of the headwaters coming from above, is increased, and that is done by the construction of a parrallel fascine mattresses jetties formed of fascine mattresses weighted with stone and capped with rouble and concrete. I do not know why our Government and our Port Commissioners and our experts have never given thought whether such measures can be adopted in improving the Hooghly Channel.

Mr. Speaker: The hon. Member will continue tomorrow.

19.01 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, March 23, 1960|Chaitra 3, 1882 (Saka).
