

२४ मार्च को इस सदन की एस्टीमेट्स कमेटी ने एक रिपोर्ट पेश की। इस वक्त जब हम इस डिमांड पर चर्चा कर रहे हैं तो मुझे आप अनुमति दीजिये यह कहने की कि इस साल एस्टीमेट्स कमेटी ने सारी रिपोर्टें मिनिस्ट्री की डिमान्ड के ऊपर जो बहस हो रही है उस के पहले ही रख कर बड़ा अच्छा काम किया है और सदन की प्रशंसा की वह पात्र है।

#### CORRECTION OF STATEMENT

**The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur):** Sir, may I apologise for a slight error that occurred in my statement this morning about the annual report of the Ganga Brahmaputra Board? I said that I sent it to the Secretariat on the 4th of this month. My impression was wrong. I had signed it on the 4th but in fact it came to the Lok Sabha Secretariat on the 5th. Therefore it was not quite correct on my part to say that. I apologise for my mistake. I can assure you that next time we will try to send it in time.

#### DEMANDS FOR GRANTS—contd

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

**Mr. Deputy-Speaker:** Shri Braj Raj Singh may continue his speech.

**श्री ब्रजराज सिंह :** २४ मार्च को एस्टीमेट्स कमेटी ने एक रिपोर्ट पेश की: "ट्रेनिंग ऐंड एम्प्लायमेंट आफ सिविल पाइलट्स"। उपाध्यक्ष महोदय आपको याद होगा कि इस सदन में एक प्रश्न पूछा गया था ताराकित प्रश्न संख्या सं० ३०२ पिछले साल २३ फरवरी, १९६० को। वह सवाल सिविल पाइलट्स के बारे में था। उस सवाल का मंत्री जी संतोषजनक उत्तर न दे सके तो अध्यक्ष महोदय ने उस प्रश्न को एस्टीमेट्स कमेटी के सुपुर्द किया और एस्टीमेट्स कमेटी ने इस पर पूरी छानबीन करके अपनी रिपोर्ट पेश की। मैं चाहूंगा कि मंत्री महोदय

इसे जरा गम्भीरतापूर्वक पढ़ें और उसे पढ़ने के बाद यह सोचने की कोशिश करें कि उसके बाद सदन में जो जवाब उन्होंने दिए हैं वे कहां तक सही हैं। बाद में इस साल एक सवाल पूछा गया। इस सवाल के उत्तर में बताया गया कि एक सिविल पाइलट को ट्रेन करने में ४०,००० रुपये खर्च होता है। पहले जो सवाल किया गया था उसमें यह खर्चा ५२ हजार बताया गया। लेकिन अगर सही तरीके से हिसाब लगाकर देखा जाए तो एक पाइलट को ट्रेन करने में ७१,८१० रुपया खर्च बैठता है। लेकिन ५२ हजार तो इन्होंने स्वयं माना है। जब यह प्रश्न किया जाता है कि कितने पाइलट बेकार हैं तो कह देते हैं कि ४० बेकार हैं। लेकिन कमेटी की रिपोर्ट से पता चलता है कि ११८ पाइलट्स को शिक्षण दिया गया, इनमें से २६ को नौकरी मिली, और आपके ही हिसाब के अनुसार ६२ पाइलट बेकार हैं। मेरे पास समय नहीं है इसलिए मैं उनकी तफसील में नहीं जाऊंगा। कमेटी की रिपोर्ट सदन के सामने रख दी गयी है। मैंने आशा है कि सरकार इस पर विचार करेगी और किसी निश्चय पर पहुंचेगी।

14 hrs.

मैं कहना चाहता हूँ कि इस कमेटी ने जो एबीडैम नी उससे साफ जाहिर होता है कि सरकारी विभागों ने पाइलटों की आवश्यकता का अपना अन्दाजा गलत लगाया और इसी गलत अन्दाजे की वजह से इन पाइलट्स को नौकरी नहीं मिल रही है। मंत्रालय से कहा जाता है तो वह कहते हैं कि हमारी जिम्मेदारी ट्रेन करने की थी वह हमने पूरी कर दी, नौकरी देने की हमारी कोई जिम्मेदारी नहीं है। आप इस गरीब मुस्क का ५२००० रुपया एक पाइलट को ट्रेन करने पर खर्च करते हैं और फिर कहते हैं कि उसको नौकरी देने की हमारी कोई जिम्मेदारी नहीं है। मेरे विचार में यह बहुत गैर-जिम्मेदारी की बात है और इसको बरदाश्त नहीं किया जा सकता। एस्टीमेट्स कमेटी कहती है कि ५२ हजार रुपया

[श्री अजरराज सिंह]

खर्च करके ट्रेनिंग दें और आज यह कहें कि नौकरी देने की जिम्मेदारी हमारी नहीं है यह उचित नहीं है। आई० ए० सी० और डाइरेक्टर जनरल के बीच पत्र व्यवहार हुआ और फिर यह अन्दाजा लगाया गया, फिर भी यह गलत क्यों हुआ। आपने पहले अन्दाजा लगाया कि ३०-३५ प्रति क्वार्टर लिए जायेंगे लेकिन फिर १० की भर्ती होती है और आप कह देते हैं कि हमने जो पहले अन्दाजा लगाया था वह गलत था। आप एक पाइलट को ट्रेन करने पर इस गरीब देश का ५२ हजार रुपया खर्च करते हैं और फिर वह बेकार रहता है, लेकिन जिन लोगों ने गलत अन्दाजा लगाया उनके खिलाफ क्या कार्रवाई होती है इसका पता नहीं लगता। मैं चाहूंगा कि सरकार इस जिम्मेवारी को निश्चित करे कि किसकी गलती से देश का इतना रुपया व्यर्थ व्यय हुआ और इन नौजवानों को बेकारी का सामना करना पड़ रहा है। मैं आशा करूंगा कि अब मंत्री महोदय ज्यादा गम्भीरता से निर्णय करेंगे और यह नहीं कहेंगे कि हमारी कोई जिम्मेदारी नहीं है। एस्टीमेट्स कमिटी की रिपोर्ट से साफ जाहिर है कि आपकी जिम्मेदारी थी और यह कहना कि उन्होंने लाइसेन्स नहीं लिए इसलिए ये बेकार हैं यह उचित नहीं है। यह कहना सही नहीं है कि ४०, ५० या ६० को नौकरी मिल गयी है। आपको बताना होगा कि ११८ में से केवल २६ को नौकरी मिली है और ६२ को क्यों नहीं मिली। इनको काम देने की व्यवस्था होनी चाहिए।

इसी सवाल में कहा गया है, मंत्री महोदय ने बताया है कि हम डिफेंस मंत्रालय के इल्म में यह बात ले आए हैं। पता नहीं कि कोई दो सरकारें हैं, जैसे कि एक प्रत्युब खां की सरकार हो और एक यह सरकार हो। डिफेंस मंत्रालय के इल्म में इस बात को लाए एक साल हो गया लेकिन इस बात का पता नहीं कि डिफेंस मंत्रालय की इस बारे में क्या प्रतिक्रिया हुई। मैं कहना चाहता हूँ कि काम करने का यह

बिल्कुल गलत तरीका है। एक मंत्रालय दूसरे मंत्रालय से कहता है कि इस प्रकार ये लोग बेकार पड़े हुए हैं इनके बारे में आपकी क्या राय है और वहां से साल भर तक कोई जवाब नहीं मिलता। मैं चाहता हूँ कि इस प्रश्न पर मंत्रिमंडल स्तर पर विचार किया जाए कि एक साल पहले जो सिविल एविएशन विभाग ने रक्षा मंत्रालय से कहा था कि इतने सिविल पाइलट बेकार पड़े हैं, उनके बारे में उस मंत्रालय का क्या निश्चय हुआ। उनको यह निश्चय करना चाहिए कि जिन लोगों को हमने ५२०० हजार रुपया प्रति व्यक्ति के हिसाब से खर्च करके ट्रेन किया है क्या उनको इंडियन एअरफोर्स में लिया जा सकता है या नहीं।

मैंने टेलीफोन के बारे में चर्चा मनी। दिल्ली में तो फिर भी हालत इतनी खराब नहीं है। दूसरे स्थानों को देखते हुए यहां की हालत अच्छी है और दूसरे स्थानों की अपेक्षा यहां शिकायत कम है। लेकिन जहां पर आटोमेटिक मिस्टम नहीं वहां पर बड़ी शिकायत है। आप टेलीफोन उठाए बैठे हैं लेकिन पांच-पांच मिनट तक कोई बोलता ही नहीं। पांच मिनट बाद जब कोई बोलता है और उससे देर का कारण पूछते हैं तो कहा जाता है कि स्टाफ की कमी है, बार-बार लिखा जाता है लेकिन इस बारे में कुछ नहीं किया जाता। तो इस और आपको विशेष तौर से ध्यान देना चाहिए।

**श्री अन्सारी हरशामी :** बजाए नम्बर देने के इस जवाब में ज्यादा धक्का लग जाता है।

**श्री अजरराज सिंह :** मुझे मालूम नहीं कि सचार्ड क्या है। मेरा तो यही कहना है कि इस बारे में जांच पड़ताल की जाए और अगर स्टाफ कम है तो बढ़ाया जाना चाहिए लेकिन अगर स्टाफ की कमी नहीं है तो इस शिथिलता को दूर करने का प्रयत्न किया जाना चाहिए।

पोस्ट आफिसों के बारे में रिपोर्ट से पता चलता है कि सरकार लगातार गांवों में पोस्ट आफिस खोलने की कोशिश कर रही है लेकिन आज भी ऐसे गांव हैं जहां सात दिन में एक बार डाक पहुंचती है। इस सिलसिले में मैं एक उदाहरण आपके सामने देना चाहता हूँ। मेरे अपने क्षेत्र में एक पोस्ट आफिस है। उसका आगरे से कनेक्शन होना चाहिए लेकिन इटावे से उसका कनेक्शन है। इस सम्बन्ध में मैंने एक पत्र लिखा था। इसका यह जवाब तो मिल गया कि आपका पत्र मिल गया और उचित कार्यवाही की जाएगी लेकिन साल भर हो गया अभी तक उस पोस्ट आफिस का इटावे से ही सम्बन्ध है और इस दिशा में कोई कार्रवाई नहीं हुई है। इसका इटावे से सम्बन्ध होने का पहले कारण यह था कि वहां से आगरे के लिए बस आदि की कोई व्यवस्था ठीक नहीं थी। यह जैतपुर का पोस्ट आफिस है। लेकिन अब वहां से दिन में कई बसे आगरे आती हैं लेकिन अब भी उसका सम्बन्ध इटावे से जुड़ा हुआ है और साल भर में विचार हो रहा है, पर यह काम नहीं हो पाया। मैं कहना चाहता हूँ कि जहां तक गांवों का सम्बन्ध है गवर्नमेंट आफ इंडिया को बहुत काम करना है। एस्टीमेट कमेटी ने कहा है कि डाकिया पैदल चल कर गांवों में डाक ले जाता है। इसके लिए एक साइकिल की व्यवस्था की जाए तो यह काम जल्दी हो सकता है। इसमें खर्चा भी ज्यादा नहीं पड़ता और अब देश में साइकिलों का उत्पादन भी बहुत होने लगा है। तो इस तरह ध्यान दिया जाना चाहिए। मुझे यह देखकर ताज्जुब होता है कि एक तरफ तो तेज से तेज चलने वाले हवाई जहाज मंगाए जाते हैं और दूसरी तरफ डाकिया पैदल चल कर डाक ले जाता है। यह ऐसी चीज है जिसकी तरफ ध्यान दिया जाना चाहिए। डाकिए को साइकिल देने से गांव वालों को भी डाक जल्दी मिल सकेगी और डाकियों को भी थोड़ा धाराम मिल जाएगा। इसके अतिरिक्त उसका भत्ता

भी कुछ और ज्यादा करना चाहिए। इसको बहुत कम तनखाह मिलती है, आप बड़े-बड़े आफिसरों को भत्ते दे रहे हैं। अगर इसको आप थोड़ा सा भत्ता दे देंगे तो यह भूखों नहीं मरेगा।

पानी के जहाजों के सम्बन्ध में मैं समझता हूँ कि इस काम को सदन ने श्री रघुनाथ सिंह जी पर छोड़ा हुआ है। वह इस काम को चला रहे हैं और मंत्री जी भी उनकी बात को समझते हैं। मैं कोयला ढोने के सवाल पर कुछ कहना चाहता हूँ। हमें सोचना चाहिए कि हमें इस काम के लिए पानी के जहाजों का उपयोग करना चाहिए। लेकिन पानी के जहाजों का यह हाल है कि देश के अन्दर एक बन्दरगाह से दूसरे बन्दरगाह तक माल ले जाने के लिए भी हमारे पास काफी क्षमता नहीं है। इसके लिए सरकार को पानी के जहाजों की विकास की ओर ध्यान देना चाहिए और उसके लिए ज्यादा पैसा रखा जाना चाहिए ताकि इनका विकास किया जा सके।

अन्त में मैं एक बात की तरफ माननीय मंत्री जी का ध्यान दिलाना चाहता हूँ। पिछली हड़ताल जो हुई, उसके बारे में खर्चा करने का यह समय नहीं है। उसकी जो पृष्ठ भूमि रही हो, लेकिन जब सरकार ने एक नीति बनाली कि जो लोग हड़ताल पर गये थे, उनके खिलाफ बदले की कार्यवाही नहीं की जायेगी, तो आज इस बात की आवश्यकता है कि वातावरण को अच्छा बनाने के लिए, जो इस तरह के कर्मचारी हैं, जो डिसमिस हो गये हैं, उनके खिलाफ कार्यवाही हुई है, उनकी मांगों पर पुनर्विचार किया जाये और उनको फिर से नौकरी दी जाये।

मैं फिर इस बात पर जोर देता हूँ कि यदि योजनाओं को सफल बनाना है, देश में जो माल का उत्पादन होगा, उसको एक जगह से दूसरी जगह ले जाना है, तो सड़कों

[श्री ब्रजराज सिंह]

के विकास पर अधिक जोर देना पड़ेगा। मैं चाहूँगा कि मंत्रिमंडल इस पर पुनर्विचार करे। तृतीय पंचवर्षीय योजना का अन्तिम मसौदा अभी हमारे सामने नहीं आया है। अभी समय है कि हम इस पर विचार करें कि क्या मड़कों के लिये अधिक रुपया नहीं दिया जा सकता है अगर उनकी तक अधिक ध्यान नहीं दिया गया, तो योजनाओं के फलों को देश के नागरिक अर्थी तरह नहीं भोग सकेंगे।

**Shri S. C. Samanta (Tamluk):** My hon. friend Shri Goray was comparing Calcutta port and Bombay port and was telling us that the expenditure is greater in Calcutta port than that in Bombay port, but that the cargo handled in Bombay port is greater than that handled in Calcutta port. It is true and I would request him to look some years behind, say 1945 when Calcutta was handling more cargo than Bombay and the cargo handled at Calcutta was more than fifty per cent. of the whole cargo handled throughout India. I would only request him to look into the report that has been furnished to us this year where the difficulties in connection with the Calcutta port, which is more than 150 miles way from the sea, are mentioned.

**The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur):** 126 miles.

**Shri S. C. Samanta:** I stand corrected, 126 miles. There are difficulties. But in spite of those difficulties Calcutta port was running on. Before 1945, the depth of water that was available at the Balari Bar which enables ships to come to Calcutta port was 15 feet 2 inches to 17 feet 6 inches. It deteriorated gradually. In 1945 it came down to 13 feet, in 1952 it came down to 12 feet, in 1955 it came down to 10 feet 9 inches, in 1957 it was 8 feet and in December 1958 it came down to 7 feet 3 inches.

We were not silent about this. The whole House and the Ministry knows

that since 1952 we were crying hoarse in this House about this deterioration of the navigability of the river Hoogly. We are glad now that the attention of the Government has been drawn to it. But I cannot but refer to one thing here. The matter came up for attention of Government not as a result of our loud cries but as result of the World Bank Mission which came in October 1957 to Calcutta and which told the Government that the Calcutta port is unable to handle the cargo, the industrial cargo created by the industrialisation of the Five Year Plan, and that it should be looked into, and that a subsidiary port somewhere downwards should be established. However that may be, I am thankful to Government, especially to the hon. Minister of State because he has taken great interest in this and is doing the best he can.

Over and above this, we have to consider that Calcutta port is a place whose hinterland is Orissa. My hon. friend was saying that there is no port in Orissa also. When the country is independent, why has no attempt been made to set up a port immediately in Orissa State? Before Independence, in addition to Calcutta port there was the Chittagong port on the eastern side. But after Independence no port has been established so far as the eastern hinterland is concerned. So there is necessity for spending a large amount for this area which will be for the upliftment of the whole country. If Calcutta port dies, then the eastern part, a limb of the whole of India dies. So there is necessity for spending a large amount of money on the port of Calcutta.

I have referred to Balari Bar. Government has taken a decision to establish an auxiliary port at Haldia. But there is difficulty there also. The Beaumont's Ghat in the estuary also sometimes deteriorates. Government is trying to dredge these bars. It is all right. But I would request the hon. Minister to ponder over a sug-

gestion which I specifically put before him. In Bombay there was silting and a decision has been taken that the silt should be cleared by a dredger and the dredged soil should be dumped somewhere else. Calcutta has been having dredging for years. The Calcutta port had been using, so far as I remember, more than six dredgers. Now the number may be more. If the dredged soil can be dumped somewhere else, then I think this repeated fear of silting may be removed. So a dumping ground for this dredged soil should be found and action taken in this respect.

We are thankful that the Haldia port is going to come into shape. Now anchorage is going on. I would request the hon. Minister to forethink about what should be done, because some people will be displaced, so many acres of land will be acquired. Now Government should think as to how they will be rehabilitated and how the children of those persons who will be displaced can be given some sort of training, so that when the work begins those unfortunate people who are displaced can be given some work.

Now, let me come to my pet subject which I brought to the notice of the House in 1952 and 1953, that is, the separation of postal finances from general finance; that is, the establishment of a P & T Board just like the Railway Board. My demand was that if there could be a Railway Board, a P & T Board also should be established, and that if a P & T Board could not be established, then the Railway Board should be abolished. I brought forward a resolution in this connection, and the hon. Minister who is sitting here said in his reply, and several of my hon. friends in the House also, excepting one, said, that the time was not opportune. So, I withdrew the resolution, saying that I had hope and I had belief. Shri Jagjivan Ram was then the Minister in charge of Communications, and he said that the Ministers had taken the responsibility on their shoulders, and

that in the near future they would see that things would be done.

Now, we are proud that the P & T Board has been formed. We are very glad that it is working just on the lines on which the Railway Board is functioning; especially in financial matters, they have come in line with the Railway Board. If it has been settled that they will work on the lines on which the Railway Board is working, then where is the question of any hide-and-seek? Let us formally make it independent just like the Railway Board. I am making this demand because so many difficulties are being faced by the P & T Board now, in spite of their earnest desire to go ahead.

We have been pressing hard for the workers of the P. & T Department, especially in regard to their buildings. While forming the P & T Board, the hon. Minister said that he would make some arrangement with the CPWD so that the building construction programme would not be hampered but it would go on speedily. But that is not being done in the way in which it was expected to be done. There is one additional chief engineer of the CPWD assisted by only four engineers, and they have been placed under the P & T Board from the CPWD. As you know, Sir, postal buildings are to be constructed not just at one place only, but they are to be constructed all over the country. There might be some difficulty in this regard with the present arrangement of one additional chief engineer and four engineers to carry out all the things. So, more powers should be sanctioned to the P & T Department, at least up to Rs. 50,000. The engineer should be given powers up to Rs. 50,000, so that in different places, buildings may be easily constructed without any hampering of work from the CPWD. My suggestion is that powers should be given up to Rs. 50,000, and I believe that within this amount, buildings for sub-offices could be constructed.

[Shri S. C. Samanta]

Now that the P & T Board is functioning, I would request the hon. Minister to look to the points that have been referred to by the hon. Members when we made a demand for the separation of postal finance from general finance.

As regards mechanisation in the P & T Department, some years back, the services of a British expert were lent under the Colombo Plan, and after that, a departmental committee was established for studying the problem, and that committee made some recommendations. I would like to know what steps have been taken in this regard. I would request the hon. Minister to see that the following suggestions also may be taken into consideration after going through those recommendations. Firstly, there should be a mechanised telegraph delivery service. Secondly, the beats of the peons should be made as far as possible by cycles wherever there is proper road.

**An Hon. Member:** Scooters.

**Shri S. C. Samanta:** At least cycles should be given to them. Then, there should be more stamp-cancelling machines. There should also be more mail motor routes. There should be at least one bag-cleaning plant in each Circle. Then, the Department should have its own printing press, because there is shortage of forms and other things. At present, these forms have to come from the Ministry of Works, Housing and Supply. If the P & T Department can have their own printing press, then they could have these forms etc. quickly. There should also be a cell in each branch for proper cost accounting and codification of detailed statistics.

The P & T Department are working as agents for national savings certificates, plan certificates, prize bonds, savings bank, customs collection, broadcast receiver licence fees and payment of military pensions etc. But I think the rates of commission received by the Department are very small. So, I would suggest that a

revision of the rates should be made at least once or twice a year.

Lastly I would request the hon. Minister to have a Convention Committee just as in the case of the railways. Since the P & T Department is now running on the same lines as the Railway Board, in order to ascertain the percentage of interest that should be paid on the capital-at-charge, a Convention Committee should be set up, and the percentage should be determined by that Committee.

With this request, I congratulate the hon. Ministers and the Department for the good work that they have done.

**Shri Mulchand Dube** (Farrukhabad): It is a matter of great satisfaction that the targets fixed by the Nagpur Plan for the construction of roads has been achieved by and large. I am of the opinion that for internal transport, roads are the most important means of transport. I am, however not quite satisfied with the way things have been done.

During the Second Five Year Plan, it was said that the missing bridges over the roads would receive the highest priority. But it so happens that that priority has not been given. I am referring particularly to the road connecting Shahjahanpur and Farrukhabad. That needs two major bridges, one on the Ganga and the other on the Ramganga. The road connecting these two cities, namely Shahjahanpur and Farrukhabad is almost useless for traffic for about months every year, from 15th June to 15th November, and because of the two cantonments also, it has assumed greater importance during the last few years. But, somehow or the other, the hon. Minister has not found time or has not been able to find the money for the construction of these two bridges. I want to bring to the notice of the hon. Minister the importance of these two bridges.

I want a bridge over the Ganga at Farrukhabad and over the Ramganga at Shahjahanpur, to cover the area between these two rivers, which is a particularly large one and suffers annually from floods. There is a loss of crores of rupees—or hundreds of crores of rupees—every year due to loss of foodgrains. While we are spending hundreds of crores of rupees in importing foodgrains from outside, we are allowing all these foodgrains to go waste. There are flood control boards both in the States and at the Centre which have been functioning for the last 10 or 15 years, but nothing seems to have been done to control floods. I do not think the Flood Control Board will ever be able to control the floods in this area between the Ganga and the Ramganga.

**Dr. M. S. Aney (Nagpur):** Somebody must control the Board.

**Shri Mulchand Dube:** My hon. friend says that we might control the Board. But the Board has a tendency of becoming uncontrollable. For that reason, no attempt need be made in that direction.

The second point is that at Farrukhabad lands have been acquired for the construction of a telephone exchange. But they have been lying unused for many years. I do hope the hon. Minister will give his attention to this and see that the telephone exchange is constructed at Farrukhabad. At the present moment, whenever one wants to get a telephone connection to Farrukhabad, one has to wait for hours and hours either because of the apathy of the operators or due to the heavy load of traffic on the exchange.

These are the things which I wanted to bring to the notice of the hon. Minister, and I hope he will do the needful.

**श्री आत्तर :** उपाध्यक्ष महोदय, जुलाई महीने में जो स्ट्राइक हुआ था उस समय

एम्प्लायीज नेशनल फेडरेशन आफ पी० एंड टी० की मान्यता छीन ली गई थी । परिणाम यह हुआ कि कर्मचारियों का प्रश्न जो तेजी से हल किया जाना चाहिये था वह स्टैंड स्टिल है और उन लोगों की हालत यह है कि उनके प्रश्नों पर कोई विचार नहीं करता है, जिसके कारण पोस्ट एंड टेलीग्राफ के कर्मचारियों में एक फस्टेशन या निराशा सी छा गई है । सरकार क्विंटले कौंसिल के बारे में आज तक निर्णय नहीं ले सकी । अब सुन रहे हैं कि उसका कोई पता नहीं है । इसके बारे में सरकार ने ऐसी कुछ पोजीशन ली है कि जब तक क्विंटले कौंसिल नहीं बन जाती है तब तक वह उस पर कोई विचार नहीं करना चाहती । मेरी मंत्री महोदय से प्रार्थना है कि क्विंटले कौंसिल के बारे में जल्दी निर्णय लिया जाय और जो नया बिल आने वाला है उसे जल्दी से जल्दी इसी सेशन में रखने का प्रयत्न किया जाये । इसके साथ ही भारत सरकार को चाहिये कि जब वह बिल आये तो उस समय यूनियन के सदस्यों से या यूनियन के प्रमुख से बुला कर चर्चा करके कोई निर्णय ले । पी० एंड टी० स्ट्राइक के समय के जो ७० वेंसेज पेंडिंग हैं, उनके बारे में कोई पता नहीं है कि उनको क्यों पेंडिंग रखा गया है । उनके बारे में जल्दी ही कोई निर्णय लेना जरूरी है । हमने एक बार निर्णय कर लिया है कि उन लोगों के बारे में हम बहुत शक्तिशाली तरह विचार करेंगे । जो ७० वेंसेज पेंडिंग हैं उनमें से कौनसे या वायोलिन्स के लोग वही हैं । क्या कारण है कि अब तक उन पर निर्णय नहीं लिया गया । मेरी प्रार्थना है कि उन लोगों को फिर पुरानी रविग में लिया जाये ।

पोस्ट एंड टेलीग्राफ के बारे में एक बात बतानी बहुत आवश्यक है कि उसकी काफी तरक्की हुई है और विशेषकर देहातों में पोस्ट आफिस खोले गये हैं और गेनरल प्लान के पीरियड में उनके ऊपर काफी ध्यान दिया गया है ।

## [श्री भासर]

14.35 hrs.

[SHRI MULCHAND DUBE in the Chair]

बर्ड प्लैन में हम केवल १७००० पोस्ट आफिस खोल रहे हैं। सैकेन्ड प्लैन में हमने २०,००० पोस्ट आफिस खोलने का निर्णय लिया था। मुझे पता नहीं है कि थर्ड प्लैन के लिये इतना कम टारगेट क्यों रखा गया है। भले ही टारगेट कम रखा गया हो, लेकिन इस सम्बन्ध में एक बात बताना बहुत आवश्यक है, जैसे कि हमारे बहुत भाइयों ने कहा कि डिपार्टमेंट में जो एफिशिएन्सी थी वह अब कम हो रही है। इस एफिशिएन्सी को बढ़ाना आवश्यक है। जब तक हम उनकी एफिशिएन्सी को बढ़ाने के बारे में विचार नहीं करते हैं तब तक हम कोई भी काम बढ़ायें, उसका परिणाम मेरी दृष्टि से कोई अच्छा नहीं रहेगा। इसलिये इस पर ध्यान देना आवश्यक है।

एक बात विशेष रूप से बतलानी आवश्यक है कि मैं जहां स आता हूँ, रत्नागिर डिस्ट्रिक्ट, वह इन्फेक्सेसिबल एरिया मानी जाती है। वहां पर डाक के आने के बारे में कोई विशेष सुविधा नहीं है। इसलिये जब हम नये पोस्ट आफिस खोलने का विचार करे तो इस जगह के ऊपर अवश्य ध्यान दिया जाये और जिम प्रदेश को दुर्गम प्रदेश माना जाता है उसको प्रधानता दी जाये। वहां पर ज्यादा से ज्यादा पोस्ट आफिस खोलने का निर्णय किया जाये। हमारी स्थिति यह है कि हमारे यहां करीब-करीब हर महीने २५ लाख रु० के मनीआर्डर आते हैं और सब लोगों का जीवन उन्हीं मनीआर्डरों पर आश्रित रहता है। वहां यह होता है कि २०, २५ रु० से ज्यादा का मनीआर्डर लेकर पोस्टमैन नहीं जाता है। वहां पर पेन्शनर्स में बहुत ज्यादा संख्या महिलाओं की है। अब अगर लोगों को २५ या ३० रु० का मनीआर्डर लेना हो तो पांच या छः मील दूर आकर लेना पड़ता है। भले महिलाओं को उसे

लेने में बड़ी दिक्कत आती है क्योंकि उनके साथ एक विटनेस चाहिये। उस विटनेस को ले जाने के लिये भी महिला को रुपया, दो रुपया खर्च करना होता है। परिणाम यह होता है कि एक मनीआर्डर लेने में एक दिन या उससे ज्यादा का समय लग जाता है। कभी-कभी मनीआर्डर का पैसा समय से नहीं मिलता है। जब इस तरह की स्थिति है तो इस पर विचार करके जो हिल एरियाज हैं उनके बारे में कोई विशेष व्यवस्था होनी चाहिये और मनीआर्डर वगैरह के सम्बन्ध में उनको पूरी सुविधा क्यों न मिले, इस पर विचार होना चाहिये।

अब मैं टेलीग्राफ के बारे में बतलाना चाहता हूँ। मैंने दो जगहों के बारे में लिखा था तो मुझे बतलाया गया था कि जहां पर टेलीग्राफ आफिस इकनामिकली नहीं चलता वहां पर कोई टेलीग्राफ आफिस खोलना कठिन है। मेरा विचार है कि साधारण परिस्थिति में यह ठीक हो सकता है, लेकिन जो हिल एरियाज हैं, जहां पर कोई ऐक्सेसिबिलिटी नहीं है, वहां पर मुनाफा लेने का कोई विचार नहीं होना चाहिये। उन लोगों की सुविधा के प्रश्न को देखते हुए, उनकी आवश्यकताओं को देखते हुए ऐसे स्थान पर पोस्ट आफिस खोलने की बहुत ज्यादा जरूरत है। साथ ही वहां पर तार घर खोलने की भी बहुत ज्यादा आवश्यकता है। इस ओर ध्यान दिया जाना चाहिये।

यहां पर रोड डेवलपमेंट के बारे में बहुत बातें बही गईं। उनको मैं दोहराना नहीं चाहना। लेकिन इन्फेक्सेसिबल एरियाज कमेटी ने, जिसे सेंट्रल गवर्नमेंट ने वहां की स्थिति के बारे में विचार करने के लिये नियुक्त किया था, अपनी रिपोर्ट थोड़े दिन हुए दी है। मंत्री जी से मेरी प्रार्थना है कि इन्फेक्सेसिबल एरियाज कमेटी की रिपोर्ट के अनुसार वहां पर रोड डेवलपमेंट के बारे में विचार किया जा जाये।



हम सेंट्रल रोड फंड से राज्य सरकारों को कुछ कंट्रिब्यूशन देते हैं। इस सम्बन्ध में यह ध्यान रखना आवश्यक है कि सेंट्रल रोड फंड की ओर से जो कंट्रिब्यूशन दिया जाता है, उसका उपयोग केवल इन ऐक्सेसिबल एरियाज में या बैकवर्ड एरियाज में किया जाये। मैं अपनी स्टेट का उदाहरण इस बारे में देना चाहता हूँ। सेंट्रल रोड फंड से जो रकम दी गई उसके बारे में जब हमने चिन्तन किया तो हमें पता लगा कि वहाँ के जो मिनिस्टर हैं उन्होंने जो पैसा खर्च किया वह विशेषकर अपनी कांस्टिट्यून्सी में खर्च किया और जो हिल एरियाज या बैकवर्ड एरियाज हैं, उनके ऊपर कोई ध्यान नहीं दिया। इस बारे में मैंने मिनिस्टर माहब से बात की थी। उन्होंने भी वहाँ चिन्तन किया था लेकिन परिणाम जो होना चाहिये था वह नहीं हुआ और वहाँ मनमाने तौर पर जहाँ चाहें वहाँ पैसा खर्च किया जाता है। इस तरह से बैकवर्ड एरियाज का डेवलपमेंट नहीं होगा।

**Shri Raj Bahadur:** Is he referring to the Central Road Fund allocation?

**Shri Assar:** Yes.

**Shri Raj Bahadur:** I might remind him that all those proposals were put before the Consultative Committee. The members were invited there. I think the opinion of the Members of this House was taken and that was communicated to the State Governments.

**Shri Assar:** I am submitting that the amount which was spent by the State Government was not properly spent. It was spent not in backward areas but in the Ministers' constituencies.

**Shri Raj Bahadur:** I might clarify the position and say that the scheme for distribution of the funds available to a particular State on various projects is sent to us for scrutiny and we scrutinise it and with our approval send it back to the State Governments. The actual expenditure in-

curred from the funds allotted must have been according to that scheme.

**Shri Assar:** Therefore, I am suggesting that the amount which we are going to give as contribution from the Central Road Fund may be used in the backward areas or inaccessible areas.

कौकन बोस्टल शिपिंग एन्वयायरी कमेटी की रिपोर्ट यहाँ हाउस के सामने रखी गई है। इस रिपोर्ट से हमें तो बहुत प्रसन्नता है। यह कमेटी विशेष तौर से इसलिये नियुक्त की गई थी कि वह जांच करे कि कोकन शिपिंग कोस्ट पर चलने वाली लाइन कैसे ठीक प्रकार चले और जो कम्पनी की रेट बढ़ाने की मांग थी उस पर विचार किया जाय। लेकिन पता नहीं कि कैसे कमेटी ने ए परसेंट रेट बढ़ाने की अनुमति दे दी। कमेटी ने यह माना है कि राज जो कोकन शिपिंग कम्पनी का फेयर है वह रेलवे से दुगुना है और रोड ट्रांसपोर्ट से डेढ़ गुना है। और यह होते हुये भी कमेटी ने सिफारिश की है कि उस का फेयर ए परसेंट बढ़ाया जाय। कमेटी ने कम्पनी की जो जो बातें बताई गई उन की मान लिया है। न भालूब कमेटी ने इस प्रकार की सिफारिशें कैसे कीं। जनता की ओर से जो रिप्रेजेंटेशन दिया गया था उस पर कुछ ध्यान नहीं दिया गया।

कमेटी ने कम्पनी को सहायता देने की सिफारिश की है। इस पर विचार किया जाय और जो सहायता उचित हो वह दी जाय। लेकिन कमेटी ने फेयर में ए परसेंट वृद्धि करने की सिफारिश की है उस से हमारा विरोध है और उस क्षेत्र में लोगों में इस बारे में प्रसन्नता है। इस बारे में विचार किया जाय।

यहाँ पर कुछ सदस्यों ने माइनर पोर्ट्स के बारे में चिन्तन किया। मैं इस सम्बन्ध में कहना चाहता हूँ कि महाराष्ट्र के कोस्ट पर माइनर पोर्ट्स का गलत चार वर्षों में कोई डेवलपमेंट नहीं हुआ है। हर साल स्टेट गवर्नमेंट इस काम के लिये कुछ पैसा रखती

## [श्री भास्कर]

है लेकिन कभी कंट्रक्टर न मिल सकने के कारण या किसी अन्य असुविधा के कारण वह पैसा खर्च नहीं हो पाता है। पंचवर्षीय योजना में इस के लिये सेंट्रल गवर्नमेंट ७४ लाख रुपया दे रही है और स्टेट गवर्नमेंट ५० लाख रुपया दे रही है लेकिन केवल एलोकेशन से काम नहीं चल सकता। उस रुपये का खर्च होना आवश्यक है। गत वर्ष में महाराष्ट्र स्टेट की ओर से जो एस्टीमेट कमेटी ने रिपोर्ट दी उस में बताया था कि महाराष्ट्र स्टेट गवर्नमेंट ने वहां के माइनर पोर्ट्स के डेवेलपमेंट के लिये जो धनराशि रखी वह खर्च नहीं हो सकी और इस का कारण यह था कि कंट्रक्टर नहीं मिला। आज हम इनलैंड वाटर ट्रांसपोर्ट का विकास करने का प्रयत्न कर रहे हैं लेकिन जब तक कि माइनर पोर्ट्स का विकास नहीं होता तब तक उस से कोई लाभ नहीं हो सकता। इस पर विचार किया जाय।

हाल में सरकार ने एक ड्रेजर खरीदा है, एक ड्रेजर हमारे बेगुरला पोर्ट में रखा गया है। लेकिन चार पांच महीने हो गये वह बैधा ही पड़ा है, उस से कोई काम नहीं लिया गया। हम ने पूछा तो बताया गया कि क्रैन ड्राइवर नहीं मिलता। मुझे लगता है कि ड्राइवर या क्रेन बहुत कम रखा गया है इसलिये ड्राइवर नहीं मिलता और इसी कारण वह ड्रेजर पड़ा हुआ है जिस पर इतना पैसा खर्च हुआ है। एक महीने के बाद मानभूम गुरु हो जायगी और फिर उस का हमारे पोर्ट में उपयोग नहीं किया जा सकेगा। तो इस के बारे में भी ध्यान दिया जाय। इसी ड्रेजर की तरह एक गाल हुआ एक और ड्रेजर लाया गया था। वह ६-७ महीने तक रिपेयर न होने की वजह से पड़ा रहा। तो इन बातों की तत्काल ध्यान दिया जाय।

माल बेदर पोर्ट्स और इंटरमीजिगट पोर्ट्स के लिये जो नेशनल हारबर बोर्ड की सिफारिशों को मान लिया गया यह ठीक है।

मैं चाहता हूँ कि इस बारे में जल्द से जल्द काम किया जाय। विशेष तौर से जो राउ कमेटी या कोनकन एन्क्वायरी कमेटी ने सिफारिशों की हैं उन पर जल्द ध्यान दिया जाय। राव कमेटी ने पूर्णगढ़ बन्दर शुरू करने के बारे में जो सिफारिश की है उस पर भी जल्द से जल्द ध्यान दिया जाय।

एक बात मैं कंट्री क्राफ्ट्स के बारे में कहना चाहता हूँ। हमारे भाई रघुनाथ सिंह जी ने शिपिंग के बारे में जिक्र किया है लेकिन कंट्री क्राफ्ट्स के बारे में कोई विचार नहीं रखा गया। पारटीशन के पहले हमारे कंट्री क्राफ्ट्स की स्ट्रेंथ ४ लाख टन थी लेकिन वह कम होते होते एक लाख टन रह गई। सरकार ने इस को डेवेलप करने की ओर ध्यान नहीं दिया। आज उस की स्ट्रेंथ डेढ़ लाख टन है। उन की सुविधाओं की ओर ध्यान नहीं दिया जाता। आज हम इन को डीजलाइजेशन कर रहे हैं लेकिन ऐसा करने से उन का वर्किंग इकॉनमिक होगा या नहीं इस पर हम ने विचार नहीं किया। अगर आज ये लोग बाजार से दो रुपये ७ नये पैंग गैलन के हिमाब से डीजल लें तो काम्पटीशन नहीं कर सकते। इसलिये अगर आप इन का डीजलाइजेशन करते हैं तो जिस प्रकार एग्जीक्यूटिव का आप करते भाव पर जीजल सप्लाई करते हैं उसी तरह इन को भी कीजिये। तभी वह अपना काम जारी रख सकेंगे। हम को इस धंधे को बढ़ाना है। यह हमारा बहुत पुराना धन्धा है। तो इस ओर ध्यान दिया जाय।

एक बात और कहना चाहता हूँ। लंबा को हमारे यहां से प्याज और मंगलीर टाइल्स जाती हैं। यह मामान इन कंट्री क्राफ्ट्स के द्वारा जाता है, लेकिन लौटते समय इन को कोई कारगो नहीं मिलता और खाली आना पड़ता है। वहां से हिन्दुस्तान को कोषरा बहुत आता है। लेकिन वह कारगो इन कंट्री क्राफ्ट्स को देने पर विचार नहीं किया गया।

यह कारगो जो हिन्दुस्तान को आता है इसका ३० परसेंट देशी जहाजों में आता है और ७० परसेंट विदेशी जहाजों में आता है और हमारे यहां के लोग भूखे मरते हैं। इन को लौटते वक्त कारगो नहीं मिलता। ऐसी स्थिति में हम को इस और विशेष ध्यान देना चाहिये कि यह ७० परसेंट कारगो कंट्री क्र.पटम के द्वारा लाया जाय। मैं कहूंगा कि इस के बारे में जल्दी ही कोई व्यवस्था करनी चाहिये जिस से कि इन लोगों को काम मिल सके और यह धन्यः कायम रह सके।

हमारा पी० एण्ड टी० डिपार्टमेंट एक कमरेशियल डिपार्टमेंट है। इस डिपार्टमेंट में हिन्दी टेलीप्रिटर की डिमांड है। गत तीन वर्षों से एक न्यूज एजेंसी वीस सरकिट मांग रही है। इस पर विचार चल रहा है लेकिन अभी तक टेलीप्रिटर सरकिट नहीं मिल सका। यह कमरेशियल डिपार्टमेंट है लेकिन पता नहीं कि आज तीन वर्ष से यह सरकिट की मांग क्यों पूरी नहीं की जा रही है। इस में क्या अड़िनाई है पता नहीं। लेकिन चूंकि यह कमरेशियल डिपार्टमेंट है इस की मांगों को पूरा करने में इतना विलम्ब नहीं होना चाहिये। मैं इस बारे में मंत्री जी से दरखास्त करना चाहता हूँ कि वह इस पर विचार करें।

इस विभाग ने काफी तरक्की की है। रोड डेवलपमेंट में भी काफी प्रगति हुई है। लेकिन मेरी प्रार्थना है कि जो बैंकवर्ड और इनएसेमिबिल एंरिया हैं उन की तरफ विशेष रूप से ध्यान दिया जाय।

**श्री मानक भाई प्रघवाल (पन्दसीर) :** सभापति जी, मैं मर्य प्रथम आप को धन्यवाद देता हूँ कि आप ने मुझे बोलने का अवसर प्रदान किया। साथ ही माननीय मंत्री जी को और उन के विभाग को जो प्रगति पिछले वर्षों की गई है उस के लिये धन्यवाद देता हूँ।

हम ने पिछले वर्षों में काफी मंजिल तय की है। परन्तु इस विभाग को अभी काफी मंजिल तै करनी है क्योंकि बिना संचार व्यवस्था के, विकास के, यह देश बहुत प्रगति नहीं कर सकता। यह स्पष्ट है कि सरकार हर एक गांव में रेलों को नहीं पहुंचा सकती है। देश में साढ़े पांच लाख गांव हैं और उन में रेलों का पहुंचाना मुमकिन नहीं है। गांवों के यातायात की व्यवस्था करने के लिये यदि कोई जरिया है, तो एक ही जरिया है और वह है सड़कें। इस मोके पर मैं यह प्रार्थना करना चाहता हूँ कि हमारे देश के प्रत्येक गांव तक सड़क का बनाना बहुत आवश्यक है।

मंत्रालय के द्वारा जो रिपोर्ट दी गई है, उस में नागपुर योजना का खिन्न किया गया है। वह योजना १९४३ में बनी थी और उस में कुछ लक्ष्य निर्धारित किये गये थे। हमारे मंत्रालय ने यह बताया है कि उन लक्ष्यों से हम कहीं आगे बढ़ गये हैं। मैं मंत्रालय से यह निवेदन करना चाहता हूँ कि जिन हालात में, जिन परिस्थितियों में वह योजना बनी थी, उन में अब तक बहुत परिवर्तन हो चुका है। उस वक्त हम गुलाम थे और आजादी के बाद हम ने हर क्षेत्र में, शैक्षणिक क्षेत्र में काफी प्रगति की है। इसलिए आवश्यकता इस बात की है कि वर्तमान हालात को देख कर उस योजना पर पुनर्विचार किया जाना चाहिये और उस में नये लक्ष्य निर्धारित किये जाने चाहिये, जिन से देश के साढ़े पांच लाख गांवों में रहने वाले लोगों की जिन्दगी को सुधी बनाने और वहां पर प्रत्येक सुधार की व्यवस्था की जा सके। इन्को के अंगर प्रकाश मान में, तो अनुपयुक्त नहीं होगा। जो लोग गांवों में रहते हैं बिना सड़कों के देश के अन्य भागों से उन का कोई सम्बन्ध नहीं रह सकता है। अगर रास्ते बन्द हो जायें, जैसा कि बरसात में होता है, तो वहां न डाक्टर पहुंचता है, न दवाई का इस्तफाम

[श्री मानक भाई अग्रवाल]

होता है, वे लोग गांव में जो उत्पादन करते हैं, उस का उचित मूल्य भी उन को नहीं मिल पाता है और साथ ही देश के दूसरे हिस्सों में पैदा किया जाने वाला माल ही उन को उचित मूल्य पर मिल पाता है।

मेरी समझ में नहीं आता कि सड़क और रेल के बीच में प्रतिस्पर्धा कहाँ है। अगर रेल हाथी है तो सड़क चींटी है। इस विषय में जब मैं हाउस में सुनता हूँ, तो मुझे आश्चर्य होता है कि आखिर प्रतिस्पर्धा किस दिशा में और क्यों आई है। एक तरफ़ सरकार की ओर से कहा जाता है कि रेलें हर जगह नहीं पहुँचाई जा सकती हैं और दूसरी तरफ़ यह कहा जाता है कि चूंकि रेलवे को नुकसान होता है, इसलिये प्लानिंग कमीशन सड़कों को रुपया नहीं देना चाहता। यह एक विचित्र बात है कि हम हर एक गांव में रेलें पहुँचाने की व्यवस्था तो कर नहीं सकते और साथ ही सड़कों के मामले में रूबावट डालते हैं। पिछले चौदह पंद्रह वर्षों की अवधि में मोटर, तांगे और गाड़ियों को गांवों तक पहुँचाने के मामले में जितना आवश्यक था सड़कें बनाने की दिशा में कोई विशेष काम भी नहीं हो पाया है। इस के बावजूद प्लानिंग कमीशन इस कारण रुपया नहीं देता है कि यदि ज्यादा रुपया देने से सड़कें अच्छी हो गईं, तो रेलों को नुकसान हो जायेगा।

मैं जहाँ से आता हूँ, वह कांस्टीट्यूएन्सी छः सात छोटी छोटी रियासतों से मिल कर बनी है। जो दकियानूसी रववा रियासतों का था, उस की वजह से हमारे क्षेत्र में यह हालत है कि अन्तर्प्रान्तीय सड़कों के छोटे छोटे टुकड़े मिलाये नहीं गये हैं, जिस की वजह से पांच मील का रास्ता पचास मील की दूरी से तय करना पड़ता है। मैं इस विषय में कुछ नाम गिनवाऊंगा।

**आब से कनेरा :** जावद मध्य प्रदेश में है और कनेरा राजस्थान में। अगर यह चार पांच मील की सड़क बना दी जाये, तो लोगों को काफी सुविधा हो सकती है।

**सुबांसड़ा-आगरा रोड :** सुबांसड़ा और आगरा के बीच में कुछ हिस्सा राजस्थान का आता है और कुछ मध्य प्रदेश का। अगर यह सड़क बन जाये, तो बम्बई-आगरा रोड से उस का कनेक्शन हो सकता है।

**बोलिया-सिलेगढ़ :** सिलेगढ़ राजस्थान में है और बोलिया मध्य प्रदेश में। अगर यह दो तीन मील की सड़क बन जाये, तो जयपुर-इंदौर रोड से सोयत जा कर उस का सम्बन्ध हो सकता है।

**सुबांसड़ा से धालौट :** अगर यह पंद्रह बीस मील का टुकड़ा बना दिया जाये, तो भोपाल, इन्दौर, उज्जैन और हमारे हिस्से का कनेक्शन हो सकता है।

**भानपुरा-भवानीमंडी :** यह पांच छः मील का टुकड़ा बनना है। अब स्थिति यह है कि छः मील को तय करने के लिये चालीस मील दूर से जाना पड़ता है। भवानीमंडी एक व्यापारिक मंडी है और भानपुरा का सारा उस से सम्बन्ध होता है।

**भानपुरा रामगंजमंडी :** यह आठ मील का टुकड़ा न बनने की वजह से चालीस पचास मील जाना पड़ता है।

यही हाल सीतामऊ-चौमरूसा सड़क का है। इसलिये इस को भी तुरन्त बनाया जाना चाहिये।

पुराने प्रान्तों की, जिन को बड़े बड़े प्रान्तों में मिला दिया गया है, अपनी योजनायें थीं। स्टेट्स रिआर्गनाइजेशन कमीशन ने यह कहा था कि अगर मध्य प्रदेश को बनाना है, तो यह आवश्यक है कि वहाँ पर रेलों और सड़कों का अधिक से अधिक विस्तार किया जाये ताकि वह प्रान्त सफल हो सकता है,

लेकिन एक बात तो मान ली गई, अर्थात् मध्य प्रदेश तो बना दिया गया, लेकिन दूसरी बात नहीं मानी, जिस का परिणाम यह है कि हम को यत्र तत्र सर्वत्र भागना पड़ता है और परेशानी उठानी पड़ती है। वहां पर दो चार मील के टुकड़े नहीं बनते हैं, जिस से चालीस चालीस मील जाना पड़ता है। मंत्री जी ने काफी विस्तार के काम किये हैं। मैं उन से निवेदन करूंगा कि वह हमारे राज्य को अन्तर्प्रान्तीय सड़कों के लिये और नेशनल हाईवेज के लिये और रुपया दें, जिस से हमारे यहां यातायात की सुविधायें बढ़ सकें और यह प्रान्त आगे बढ़ सके।

इस सम्बन्ध में मैं नेशनल हाईवेज के बारे में कुछ जिक्र करना चाहता हूँ। मंत्रालय की रिपोर्ट में बताया गया है कि पहले हमारे यहां १३,६०० मील की नेशनल हाईवेज थीं। इस साल तीन सड़कें और नेशनल हाईवेज के डिक्लेयर कर दी गईं, जिस से नेशनल हाईवेज की लम्बाई १४,६०० मील हो गई। इस का मतलब यह है कि सारे देश में एक हजार मील की वृद्धि नेशनल हाईवेज में हो गई। लेकिन आप देखिये कि कितने हजार मील की हमारी सीमा है और लाखों मील का हमारा एरिया है और नेशनल हाईवेज की लम्बाई सिर्फ १४,६०० मील है। इस लम्बाई को आप जरा हमारे देश के एरिया से कम्पेयर करें। मैं यह कहना चाहता हूँ कि पिछले साल के आंकड़े बता कर लोगों को मोहित करने का प्रयत्न क्यों किया जाता है। मैं इस हाउस का एक जूनियर मेम्बर हूँ, लेकिन मैं कहना चाहता हूँ कि बाईर एरिया, जहां का मवाल जिस तरह खड़ा हुआ है, हमारी ओर से सड़कों पर अगर पहले ही उतना ध्यान दिया जाता, जितना कि अब दिया जा रहा है तो पैदा नहीं होगा। प्रधान मंत्री के नेतृत्व में एक बोर्ड इस काम के लिये बन गया है—और ये सड़कें दम माल पहले बन गई होतीं, तो लद्दाख का जो हिस्सा चीन ने हड़प लिया है, वह नहीं हड़प सकता था। वहां कोई जा नहीं सकता था, वहां से

कोई खबर नहीं आ सकती थी और वहां पर सब कुछ ईश्वर के भरोसे छोड़ दिया गया था। इस का परिणाम यह हुआ कि जो ताफतवर था, उस ने उस हिस्से को दबा लिया। इसलिये मैं सरकार से यह कहना चाहता हूँ कि वह सड़कों के मामले में उदार रुख अपनाये, बाईर रोडज को बनाये और नेशनल हाईवेज को अधिक विस्तृत करे। इस वक्त राज्य सरकारों पर सड़कें बनाने का काफी बोझ है और वे इस काम को दुरुस्त तरीके से नहीं कर सकती हैं। मैं चाहता हूँ कि केन्द्र यह काम उन से ले कर स्वयं करे।

नेशनल हाईवेज के बारे में मैं दो तीन सड़कों के सुझाव देना चाहता हूँ। आप जानते हैं कि जयपुर से इन्दौर तक काफी हैवी ट्रैफिक रहता है और इस सड़क का सम्बन्ध तनाम बड़े बड़े नगरों, कोटा, झालावाड़, आदि से जुड़ा हुआ है और उस सड़क को नेशनल हाईवे डिक्लेयर किया जाना बहुत जरूरी है। राज्य सरकार ने भी इस सम्बन्ध में मांग की है। मैं ने भी इस सम्बन्ध में कहा है और मैं चाहता हूँ कि जयपुर से इन्दौर वाया कोटा झालावाड़ को नेशनल हाईवे डिक्लेयर कर दिया जाये।

वही स्थिति अजमेर-इन्दौर सड़क की है, जोकि चित्तौड़, नीमच और रतलाम से होकर जाती है। चित्तौड़ में एक ऐतिहासिक फोर्ट है और नीमच में कन्टूनमेंट है। इसलिये यह आवश्यक है कि अजमेर से इन्दौर वाया चित्तौड़, नीमच, रतलाम वाली जो सड़क है, उस को नेशनल हाईवे डिक्लेयर कर दिया जाये।

इसी तरह नीमच से भोपाल वाया रामपुरा, झालावाड़, राजगढ़ और ब्यावर की जो सड़क है, उस को भी नेशनल हाईवे डिक्लेयर कर दिया जाये।

चूँकि पर्यटन का यह भी प्रयत्न में अधिक रेलें बननी नहीं हैं, इसलिये वहां की जनता चाहती है कि अगर सरकार रेलें नहीं दे सकती

### [श्री मानकभाई अग्रवाल]

है, तो सड़कें बनाने की व्यवस्था तो करे। अगर ऐसा किया जायेगा, तो वहां के लोगों को हम कह सकेंगे कि आप के लिये कुछ तो किया गया है और उन को कुछ संतोष होगा।

सरकार की ओर से तमाम वर्गों को, जो भी व्यापार करते हैं, चाहे वे छोटे धंधे करते हों, बड़े या मीडियम धंधे करते हों, हर प्रकार से संरक्षण दिया गया है, प्रोत्साहन दिया गया है और कर्ज की तजवीज की गई है। परन्तु इस धंधे को करने वाले लोग जोकि मजदूर हैं या कामन मैन हैं, उन के लिये आप ने कोई व्यवस्था नहीं की है। इस का नतीजा यह है कि जो फाइनेंसिंग कम्पनियां हैं, वे १६ परसेंट, १८ परसेंट और १४ परसेंट आज उन से लेती हैं और वे उस बोझ से दबे जा रहे हैं। एक तरफ आप टैक्स बढ़ाते हैं, डीजल पर टैक्स बढ़ाते हैं, टायरों पर, वीहिकल्स पर तथा दूमरी चीजों पर टैक्स बढ़ाते हैं और इस में मुझे कोई ऐतराज भी नहीं है, आप टैक्स बढ़ा भी सकते हैं, लेकिन उस के साथ साथ आप की यह जिम्मेदारी भी है कि आप देखें कि कहीं जो इंडस्ट्री है, वह इस बोझ से लद कर कहीं गिर तो नहीं पड़ेगी, कहीं बैठ तो नहीं जायेगी, कहीं तबाह तो नहीं हो जायेगी।

15 hrs.

मुझे मालूम हुआ है कि अभी हाल में ट्रांसपोर्ट कमिशनर्स की जो कॉन्फ्रेंस हुई है उस ने और साथ ही साथ ट्रांसपोर्ट डिवेलपमेंट काउंसिल ने भी यह सिफारिश की है कि रोड ट्रांसपोर्ट फाइनेंस कारपोरेशन का निर्माण किया जाये। अगर यह चीज तय हो गई है तो फिर देरी किस बात की है। आखिर आप क्यों कामन मैन और मजदूर को जो इस धंधे में लगे हुए हैं, पूंजीपतियों के हवाले किये हुए हैं जोकि उन का एक धर्म से शोषण कर रहे हैं। मैं चाहता हूँ कि इस कारपोरेशन का भी धर्म ही निर्माण होना चाहिये।

यहां पर इस सदन में कई बार कोयले की कमी का सवाल पैदा हो चुका है। कई बार सिमेंट की कमी का सवाल भी पैदा होता है। अगर इन चीजों की कमी पैदा होती है तो इस तरह के सवाल उठाना वाजिब भी है। जब आप इस की छानबीन करते हैं, खोज करते हैं तो पता चलता है कि वेंगज का एलाटमेंट नहीं मिल रहा है और बिना वेंगज के सिमेंट या कोयला पट्टुचाना सम्भव नहीं है। इस का नतीजा यह होता है कि जो सिमेंट के भाव होते हैं वे बढ़ जाते हैं। यह देख कर मुझे बड़ी हैरत होती है। अगर आप रेलों से सिमेंट नहीं पट्टुचा सकते हैं तो आज आप के पास अपने ही देश में इतनी तेज रफ्तार से चलने वाली मोटरें हैं, ट्रकें हैं, आप उन का क्यों इस्तेमाल नहीं करते हैं। उन की क्षमता भी ऐसी है कि अगर १०-१२ टन उन की कोपेसिटी को बढ़ा दिया जाये, तो ले जा सकती हैं। उन से माल को ढो कर रेलों में भी मन्ने भाव पर पट्टुचाया जा सकता है। क्यों नहीं आप इस जरिये से सिमेंट इत्यादि को भेजने का प्रबन्ध करते हैं ताकि कमी का सवाल ही पैदा न हो।

रेलवे की तरफ से क्रेक स्पेशल चलाई गई है और उस क्रेक स्पेशल से बम्बई से दिल्ली माल आने में आठ दिन लगते हैं। इतना होने पर भी उस को स्पेशल कहा जाता है। मैं निवेदन करना चाहता हूँ कि अगर रोड ट्रांसपोर्ट से आप यह काम करें तो यह जो ८०० मील का फासला है, इस को डेढ़ दिन में तय कर के होम डिलिवरी मिल सकती है। यह एक आसानी से मुलभ होने वाला जरिया है, जिस का आप इस्तेमाल कर सकते हैं। इस से काम तत्काल हो सकता है और मैं चाहता हूँ कि इस ओर आप का ध्यान जाये। यदि ऐसा नहीं किया गया तो इस का मतलब होगा कि काला बाजार करने वालों को हम प्रोत्साहन देना चाहते हैं। जब सिमेंट की कमी पैदा होती है तो वे छः रुपये के बिले के लिये दस रुपये लेते हैं। इस के लिये कुछ धंधे में

हम उन को दोषी ठहरा सकते हैं और बाकी जो दोष है, उस के लिये हम जिम्मेदार हैं। इस वास्ते मैं चाहता हूँ कि इस और आप का ध्यान जाये।

आप ने एक नियम बनाया हुआ है जिस के अनुसार जिस के पास १२ गाड़ियां होती हैं, उस को आप प्लीट और मानते हैं। यह नियम तब बना था जबकि गाड़ी की कीमत २५०० रुपये हुआ करती थी। आज गाड़ी की कीमत ५०,००० हो गई है तो भी आप आज उसी को प्लीट और मानने के लिये तयार हैं जिस के पास १२ गाड़ियां हों। अब जिन के पास इस से कम गाड़ियां हैं उन को कम्पनी स टायर डायरेक्ट नहीं मिलते हैं, पाटर्म डायरेक्ट नहीं मिलते हैं और उस को साढ़े बारह परसेंट टायर पर और तीस परसेंट पाटर्म पर अधिक देना पड़ता है। उन को ये चीजें बाजार में खरीदनी पड़ती हैं। आज गाड़ियों की कीमतें काफी बढ़ गई हैं। जो चार पांच गाड़ियां रखता है, उस को इस में दो-ढाई लाख रुपये इनवेस्ट करने पड़ने हैं जबकि उस जमाने में उस को तीस हजार का इनवेस्ट करना पड़ता था। तीस हजार वाले को तो उस वक्त प्लीट और माना जाता था लेकिन आज दो ढाई लाख वाले को प्लीट और नहीं माना जाता है। मैं चाहता हूँ कि यह जो बारह गाड़ियों को लिमिट रखी हुई है इस को कम कर के चार पांच गाड़ियों की कर दिया जाना चाहिये ताकि उन्हें सहूलियत में पाटर्म इत्यादि मिल सकें।

कोम्प्रोप्रेटिव्ह की हमारे देश में काफी चर्चा होती है। प्रधान मन्त्री जो से लेकर छोटे से छोटे-छोटे मन्त्री वह अधिकारी तक कोम्प्रोप्रेटिव्ह की बात करते हैं। परन्तु आज होना यह है कि इनको रिकग्नाइज नहीं किया जाता है, कोम्प्रोप्रेटिव्ह मोसाइटीज को डायरेक्ट सप्लाइज नहीं दी जाती हैं और इसके नतीजे के तौर पर हजारों और लाखों रुपया जो इस इंडस्ट्री में लग सकता है, बँसे ही जा रहा है।

इण्टर-स्टेट ट्रांसपोर्ट कमीशन भी आपने बनाया है और आपने इस बात की कोशिश की है कि सारे देश में एक ही जैसा टैक्स लिया जाए। उस कमीशन का काम ठीक तरह से नहीं चल रहा है और इसका नतीजा यह हो रहा है कि ट्रांसपोर्ट के मामले में काफी रुकावटें पैदा हो रही हैं। अगर एक प्रदेश से दूसरे प्रदेश में वीहिकल को जाना होता है तो रेसिप्रोकल अरेंजमेंट से ही ऐसा हो सकता है। दो तीन सौ गाड़ियों को परमानेंट परमिट मिल जाते हैं और पचास साठ को टैम्पोररी। जब लोग अपनी कारियों इत्यादि के लिये परमिट लेने के लिये आर० टी० ओ० के दफ्तर में जाते हैं, चाहे वह टैम्पोररी परमिट हो या परमानेंट तो हजारों लाखों रुपया उनको उस दफ्तर में रिश्वत के तौर पर देना पड़ता है और कई कई दिनों या महीनों तक इंतजार करते रहना पड़ता है। जब देश एक है और आप चाहते हैं कि सिंगल प्वाइंट टैक्स हो, आप चाहते हैं कि फ्री मूवमेंट हो तो क्या वजह है कि आप ऐसा नहीं कर देते हैं कि किसी भी प्रदेश में टैक्स भ्रदा करने वाली गाड़ी चाहे जहाँ भी हो वह रजिस्टर हुई हो मारे हिन्दुस्तान में, एक छोर से दूसरे छोर तक बिना किसी रुकावट के जा सकती है। अगर आप यह सहूलियत कर दें तो भ्रष्टाचार भी मिटेगा, माल के प्रावागमन में भी सुविधा होगी, किगया भी सस्ता होगा और लोगों को माल भी सस्ते भाव पर मिलेगा।

कहने के लिये तो और भी बहुत सी बातें थी, परन्तु चूँकि समय नहीं है, मैं कह नहीं सकता हूँ। मैं आपको तथा मन्त्रालय को धन्यवाद देकर अपना ध्यान ग्रहण करता हूँ।

**श्री राबेलाल बघास (उज्जैन) :** सभा-पति महोदय, मैं आपका धन्यवाद करना हूँ कि आपने मुझे बोलने का समय दिया है। जो ट्रांसपोर्ट एण्ड कम्प्यूनिकेशन मिनिस्ट्री की डिमाण्ड्स हैं, उनका मैं सम्बंधन करना हूँ।

मैं मिनिस्टर माहब को धन्यवाद देना हूँ कि उन्होंने एक पी० एण्ड टी० बोर्ड कायम

## [श्री राघुलाल व्यास]

किया है। यह समय ही बतायेगा कि जिस उद्देश्य से उसको कायम किया गया है कि कार्यक्षमता बढ़, और लोगों को ज्यादा से ज्यादा मुविधायें मिलें, वह किस हद तक पूरा होता है। लेकिन आशा की जानी चाहिये कि वह उद्देश्य पूरा होगा।

सभापति महोदय, रिआर्गनाइजेशन आफ स्टेट्स के बाद यह जरूरी हो गया था कि जो एडमिनिस्ट्रेटिव यूनिट्स हैं, उन पर पुनर्विचार किया जाए और मुझे यह देख कर प्रसन्नता हुई है कि इस मन्त्रालय ने दक्षिण में खास तौर से इन यूनिट्स का पुनर्गठन किया है। मैसूर बम्बई, हैदराबाद और मद्रास, ये तीन सर्किलज में बंटे हुए थे। इसको हटा कर मैसूर राज्य का एक पी० एण्ड टी० सर्किल कर दिया गया है। इसी तरह से मराठवाड़ा क्षेत्र को बम्बई स्टेट में मिला दिया गया है।

कुरनूल में, आन्ध्र का सर्किल था। तेलंगाना दूसरे सर्किल में था। अब तेलंगाना और पूरे आन्ध्र स्टेट को मिला करके एक सर्किल बना दिया गया है। यह अच्छा हुआ है और यह होना चाहिये था। लेकिन मेरी समझ में अभी तक यह बात नहीं आई है कि बेचारे मध्य प्रदेश को क्यों छोड़ दिया गया है। अभी भी उसके कुछ क्षेत्र राजस्थान सर्किल में हैं और कुछ क्षेत्र सेंट्रल सर्किल में हैं। नागपुर और विदर्भ का एरिया बम्बई में जब चला गया है तो फिर उसके बाद बम्बई में दो सर्किल हो गए हैं। केवल बम्बई ही एक ऐसी स्टेट है जहां पर दो सर्किल हैं, बाकी किसी स्टेट में दो सर्किल नहीं हैं। हमारी स्टेट की तरफ अभी तक माननीय मन्त्री जी की तरफ से कोई ध्यान नहीं दिया गया है और इसके जो दुष्परिणाम हैं, वे हमें भुगतने पड़ रहे हैं। जिस तरह से डिबेलेपमेंट के काम इनारे राज्य में होने चाहिये, पी० एण्ड टी०

और टेलीफोन के, वे उस तरह से नहीं हो रहे हैं। वे ठीक ढंग से नहीं हो रहे हैं। इसके सम्बन्ध में मैं आपके सामने कुछ आंकड़े पेश करूंगा और यह बतलाने का प्रयत्न करूंगा कि जो लाभ हमारे राज्य को होना चाहिये वह न होकर नुकसान हमें भोगना पड़ रहा है।

हमारे राज्य में जो हमारी पार्टी है, कांग्रेस पार्टी, उसने एक प्रस्ताव पास किया था इसके सम्बन्ध में और उसके बारे में माननीय मन्त्री जी को पत्र भी लिखा गया था और उनसे प्रार्थना की गई थी कि जिस तरह से मैसूर का एक अलग से सर्किल बना दिया गया है, उसी तरह से मध्य प्रदेश का भी एक अलग सर्किल कर दिया जाना चाहिये। लेकिन अभी तक उस पर कोई निर्णय नहीं हो पाया है। इसके उत्तर में शायद यह कहा जाए कि कि हमारे पास बिन्डिंग नहीं हैं। मेरी समझ में नहीं आता है कि यदि बिन्डिंग की व्यवस्था एक जगह पर नहीं है तो क्या दूसरी किसी जगह पर भी नहीं है? अगर बिन्डिंग की व्यवस्था नहीं है तो आप पैसा खर्च करके क्यों बिन्डिंग नहीं बनवाते हैं। जब पैसा खर्च करने की बात कही जाएगी तो जवाब दिया जा सकता है कि बजट में गुंजाइश नहीं है। मैं पूछना चाहता हूँ कि दूसरी जगहों के लिए तो आप लाखों रुपये खर्च कर सकते हैं और उनके लिए आपको रुपया मिल जाता है तो क्या केवल मध्य प्रदेश ही ऐसा राज्य रह गया है, जिसके लिए आपको रुपया नहीं मिलता है। मध्य प्रदेश में छत्तीसगढ़ का इलाका शामिल है, मध्य भारत का इलाका शामिल है जिसमें देशी रियासतें थीं और महाकौशल का वह अन-डिबेलेपड एरिया भी शामिल है जिसमें अ-वि-सियों और हरिजनों की संख्या ६० लाख के करीब है। यह वह इलाका है जो पिछड़ा हुआ है और जहां पर पहले भी कोई डिबेलेप-मेंट का काम नहीं हो सका है। डिबेलेपड



एरिया महाकौशल का जो था—विदर्भ— वह तो महाराष्ट्र में चला गया लेकिन जो अनडिबेलेण्ड था वह मध्य प्रदेश में आ गया। हम देखते हैं कि हमारा सकिल अलग न होने से और उस सकिल का हेडक्वार्टर हमारे राज्य में न होने से हमको बहुत पीछे बनिस्वत दूसरे राज्यों के रहना पड़ रहा है। उदाहरण के तौर पर मैं बतलाऊं, मान जीजिरे भोपाल में हेडक्वार्टर होता सकिल का तो किलानी मुचिबा होती। हमारे यहां बहुत मे थारा नभा के सदस्य भी आते हैं, वहां मिनिस्टर भी रहते हैं, वहां और लोगों को भी बहुत आना जाना होता है, वहां सकिल हेडम मिल सकते हैं और अपनी समस्याएँ एक दूसरे के पास रख सकते हैं। अफसरों को उन की मर्री मातकारी मिल सकती है कि वे वहां की समस्याओं को कैसे हल कर सकते हैं। हम ने यह सोचा नहीं की जाती कि हम नागपुर जायें या जैपुर जायें। इस तरह से काम भी ठीक से नहीं होता है। तो एसी स्थिति में यह जाना है कि जितना भी डबलवांट हो ता है यह उगी राज्य में होता है जहां पर कि सकिल का हेडक्वार्टर होता है, जिस तरह से कि महाराष्ट्र का सकिल हेडक्वार्टर नागपुर में है और राजस्थान का सकिल हेडक्वार्टर जैपुर में है। इसीलिये मैं कहता हूँ कि जैपुर और नागपुर के आसपास के जो क्षेत्र हैं, वहां पर कुछ विकास कार्य हो जाते हैं, हमारे यहां नहीं होते हैं। मैं माननीय मन्त्री महोदय से जोरदार शब्दों में निवेदन करना चाहता हूँ कि कोई कारण नहीं है कि हमारे यहां जल्दी से एक अलग सकिल कायम न किया जाय। और अगर बिल्डिंग की वजह से ऐसा न हो सके तो चाहे नागपुर में हेडक्वार्टर रहे लेकिन मध्य प्रदेश सकिल के डाइरेक्टर जनरल का और पोस्ट मास्टर जनरल का कोई सम्बन्ध विदर्भ से, जो कि बम्बई में है, पैदा नहीं होना चाहिये। उसको मध्य प्रदेश के पूरे क्षेत्र को ही एडमिनिस्टर करना चाहिये। साथ ही हमारा जो दूसरा क्षेत्र राजस्थान में लगता है उसको वहां से हटा कर एक सकिल बनाया जाना चाहिये।

बिल्डिंग के बारे में जो बात कही जाती है वह मेरी समझ में नहीं आई। मैंने रिपोर्ट देखी और बजट के प्राकड़े भी देखे। हमारी रिपोर्ट में कई जगह द्वितीय पंचवर्षीय योजना में नई नई बिल्डिंगें बनाने की व्यवस्था की गई थी। वह मंजूर हो चुकी थीं। उनके लिये लैंड एक्वायर की गई पोस्टल बिल्डिंग के लिये, पी० एण्ड टी० आफिसस की कालोनी के लिये और स्टाफ क्वार्टरों के लिये, लेकिन निर्माण का काम कहीं पर नहीं हुआ। २५ लाख से ऊपर की कई बिल्डिंगें एसी है जिनमें अभी काम शुरू नहीं हुआ है, यह बात मैं आपके सामने उल्लिखित करना चाहता हूँ। पत्ते तों मैं उर्जन के बारे में कहना चाहता हूँ कि वहां ४८,००० रु० खर्च किया गया पी० एण्ड टी० के लिए लैंड एक्विजिशन के ऊपर, लेकिन रुपया खर्च हो गया। भोपाल में भी रुपया खर्च हुआ। लेकिन बजट में जब प्राविजन देखा है वहां निर्माण के काम के लिये तो भिर्फ ११ करोड़ रु० का प्राविजन है जबकि सेंट्रल सकिल में और राजस्थान सकिल में तथा दूसरी जगहों में, जहां कुछ भी खर्च नहीं हुआ, १०, १० करोड़ का प्राविजन है, यह इसलिये कि वह जैपुर के नजदीक है और राजस्थान के साथ में है, दूसरी और नागपुर के पास में है। मैं उन शहरों का नाम नहीं लेना चाहता, लेकिन मुझे यह देख कर दुःख होता है कि जहां पर एक पैसा खर्च नहीं हुआ है वहां के लिये काफी रकम रक्खी गई है और जहां पर खर्च हो चुका है ४८,००० रु० वहां के लिये कोई ध्यान नहीं दिया जाता। बिल्डिंग के लिये उतने पैसों का प्राविजन बजट में नहीं रक्खा गया है। मैंने अभी इतला पाई कि मद्रास में पी० एम० जी० आफिस के लिये लाखों रुपये रक्खे गये हैं, जो कि सन् १९५८ में सैकशन हुए थे, लेकिन भोपाल के लिये कुछ नहीं हो सका।

भोपाल में टेलीफोन की हालत गड़बड़ है, ट्रेनिंग्राफ की हालत गड़बड़ है, वहां का

### [श्री राधेलाल व्यास]

स्टाफ ठीक से काम नहीं करत। मैंने उनसे पूछा कि सर्विस इतनी इनएफिशिएंट क्यों है तो जवाब मिला कि यह इन एफिशिएंसी इस लिये है कि काम में दिल नहीं लगता। वहाँ पर उनके रहने के लिये कोई मकान नहीं है। क्यों कंस्ट्रक्शन नहीं किया जाता जब राजधानी नई बनी है? दूसरी राजधानियां तो ५०, १०० सानों के पहले से बनी हुई हैं वहाँ सब तरह की सुहूलियतें हैं, लेकिन भोपाल में नई राजधानी बनने की वजह से लोगों को बड़ी कठिनाई है। नई राजधानी होने के कारण वहाँ पर आवादी बढ़ती जा रही है। मकान वही पहले के रह गये। थोड़े बहुत बने, राज्य सरकार ने बनाये, किन्तु आप के यहाँ से इस पर ध्यान नहीं दिया गया। इसके लिये उचित व्यवस्था आप की तरफ से न होना मेरी समझ में नहीं आता है।

मेरे पास आंकड़े हैं कि इसके सॉकिल न होने की वजह से कितनी कठिनाई है। पोस्टल विभाग के लिये बिल्डिंग चाहियें। पोस्ट ऑफिस के लिये २० करोड़ रु० की कैपिटल आउटले में से बिल्डिंग के लिये केवल १ करोड़, १६ लाख, ५३ हजार रु० इस साल के बजट में रक्खा है। इस १ करोड़, १६ लाख, ५३ हजार में से मध्य प्रदेश में कुल खर्च होगा ५४ हजार ५०० रु०। इसका केवल एक ही कारण है कि अफसरों का ध्यान हमारे क्षेत्र की ओर इसलिये नहीं है कि वह हमारे क्षेत्र से दूर है। इसी तरह से आप टेलिग्राफ को लीजिये। टेलिग्राफ के लिये कुल २ करोड़ ६४ लाख २३ हजार रु० का बजट प्राविजन है। उसमें हमारे यहाँ खर्च हो रहा है २ लाख ६६ हजार रु०। रेडियो के लिये सेक्टर में कुल १२ लाख ३४ हजार रु० का प्राविजन है। मध्य प्रदेश को उम में से फूटी कौड़ी भी नहीं मिल रही है। टेलीफोन्स में आफिस बिल्डिंग और स्टाफ क्वार्टर्स के लिये खर्च होने जा रहा है ४ करोड़, ४६ लाख,

८६ हजार ८०० रु०, और उसम से मध्य प्रदेश के सेप्टल सॉकिल और राजस्थान सॉकिल दोनों को मिला कर खर्च होने वाला है केवल २ लाख ४ हजार रु०। यह आंकड़े क्या बतलाते हैं? क्या मध्य प्रदेश काफी डवेलप्ड है? दूसरी जगह पर बजट प्राविजन इतना हो और जो हमारी इतनी बड़ी स्टेट है उसमें इतना कम खर्च हो तो सिवा इसके कि मैं मैं इस पर दुःख प्रकट करूं और कुछ नहीं कर सकता। मेरा कहना है, मेरा आरोप है कि पी० एण्ड टी० डिपार्टमेंट मध्य प्रदेश की ओर कोई ध्यान नहीं दे रहा है, मध्य प्रदेश की उपेक्षा की जाती है, जैसा कि यह आंकड़े बतलाते हैं। मैं माननीय मन्त्री जी से निवेदन करूंगा कि अब समय आ गया है कि वे खुद इसमें दिलचस्पी लें और ऐसी व्यवस्था करें जिससे मध्य प्रदेश एक अलग सॉकिल हो जाय ताकि आफिसर लोग वहाँ के निर्माण कार्यों को जल्दी से कर के इम क्षेत्र को विकसित करें और वहाँ की कठिनाई और तकलीफ को दूर करें।

अब मैं आता हूँ रोड्स की तरफ। मध्य प्रदेश का क्षेत्रफल १ लाख ७१ हजार वर्ग मील के करीब है। यह क्षेत्रफल सारे हिन्दुस्तान के क्षेत्रफल का १२.७६ परसेन्ट होता है। यहाँ नागपुर प्लैन की हमारे मित्रों ने काफी सराहना की कि उसका टारगेट पूरा हुआ। लेकिन मध्य प्रदेश स्टेट में अगर नागपुर प्लैन को देखा जाय, तो हम बहुत ज्यादा पीछे है। अभी स्थिति यह है कि बहुत ऐसे क्षेत्र हैं जहाँ हम पहुँच भी नहीं सकते हैं। सड़कें ही नहीं हैं मीलों तक। पोस्ट आफिस नहीं हैं, तारघर नहीं हैं जहाँ पुलिस स्टेशन हैं वहाँ पर भी। यह हमारे यहाँ की हालत है। हमारे यहाँ की स्थिति इतनी दयनीय इसलिये हो रही है कि हमारे यहाँ टोटल माइलेज १८८८६ है जिसमें से सिर्फ १२८५८ मील में सर्फेस रोड होगी। अब ३७१ आदमियों के

पीछे हमारे यहां सिर्फ एक मील रोड है । दूसरी पंचवर्षीय योजना के अन्त तक जो स्थिति होने वाली है वह यह है कि हर १०० स्ववायर मील में ११.१० मील रोड होगी जबकि आल इंडिया फिगरस सन् १९५८ में यह थे कि सारे भारत में २६.२ मील हर १०० स्ववायर मील पर औसत होगा । इससे पता चलता है कि अभी हम नागपुर प्लैन के कितने पीछे हैं । नागपुर प्लैन के आल इंडिया फिगर को लेकर मैं कहना चाहता हूँ कि जब देश इतना आगे बढ़ गया है, हमारे मध्य प्रदेश का इतना बड़ा क्षेत्र, जिसका सम्बन्ध देश के चारों ओर से है, इतना गिड़ड़ा रहे तो क्या यह देश के लिये हानिकारक नहीं है ? मेरा निवेदन है कि अगर आप यह समझें कि यह स्टेट गवर्नमेंट का काम है तो मैं कह सकता हूँ कि स्टेट गवर्नमेंट के पास इतने रिजोर्सेज नहीं हैं और वह इस काम को पूरा नहीं कर सकती । उसके लिये सेंट्रल गवर्नमेंट भी जिम्मेदार है । अगर कोई प्रदेश विकास के मामले में पीछे रहे तो सेंट्रल गवर्नमेंट को चाहिये कि वह हर प्रकार से उस स्टेट गवर्नमेंट की मदद करे और उसको आगे बढ़ाये । दूसरी पंचवर्षीय योजना में हमारे यहां ये २४ करोड़ ६० की प्लैन सजेस्ट की गई थी, लेकिन उस प्लैन के लिये प्लेनिंग कमिशन की तरफ से कुल १२ करोड़ का प्रावधान रक्खा गया । उसके बाद भी एग्जुटिव प्लान्स में सीनिंग और कट करके जो नॉन-फाइंड उग्रर प्लान के लिये हमें मिला वह था ८.९७ करोड़ पाँच साल के लिए एज अगेन्स्ट २४ करोड़ । तो कैसे इस प्रदेश का विकास हो सकता है और कैसे वहाँ के लोगों की हालत सुधर सकती है ।

नेशनल हाईवेज में भी इसके लिये तो मैं धन्यवाद देता हूँ कि ध्यावरा भोपाल और जबलपुर रोड को नेशनल हाईवे डिक्लेअर कर दिया लेकिन कुछ मिनिंग लिक्स हैं । उनको भी विभाग गम्भीरता से सोचे और जो जरूरी हों उनको तत्काल डिक्लेअर कर देना चाहिये । जैसे ग्वालियर और झांसी के बीच का मिनिंग

लिक है । अमृतसर से बराबर भोपाल तक सम्बन्ध हो जाता है कारण सागर से झांसी तक नेशनल हाईवे है और सागर से भोपाल तक होने जा रहा है । लेकिन बीच का थोड़ा सा हिस्सा है । झांसी शिवपुरी को हाईवे डिक्लेअर कर दिया लेकिन ग्वालियर और झांसी के बीच ५०-५५ मील का टुकड़ा है उसको नेशनल हाईवे डिक्लेअर नहीं किया । यह बहुत जरूरी है । इस पर विचार किया जाए ।

दूसरा भोपाल से देवास है । आपने भोपाल को ध्यावरा तक किया इससे दिल्ली जाने वालों को मुविधा हो गयी । लेकिन अगर भोपाल से देवास को भी आप डिक्लेअर कर दें तो इससे बम्बई जाने वालों को भी मुविधा होगी । यह छोटा सा टुकड़ा है और उस पर ब्रिज वगैरह भी बन गए हैं और रोड भी अच्छी है, इस पर आपको ज्यादा खर्चा नहीं करना पड़ेगा । आपको उसको केवल डिक्लेअर करना है । तो इस तरह से भोपाल से देवास तक भी नेशनल हाईवे डिक्लेअर करने की जरूरत है ।

इसी तरह मे जयपुर से आप भोपाल तक सड़क ले जाना चाहते हैं । अच्छा हो कि आप जयपुर से रायपुर को भी एक नेशनल हाईवे डिक्लेअर कर दें ।

इसके बाद जबलपुर से कानपुर को भिण्ड होकर रोड हो जाए यह मेरा मुझाव है । आपने चम्पन और जमुना के पुलों के लिए एक तिहाई मदद देने का वादा किया है । उसके लिए मैं आभारी हूँ । जब यह जबलपुर से भिण्ड होकर कानपुर तक नेशनल हाईवे हो जाएगी तो मध्य प्रदेश का सम्बन्ध सारे देश से सहज हो जाएगा ।

यही मेरे चन्द मुझाव हैं जो बहुत जरूरी हैं । उन पर विचार किया जाए और हो सके तो इन मिनिंग लिक्स को जोड़ दिया जाए । मुझे कहना तो और भी था लेकिन समय नहीं है । इसलिए आपको धन्यवाद देकर समाप्त करता हूँ ।

**The Deputy Minister of Civil Aviation (Shri Mohiuddin):** I shall first deal with the problem of unemployed pilots, which was referred to in the debate today by more than one hon. Member. The question of unemployed pilots was considered by the Estimates Committee on instructions from the Speaker. The report of the Committee was placed on the Table of the House by the Chairman of the Estimates Committee there days ago. I hope hon. Members have had time to read the report, which gives a realistic picture of the unemployed pilots and practical suggestions as to how to meet the situation arising out of present position.

I was surprised that Shri Braj Raj Singh said that there are 92 unemployed pilots.

**Shri S. M. Banerjee (Kanpur):** I said 71.

**Shri Mohiuddin:** I was not here in the House at that time, but my colleague said that he used the number 92. Anyhow, I will accept that figure.

**Dr. P. Subbarayan:** Shri Goray said 71 but Shri Braj Raj Singh said the number was 92.

**Shri Raj Bahadur:** I heard him saying 92.

**Shri Raghunath Singh:** Yes, he said 92.

**Dr. P. Subbarayan:** Shri Banerjee contradicted Shri Braj Raj Singh.

**Shri Mohiuddin:** Anyhow, the Director-General of Civil Aviation has written letters to all the pilots who have passed from the Civil Aviation Training Centre to inform him as to how they stand at the present moment. I hope hon. Members who have referred to this question will, whenever they meet these pilots, induce them to send replies to the D.G.C.A. as to what they are doing at the present moment and whether they intend to continue to take interest in the flying profession.

I was accused by Shri Braj Raj Singh that in my reply of 23rd February I did not give a correct picture of unemployed pilots. As far as the correct figure is concerned, it is 33. I am qualifying this number 33 because this is the number of pilots who have renewed their licences and whose licences are current in 1960. This figure is exact, based on the renewal of licences. It is unfortunate that many persons who have had training, who have passed the examinations and who have renewed their licences for some time, did not care recently to renew their licences. I quite understand that renewal of these licences also involves expenditure, because they have got to do some minimum number of flying hours before a licence is renewed. I am very distressed that the skill acquired by these persons is going to waste. I hope that the avenue of employment will widen very soon and those persons who have not renewed their licences, if they are not employed otherwise, will come forward and try to renew them.

**Shri S. M. Banerjee:** Are there any vacancies?

**Shri Mohiuddin:** I am coming to that. I had stated on many an occasion before that as soon as the position of employment was reviewed by the Director-General of Civil Aviation and it was found that vacancies or recruitment by the Indian Airlines Corporation as well as by Air India International will go down, we tried to persuade the IAF to take a few suitable candidates into their service, so that the number of unemployed pilots may be reduced to a certain extent.

**Shri Nath Pal (Rajapur):** Why a few suitable candidates? Why not all? Why all are not found suitable?

**Shri Mohiuddin:** I shall come to other avenues of employment which we have tried to secure. I hope that this question will be decided soon. IAC has recently decided to recruit

about 9 to 10 pilots and I think they will advertise very soon. I hope the pilots who have renewed their licences will come and take advantage of the opportunity that is offered.

Another opportunity has also presented itself for employment, and that is as assistant aerodrome officers. Candidates for these posts are recruited by the Public Service Commission and, under the rules, there is some age-limit. We have got to relax the maximum age-limit in order to permit these licensed pilots to apply for employment as assistant aerodrome officers. I hope a few of them will be employed, because it depends upon the Public Service Commission to select or not to select them, against the six aerodrome officers' posts that will be advertised. These are at the present moment some practical avenues which have been found. I hope some of the unemployed pilots would be found suitable for the IAF and the IAC as well as for the aerodrome officers' posts.

Shri Osman Ali Khan referred to the efficiency measures which the Wheatcroft Committee had recommended for the Indian Airlines Corporation. I may at this stage mention that during the last two or three years a radical change has taken place in the financial structure of the Indian Airlines Corporation. Hon. Members might have noticed in the balance sheet the changes that have taken place. I shall mention one or two.

The Indian Airlines Corporation had incurred a loss of Rs. 5,88,81,000 since 1953-54. This loss was met by loans to the Indian Airlines Corporation, and these loans were carried in the balance sheet as outstanding liabilities of the Corporation.

15-32 hrs.

[MR. DEPUTY SPEAKER in the Chair].

It was thought that with the increasing cost of operations and with the increasing requirements of air services to many places on many routes where

the traffic has not fully developed, this loss which is carried in the balance sheet of the Indian Airlines Corporation as a loan should be written off as a subsidy. So, these Rs. 5,88,00,000 were written off as subsidy out of which an amount of Rs. 5,88,00,000 were written off as Government of India as depreciation fund in the account of the Indian Airlines Corporation and Rs. 2,31,99,000 were completely wiped out. The decision was taken under certain conditions, namely, that the cost structure of the Indian Airlines Corporation should be such that the losses will be reduced from year to year and that we may not have to subsidise the Corporation for an indefinite period. For this purpose a cost structure committee, the Wheatcroft Committee, was appointed to which my hon. friend, Shri Osman Ali Khan, referred to in detail.

The Committee worked out the standard cost and recommended that the cost should be fully observed. It was expected that this standard cost would progressively go down with increase in efficiency of the workers, the officers and employees, of the Corporation. The formula that was agreed to by the Government was that in future if any loss is incurred the loss will be met by the Government only on the basis of the standard cost. If the costs are according to the standard cost, the loss will be a justifiable loss on that basis; otherwise, it will show that the required efficiency has not been brought about in the working of the Corporation.

For illustration, I shall mention that for the Dakotas, it was recommended by the cost Structure Committee that the total cost of operation of the Dakotas under some conditions should be Rs. 669, but later on in 1959-60 it was found that it was approximately Rs. 694. With the help of the Commercial Audit Department it is expected that the standard cost on the basis of the actuals for 1959-60 will be worked out and that will be the

[Shri Mohiuddin]

basis for any loss that may be incurred by the Indian Airlines Corporation in future. I hope that this formula which has been agreed to in principle by the Corporation will be fully adhered to and the standard cost laid down for various items will be observed.

I may, however, mention that Dakotas are very sturdy aircraft. They are safe, but as far as the cost of operation is concerned, they are expensive. I have been given some figures from 1956-57 to 1959-60 which show that the Indian Airlines Corporation incurred a loss to the extent of over Rs. 1 crore on Dakota routes. In 1959-60 it was Rs. 1 crore. There is no doubt that the introduction of the Viscounts has made a big difference to the Indian Airlines Corporation. I am very obliged to my predecessor Ministers, Shri Raj Bahadur and Shri Jagjivan Ram, that at that time in 1955-56 they selected the Viscount as the most suitable for our conditions of trunk route transport in India. They have contributed to the good and profitable working of the Indian Airlines Corporation. We are now getting five Fokkers and I hope that very shortly we would be able to replace them. I am not sure how we will do it but we are only hoping that we will be able to replace the Dakotas with turboprop engines or some improved type of aircraft even for smaller route services.

I wish to mention one point that in 1959-60 the Indian Airlines Corporation turned the corner and made a small surplus of about Rs. 8 lakhs. Mr. Osman Ali Khan referred to that surplus. I am deliberately calling it surplus, because it is a surplus of revenue over expenditure, including every item, depreciation, and so on, except interest payable to Government. Unless the interest which is due to Government is paid, it cannot be called profit. Profit will be that amount which will accrue after paying all the liabilities. As the House knows, the interest has been waived

by Government till 1966, and I hope that this period of five or six years will be fully utilised for the purpose of running the Corporation in such a way that from 1966 onwards the Corporation will pay not only the interest but also a profit on the equity capital which has been advanced to the Corporation.

The other point that I may mention is that the year 1960-61 may not be as good for the Corporation as 1959-60 was where a surplus of Rs. 8 lakhs was shown in the balance sheet. The revenues have considerably increased in 1960. The hours flown has also increased considerably, but at the same time, the expenditure has gone up. This increased expenditure is due to rise in salaries and wages and other miscellaneous expenditure and I hope that inspite of this increase in expenditure due to salaries and so on, the Indian Airlines Corporation will be able to make up the increased expenditure by increased revenues. If they cannot, they will have to find ways and means of increasing their revenues. The increased wages and salaries in any commercial concern can come only from the revenues.

There is an unfortunate feeling in the public and on the part of employees of corporations—I am speaking generally—that the corporation is owned and run by Government and so any losses sustained must be met by Government. This is an unfortunate impression which I hope will be removed very soon. We have to instil this responsibility in all that a nationalised corporation must meet its own expenditure; it must be worked in such a manner that all the expenditure is met from its own resources and it should not be expected that the taxpayer will come forward to help. This is the purpose for which the Wheatcroft Committee was appointed and I am sure the recommendations and remarks of the Wheatcroft Committee Report have gone home and everyone will realise that he should try and

make a success of the nationalised industries or nationalised concerns.

Now, Sir, I shall deal with one or two minor points. For example, Mr. Vittal Rao mentioned one point. I am dealing with it only to remove a misunderstanding. He said that in spite of the fact that the Accounts Officer in Calcutta was responsible for the defalcation, he has been given extension. I am afraid this statement was based on wrong information. The Accounts Officer, who was in charge of the accounts,—I cannot say whether he was responsible for it or not—at the time of defalcation was transferred to Delhi and unfortunately he died.

**Shri A. M. Tariq:** While coming to Delhi or after reaching Delhi?

**Shri Mohiuddin:** Some other Accounts Officers were also transferred. One of the officers who was given extension was transferred to Calcutta to be in charge of accounts, but this officer had nothing to do with these accounts before defalcation.

**Shri S. M. Banerjee:** He is not responsible for the past.

**Shri Mohiuddin:** He is not responsible for the past. The case is still under investigation by the Police. I am informed that they are making some progress.

Now, Sir, another point which usually is mentioned is about chowkidars at the aerodromes. This was done by Mr. Vittal Rao. There are two categories of chowkidars: one is continuous and the other is intermittent. The continuous chowkidar performs duties for 54 hours a week, with one day off in a week. The intermittent chowkidar performs 75 hours duty in a week with one day off in a fortnight. This system, I am told, is practically the same as is prevalent in the railways. The Pay Commission dealt with these categories of chowkidars and they have not made any recommendation for any change and I

do not think that any radical change is called for. With these remarks, Sir, I thank you very much for giving me an opportunity.

**Shri Subiman Ghose (Burdwan):** Mr. Deputy-Speaker, Sir, there is one fact which is so poignant with grief and heartrending, that I have to refer to the subject over again, in spite of the answer of the hon. Deputy Minister to Starred Question No. 51 dated the 16th February, 1961. I refer to the disappearance of thirteen persons from the ship *The Indian Success*.

I want to draw the attention of the Ministry to certain facts without repeating what has been said in the question and answer. The cryptic answer to the question leads us nowhere. It is so very vague that it does not help anybody. The hon. Minister perhaps thought that he should surrender himself before this enquiring officer and that apart from adopting this mechanical process of enquiry the Government of India has nothing to do in this matter.

But one thing we find from the questions and answers as to what has become of the ship. *The Indian Navigator*. We find that *The Indian Success* had returned safely. But what prevented the Government of India from giving information as to what happened to the life motor boat on which these thirteen unfortunate persons went to *The Indian Navigator*? No hit has been given. If an enquiry is to be held, the enquiry is as to what led to the incident of fire in *The Indian Navigator*, what part the authorities on *The Indian Success* played during that tragedy. The country waited with bated breath to learn from the Government as to what happened to the life motor boat.

It is said that on 2nd January, 1961 the tragedy happened. *The Indian Success* launched a search right up to 3rd January, 1961, and then the search was left. But it is found from the Reuters reports and in the *Daily Mail* and other papers from London, The Hague, Brest and some other

[Shri Subiman Ghose]

places that this life motor boat was found tossed in the seas somewhere in-between thirty to forty miles from the place of occurrence. That report has not been contradicted; nor has the Government of India tried to find out what happened to this motor boat.

Then, the second question is this. First of all, on this motor boat fifteen persons were sent. It came back. And the opinion of the Captain of the ill-fated ship *The Indian Navigator* was that it was a pointless risk to try to rescue that burning ship. The fifteen persons came back to *The Indian Success*. They were taken from the motor boat to *The Indian Success* by an instrument called derrick or something like that and the motor boat was damaged and two persons were injured. One required hospitalisation. Then, the thirteen persons were again sent. For what purpose? The company says that they volunteered their services, and this has been stated in this House by the hon. Minister.

I take these two aspects. One would refuse to believe that when all hopes of rescuing that ship had gone, the thirteen persons would have volunteered their services to go over again to the place of the tragedy. Be that as it may, if we take it that they volunteered their services, then, when the Indian authorities of the ship *Indian Success* came to know that there was no hope of rescue of the *Indian Navigator* which was burning, then, was it not the duty of the person in charge to have dissuaded those thirteen persons from facing that tragedy and from going over there? For what purpose were they going there? If the captain of the ship sent there? and compelled them to go, then, in that case, I shall say that that was a criminal act of commission; if it be the case that these thirteen persons volunteered their service knowing full well that no purpose would be served by their going there, then, I submit that it was a criminal act of omission on the part of the person in charge of the *Indian Success*. In any case, he cannot be exonerated from

the responsibility, and if that be the state of things, then, a *prima facie* case is made out, and sufficient materials are there, to launch a prosecution under section 190 of the Merchant Shipping Act, and I would refer the hon. Minister also to section 363 of the Indian Shipping Act which gives the Government of India enough power to take steps in the matter, whether there be an enquiry or not. In spite of any enquiry, the Government of India are entitled to take any action under section 363.

It is said that the enquiry has been entrusted to some nautical officer. We also find from the Merchant Shipping Act that the enquiry can be entrusted with a first class magistrate or a presidency magistrate. But this type of entrusting the enquiry to the nautical officer, I submit, will not inspire confidence owing to various factors. Many delicate matters are involved in it. In this steam navigation company, many persons of position that their influence are connected. We know all those persons that influence, particular we know the big man connected with this company in our State. If one man who is a strong prog of the British raj, and now a philosopher and guide of the Congress Government of West Bengal is there, I do not know what result we shall derive from the enquiry by the nautical officer in the face of all these persons. The matter is so very grave, and many precious lives have been lost in this, that a judicial enquiry and an open enquiry is called for.

**Shri Raj Bahadur:** On a point of order, Sir. So long as the hon. Member confines his remarks to the questions that he has got in his mind and to certain inferences also on his own observations, I have got no objection. But as soon as he begins to come to certain conclusions which cast a reflection or make an insinuation on certain persons who might or might not be the subject-matter of the en-



quiry, will it be fair? That is what I would like to know.

**Shri Subiman Ghose:** I have not referred to any person who is connected with this enquiry or against whom any enquiry is being held.

**Mr. Deputy-Speaker:** There was sufficient identification given.

**Shri Subiman Ghose:** No.

**Mr. Deputy-Speaker:** I also got that impression, or that clear idea. I was just watching whether he proceeded forward in that direction, in which case I must have stopped him. The objection is all right. We cannot criticise or make reflections against persons who are not here to reply to them.

**Shri Subiman Ghose:** No, that was not my idea.

**Mr. Deputy-Speaker:** The hon. Member ought to be more careful.

**Shri Subiman Ghose:** I am referring to persons against whom there will be no enquiry. I do not refer to persons.

16 hrs.

**Shri Raj Bahadur:** The hon. Member is implicating them in the inquiry. I do not know how he comes to certain conclusions.

**Mr. Deputy-Speaker:** He may make general remarks, but not reflect upon the conduct of any particular individuals.

**Shri Subiman Ghose:** I never meant that.

I wish the Minister could witness the laceration of the parents, the old parents, who are crying in agony for their sons. I personally know one of them. If the Minister had seen them, I submit this half-hearted action would not have been taken. There would have been an open judicial inquiry so that there might not be any hide and seek play in this matter. The very question is whether they volunteered the service. They are

not here to say that 'we never volunteered; we were sent under compulsion'. But from attendant circumstances one could come to a conclusion as to whether there was compulsion or whether they volunteered service. That can only come to light through a judicial inquiry.

As I have already submitted, the light motor boat was found tossed in the high seas 30 or 40 miles from the place of occurrence. I know there has been a suggestion by the parents of these unfortunate people that they might be somewhere in the small islands that are there within a radius of 60 miles. They have already applied to the competent authorities in this connection and said that it might be possible, though they might be hoping against hope, that they might be in those islands near about the place of occurrence. But upto now we have not known in whose possession these islands are or whether any inquiry by the Government of India has been made in these islands as to whether these persons are there or not and have been lost to all purposes. This is my submission.

Then I come to another point—the Durgapur Expressway. The construction of roads is a crying need. I have absolutely no quarrel, with that. But I register my opposition to this project. Roads should be constructed where there is a necessity for them. As I have learnt by my two questions in this House, the Durgapur Expressway is going to be constructed to remove congestion. The minor point is there will be a reduction or dismutation of 24 miles from Calcutta to Durgapur. I submit that so far as Durgapur is concerned, it is connected with Calcutta by rail and by the grand trunk road. It is said by Government that boats of the size of 100 ft. by 17 ft. by 6 ft. will ply from Durgapur to Calcutta. From Calcutta to Burdwan, the connection is by electric traction. As regards the connection from Durgapur right up to Moghalsarai, there is a proposal of Government to connect it by electric traction and work is going on at

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break-neck speed. The only thing that remains to be done is the linking of Burdwan with Durgapur—some 40 miles. Here, if the goods are carried by electric traction, at a modest calculation it will save two hours, if not more. That will remove congestion. But, I think, this construction of roads will take away nearly 3000 to 4000 acres of arable land within the Burdwan district itself. During the British days, there were two canals within the Burdwan district, that is, one Rondia canal and the other Eden canal. After that there has been Durgapur barrage and now there is the net-work of canals within the Burdwan district taking away much of the arable land. Now, Sir, if this national project, that is, the Durgapur Expressway, again takes away some 3000 to 4000 acres of arable land, then, I think, there will be hardly any arable land left to be irrigated by these canals.

Now, Sir, I come to this Grand Trunk road that starts from the district and town of Howrah, passes through Hooghly, then comes to Burdwan district and ultimately to Durgapur and beyond Durgapur, as we all know, the road goes. I would request the hon. Minister to examine this proposition. From Howrah to Hooghly the road has been narrowed down because we know that there is the growth of Greater Calcutta and on both sides of the Grand Trunk Road, there are houses and as such there is congestion. From the town of Chinsura which is the headquarters of the Hooghly district right upto Durgapur there is no congestion and there is the possibility of extending the Grand Trunk Road. If that project is taken up, that is, from Chinsura to Durgapur the road is widened and only one road, that is, from Howrah to Hooghly is constructed, that will serve the purpose.

There is another aspect of the case. Just on the southern side of Burdwan if a bridge is constructed, which is a crying need of the people, and from

there a road runs parallel to Damodar, not an inch of land will be wasted. And, I think, the West Bengal Government will agree to it and particularly the Minister, Mr. P. C. Sen who has been elected from the other side of Damodar will agree to it that there is a crying need for the construction of a bridge just on the southern side of the town of Burdwan. If that road is remodelled and connected with Durgapur barrage, then vehicles can run up and down. Then, I would submit, there will be lessening of congestion and there will be no necessity of constructing Durgapur Expressway. Sir, it is the fashion not to oppose the national project. But, I think, the national project which takes away the vitals of the land should be opposed. If it takes away nearly 3000 to 4000 acres of arable land, then what will the agriculturists do? I would request the hon. Minister to examine that aspect of the matter also.

**Mr. Deputy-Speaker:** There are certain hon. Members on this side of the House, who are waiting to speak. I do feel that they are getting impatient and justifiably so. I will come to them, but they will have to wait for sometime more. Shri Manay should be very brief, and those who are to speak from now on should try to condense their remarks. Shri Manay.

**Shri Manay (Bombay City Central—Reserved—Sch. Castes):** I am thankful to you for giving me an opportunity to speak. Without wasting time, I would like to invite the attention of the Ministry to the grievances of the Scheduled Caste and Scheduled Tribe employees of this Ministry. I shall not waste time by quoting a number of instances, though I have them in my possession. I will quote only one instance, and that is about the recruitment and the confirmation of the Scheduled Caste employees in the P. & T. department. The complaint is that the communal roster,

as has been desired by the Home Ministry, is not being maintained by the P. & T. department and also some other wings of this Ministry even though they are obliged to maintain it. I will quote the number and date of the Home Ministry's resolution. It is No. 31/93-47-Establishment dated 22-8-1947. By this resolution the Home Ministry had drawn up a panel for appointment of candidates belonging to different castes in the civil offices of the Government of India. In framing this roster in 1952, which was to be given effect to from 26th January, 1950, the Government of India, *inter alia*, desired that further recruitment to the grades and services in which vacancies have been filled on or after the 26th January, 1950, before the issue of these orders should, where necessary, be suitably adjusted with a view to protecting the interests of the Scheduled Caste candidates in the matter of appointment and confirmation to posts in the Central Government. This is the order issued by the Home Ministry which is obligatory on all the Ministries so far as the maintenance of the roster is concerned. I am very much surprised to find that the Ministry of Transport and Communications have not only not maintained this roster but that the executives have tried to mislead this House through the Minister by saying that the rosters are being maintained.

My hon. friend Shri B. K. Gaikwad had put a question in this House—Question No. 712—wherein he had asked whether this roster is being maintained. The Minister replied on the 9th March, 1961 by saying that the rosters are maintained. I would like to bring to your notice that the order was issued by the Director-General, Posts and Telegraphs, who sent a copy of the Home Ministry's ruling regarding the reservation of permanent posts for the Scheduled Castes and Scheduled Tribes in 1950 to the subordinate offices. But it is surprising to find that the same order had not reached the Central Telegraph Office at Eastern Court. So,

the Scheduled Caste employees were left unconfirmed till this issue was raised in this House.

I have got certain instances in particular about Orissa, where a poor clerk had made several representations reminding the officer concerned, namely, the Director of P. & T. there, of the Home Ministry's order and mentioning the obligatory duties of the Director regarding the maintenance of the roster. That poor fellow has not only been denied the advantages conferred by this roster but the Director has wilfully concealed that order, and this man is suffering till today.

There are so many instances of this nature by which the interests of the Scheduled Caste and Scheduled Tribe employees are being jeopardised by the executives. I can understand very well the interests of the executives in trying to overlook the betterment of the Scheduled Castes and Scheduled Tribes but I just fail to understand how the Ministers could allow themselves to fall in line with the evil intentions of the executive in blocking up the betterment of the Scheduled Caste employees. I am quoting the Minister, for the simple reason that despite the fact that the communal roster was not maintained, the Minister allowed himself to be played into the hands of the executive and to say that the roster is maintained.

Another point in regard to which the Scheduled Castes and Scheduled Tribes employees suffer very much, the scheduled Castes employees in particular, is want of accommodation. I need not say that the scheduled castes employees who are transferred to various places find it very difficult to get accommodation in private places. There is no accommodation provided by the department and when they try to find accommodation of their own, because of untouchability, these poor people are not able to find accommodation. In this way, untouchability is bringing so many hardships to the employees of the Ministry. Therefore, I would request

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and urge on the Minister kindly to see that whatever facilities are provided under the resolutions and rules of Government are provided to them without any hinderance from the executive.

Now I turn to the civil aviation department. I wish I had the opportunity to speak before the Deputy Minister of Civil Aviation was called to speak.

**Shri Mohiuddin:** The hon. Minister is replying tomorrow morning.

**Shri Manay:** The question of finalisation of working hours of various categories of staff, the nature of their duties and such other matters is still under the consideration of the Ministry since 1947. I have referred to this point in my speech last year also and I was told that the Ministry is looking into it, and the Ministry would in a very short time take up the preparation of these rules. But let me bring it to the notice of the Ministry that this has not been done so far.

The draft recruitment rules and the service code are also under compilation. 14 years have passed since then and this is also incomplete.

About the bus facilities for children at Nagpur, Shri Vittal Rao had also made mention of this point yesterday. At Nagpur, the Civil Aviation Department used to provide facilities for the school-going children residing at the airport colony. All of a sudden, these airport facilities for the children have been stopped. It was to be stopped from 1st April. There was an order by the DGCA to stop this bus facility meant for the children of the employees of the CAD. It was to be stopped, but the local authorities there have extended it for two weeks more, pending the final decision by the Ministry concerned over the representation made by the parents of the school-going children. I would request the hon. Minister to

continue this facility since the Minister has time and again assured on the floor of the House that they would look to the interest of the employees in manifold ways. If the Minister is trying to support the order of the executive to stop this facility, it would ultimately mean that instead of adding to the facilities already provided, he is trying to curtail the little facilities that are being given by the Ministry to its employees.

Sir, there are two categories of drivers in the Civil Aviation Department: one is the category of those holding licences for light vehicles and the other is of those holding licences for heavy vehicles. The Pay Commission has recommended two different pay scales for these two categories. I am surprised to find that in the Civil Aviation Department only one scale is made applicable, and that too is the pay scale applicable to light vehicles licence holders. All the drivers in the Civil Aviation Department are paid according to the pay scale which normally would be paid to light vehicle licence holders. This is a serious anomaly. I would urge upon the hon. Minister to look into this genuine grievance of the drivers who are holding heavy vehicle licences. May I also bring to the notice of the hon. Minister that there is no driver in the Civil Aviation Department who is holding a light vehicle licence? In fact, a driver holding a light vehicle licence is not taken in the Civil Aviation Department. If he does not have a heavy vehicle licence he is not taken. Therefore, if the Ministry wants drivers holding only heavy vehicle licences, why should the Ministry not pay them the scale recommended by the Pay Commission, that is, the scale meant for drivers holding heavy vehicle licences?

Now I would like to turn to the P. & T. Department. In the P. & T. Department the declaration of rules governing the conditions of service of the employees are statutorily ordered under article 309 of the Constitution.

These are made applicable in the Railways. Why should not they be made applicable in the P. & T. Department also? Though they have accepted it, the plea given is that they are not yet ready. I would request the Minister of Transport and Communications to hurry up with their machinery to complete these requirements of the employer.

Now, there are certain committees which have been appointed by the Government to enquire into the conditions prevailing amongst the railway mail service, the telegraph traffic service, the extra department service etc. It is surprising that though the work of these committees has been completed the reports are not being either placed here or made available to the members of the public. The members of the public are denied access to these reports. I desire that the reports which are meant for the employees which are meant for the knowledge of the public, should be made available to them. The surprising fact is that the recommendations of these committees are being implemented by the department on the basis of these reports, but access to the public who must know about these reports is not there. Therefore, I would suggest to the Ministry either to make it a public document or at least give opportunity to the employees to know about the recommendations of these committees.

Then I come to the formulation of policy in regard to housing for Postal, R.M.S., and Telegraph Offices. The situation is very pitiable. I represent Bombay city. I know many of the buildings where the R.M.S., Postal and Telegraph Offices are situated are in a very dingy condition. There are offices located in buildings which have been declared unfit for human habitation. It is high time that the Ministry finds out alternative accommodation for them or construct buildings of their own so that the dilapidated condition of these offices will not be there.

**Mr. Deputy-Speaker:** The hon. Member should try to conclude now.

**Shri Manay:** The post-card facility is meant for the poor people, and for that they have to pay 5 nP. per post-card. Now, 8 nP. is charged for book-post. There is an anomaly in this for the reason that the business houses, which should normally send their printed matter by affixing this 8 nP. stamp for book-post, take advantage of the post-card of 5 nP. They print the matter on the post-card and take advantage of this facility. I would suggest to the Ministry concerned to see that printed matter, except matrimonial and social invitations, should not be allowed to be sent by post-card, because the postal authorities are losing on account of this.

**Mr. Deputy-Speaker:** Is this bell only meant for my amusement?

**Shri Manay:** No, Sir. As my 15 minutes are not yet over, I thought you are trying to remind me that I have to conclude. With your permission, I will just now conclude by saying that the usage of the post-card should not be allowed for printed matter other than matrimonial and social invitations.

**Mr. Deputy-Speaker:** Shri Thirumala Rao may have a few minutes before I call the hon. Minister.

**Shri Thirumala Rao (Kakinada):** Sir, I do not want to cut into the time of my hon. friend, the Minister of State in the Ministry of Transport and Communications, but I think I should briefly bring some points to his notice. The Ministry over which my hon. friend, Dr. Subbarayan presides is one of the most important Ministries on whose efficiency depends the working of several key in Ministries, because on the efficiency of transport and communications depends the economic affairs of the Finance Ministry, Commerce and Industry Ministry, External Affairs Ministry and the Defence Ministry. The career of this Ministry has been somewhat chequered because during the last six years three Ministers have presided over its destinies. Therefore, it does not attract much attention or much consideration from

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the Planning Commission, in the allotment of funds.

Here I want to refer briefly with shipping first. Regarding the condition of Indian shipping, I can only describe it modestly or in a moderate way, as deplorable. Our ships carry only 8 to 9 per cent of our overseas trade. India's overseas trade now is Rs. 1,600 crores Rs. 600 crores of exports and Rs. 1,000 crores of imports. The bulk of it is carried in foreign bottoms. Now we are paying yearly Rs. 150 crores on freight of which we hardly get Rs. 15 crores to 16 crores. The Ministry of Shipping has been trying its best to improve the situation and I think my hon. friend, Shri Raj Bahadur, is the only connecting link between several senior Ministers who has got some continuity of purpose and tenure, and he has been able to do something under the circumstances, which are not very encouraging.

I want to say that the present tonnage of the world is 130 million tons and India has only 6 per cent of the world tonnage. What concrete steps have the Government taken to encourage merchant shipping? All the world over, the prosperity of the country, the political influence of the country and the economic stature of the country is largely dependent upon its shipping and communications. In regard to merchant shipping, I referred to one of the oldest books written by Shri Lala Lajpat Rai, who spoke about England's debt to India about 35 years ago. In that book he says that the British carried all their merchandise to India in their own ships, insured them with their own insurance companies, established their own banks for their banking facilities and drained away every year about Rs. 1.50 crores from this country.

To what extent have we been able, in the altered conditions after independence, to change that pattern of trade or the economic exploitation by foreigners in this country? We have been able to look after our own banking to some extent but not insurance

and shipping. That is the deplorable state in which we are now. With all these things I was amused to hear from my hon. friend, Shri Mohiuddin, that the Indian Airlines Corporation has been subsidised to the tune of Rs. 5 crores. Whatever undertaking is undertaken by Government, if the public undertaking incurs a loss it is euphemistically called subsidy. But has the Shipping Ministry thought of subsidising the Indian shipping industry at any time? Has it got any programme of going to the help of the private shipping industry that has been struggling? This Indian private shipping industry is the Cinderella of world shipping. They do not allow it to enter any of their markets or any of their associations unless they stipulate very hard conditions. Even if you want to buy a dry cargo vessel or tanker the shipping companies whisper among themselves, "You should do your best not to encourage India to come into this field."

I want to draw the attention of the House, as the hon. Minister himself knows well because he is dealing with this subject, to the fact whether you have got one dry cargo vessel of 30,000 tons to carry our goods outside. The estimated sale of iron ore from this country for the next four or five years will be 12 million tons. It is estimated that by 1965 you will have to export 1,20,00,000 tons of iron ore. Are you carrying one ton of this iron ore in Indian bottom? You are not able to do it. You have agreed to import 17 million tons of foodgrains from America. They have stipulated a condition that 50 per cent of their grain should be carried in American bottoms and they leave the rest 50 per cent to non-American bottoms, not to Indian bottoms exclusively. Is there one Indian ship which can offer a remunerative price for itself to carry one ton of foodgrains? There may be that 15,000 or 20,000 tons, a small quantity might have been carried by Indian bottoms. But all the non-American companies enter into a consortium and they dictate the price

because you have anyhow to carry the foodgrains from America. We are paying Rs. 70 crores to Rs. 80 crores as freight for these foodgrains. Every year they have nearly Rs. 70 crores to Rs. 80 crores of freight and the Indian Government, even after independence, could not utilise this advantageous position for strengthening its shipping position in the world which always depended on private enterprise.

They have started five or six years ago the Eastern Shipping Corporation and the Western Shipping Corporation which, I think, have still to prove their merit and worth before the Indian public. They are struggling to do their best. These corporations are managed by the bureaucracy as other corporations are being managed by the bureaucracy. I do not say that there is any particular handicap in this, but a seasoned senior bureaucrat is supposed to be good for everything under the sun. It is under these person that these public companies are run mostly.

With regard to the pattern of trade, our Rs. 600 crores of exports are so much diversified that today we are exporting diesel engines to England and Germany. The quality of diesel engines that are manufactured in India is such that they are being purchased even by highly industrialised countries. We are exporting large quantities of textiles and other traditional articles of export, like tea, cotton, jute etc. Most of these things are being carried in foreign bottoms. Therefore there must be a serious effort made by the Government of India to encourage all efforts to bring dry cargo vessels under the Indian flag. 30,000 and 40,000 tonners are required and Indian shipping companies are afraid because they have not got sufficient capital with them. They have not got sufficient experience. They are also afraid that Government may not give them a helping hand when they are in difficulties with regard to meeting world competition.

With regard to our oil production, I want to say that we have got three

oil refineries. Burmah-shell refines 1.5 million tons of oil every year. Caltax refines 2 million tons and Stanvac 3 million tons. Altogether it comes to about 6.5 million tons. 6.5 million tons of crude oil is being brought into India. Is there one ocean-going liner or tanker with 30,000 tons capacity that you have got uptill now? These modern tankers are going upto 1 lakh tons now. You must have seen a picture recently published of an oil tanker of 1,07,000 tons manufactured in Japanese shipyards.

We have got only small coastal tankers of 14,000 or 15,000 tons capacity. Two or three of them are plying on the coast for taking oil from Vizagapatam to Calcutta and from Bombay to other ports. There is no oil tanker trade in India. This has to be considered. There is an agreement between the Government of India and the oil companies, which everybody knows, according to which these oil companies are to carry a certain quantity of their imported crude oil in Indian bottoms. But where are the Indian bottoms to carry it? That is what they are asking.

We have now entered into an agreement with Russia to import 1.5 million tons of crude oil and other oil products. But have you got one tanker? Russia is very friendly to us nowadays. She is trying to help us in every way. Russia has agreed to our importing a portion of the supplies in our own bottoms. This is a problem which has to be seen on a larger canvas of the developing economy of this country. We are now making every effort, giving every filip to increase the export trade of this country. It was Rs. 600 crores this year. By the end of the Third Five Year Plan it is expected to go up to Rs. 1,200 crores or Rs. 1,500 crores. With all this export market round about East Asia we are now taking our place on the industrial map of the world, trying to compete as much as possible with the industrialised western nations. But are we making commensurate efforts to carry our goods in

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our own bottoms to the export market? That is a problem to which the Government of India should give serious consideration.

**Mr. Deputy-Speaker:** The hon. Member's time is up.

**Shri Thirumala Rao:** One minute more, Sir. I have got one local problem also. I would request my hon. friend Shri Raj Bahadur to spare a little time to me and we do not mind sitting late a few minutes.

**Shri Raj Bahadur:** Kakinada?

**Shri Thirumala Rao:** This is a matter on which I would like them to ponder and give all the support they can. I am sure it will be forthcoming from them. Dr. Subbarayan and other senior Ministers of the Government of India are sympathetic to this, including the Prime Minister, I think. But there is the Planning Commission. Just as over the three trinities of Brahma, Vishnu and Maheshwar there is Adi Shakti, there is what is known as the Planning Commission of India. How unimaginative they are that they have provided for 2 lakh tons for the whole of the Third Five Year Plan.

**Shri Raghunath Singh:** 1.8 lakh tons.

**Shri Thirumala Rao:** Rs. 55 crores is nothing. They must ask for more. Then there is the question of the development of Kakinada Port. That is the centre from which I radiate to the circumference. The Kakinada Port, according to the Intermediate Port Development Committee, is the safest natural harbour in the whole of the East Coast of India. The hon. Minister has visited Kakinada and he has seen the port for himself. Several Ministers have come and they are profuse with all their good intentions, which have to fructify some day. As Dr. Subbarayan very well knows Kakinada is considered to be one of the best natural ports in the east coast that admits of development. It has got a long history. I want to draw the attention of the hon. Minis-

ter to one fact. They are developing Vizagapatam Port. I want it to be developed. It is all right. By 1965 they want to export 6 million tons of iron ore through Vizagapatam. For that they are building a railway line. In my previous speeches on the floor of the House I had said that the line that connects Vizagapatam with Bailadala may be connected to a place midway between Kakinada and Vizagapatam. Last year's intake and off-take of Vizagapatam Port was 18 lakh tons. They expect it to grow up to 60 lakhs by 1965—iron ore alone, leave aside other things. If you read the report you will find how many natural defects there are which are still to be surmounted at Vizagapatam.

I would like that some portion of the iron ore is diverted to the Kakinada port and that Kakinada port is developed.

**Mr. Deputy-Speaker:** The Minister of Shipping.

**Shri Raghunath Singh:** The time should be extended.

**Mr. Deputy-Speaker:** There are hon. Members who wish to speak before the hon. Minister of Shipping is called. But it would not be advisable to call both the Ministers one after the other. Therefore any speeches that are made after the hon. Minister of Shipping has spoken would be replied to by the hon. Minister of Transport and Communications. Therefore, they need not feel impatient.

**An Hon. Member:** The time should be extended.

**Mr. Deputy-Speaker:** After the Minister of Shipping has finished we will consider that point. If hon. Members are prepared to sit longer, I will be prepared to sit with them.

**Shri Rameshwar Sahu:** The time has already been extended.

**Shri Raghunath Singh:** It has not been extended.



**Shri Rameshwar Sahu:** It has been. The hon. Minister of Transport and Communications was to reply today. Instead, he is to reply tomorrow.

**Mr. Deputy-Speaker:** Order, order. These decisions are being taken on either side there and I am not being consulted at all. The Minister of Shipping.

**Shri Raj Bahadur:** Mr. Deputy-Speaker, Sir, I am grateful to the House for once again enlightening us and guiding us in the discharge of our duties, for voicing the feelings that they have got and for telling us what our faults of omission and commission are and what our little achievements are. Shri T. B. Vittal Rao who opened this debate said that this is an omnibus Ministry. Naturally, its name is Transport, it deals with omnibuses! And it must be realised that this is one Ministry which, as the hon. Minister Shri S. K. Patil used to say, deals with transport on land, water and sea. All the three elements are covered by us.

**Shri Thirumala Rao:** And either too.

**Shri Raj Bahadur:** But we are told that water came first when the creation came into being, and therefore I would like to deal with shipping first. Because, if I do not do that I will not perhaps be justifying or vindicating my little designation as Minister of Shipping.

**Mr. Deputy-Speaker:** Earth must come first, water (that is, shipping) second, and then air.

**Shri Raj Bahadur:** Air has already come, Sir. So, I would deal with transport by water.

A very powerful plea has been made by my learned friends in regard to shipping, and I am grateful to them, particularly to Shri Thirumala Rao and Shri Raghunath Singh. Shri Raghunath Singh should congratulate himself that he has found another powerful advocate for shipping in my hon. friend Shri Thirumala Rao.

Let me tell them that all the deficiencies in our shipping tonnage that we find today are not the creation of independent India. The history of shipping, the history of its trials and tribulations, is an interesting and inspiring story, and a large tribute has to be paid to those who really succeeded in at least maintaining and retaining a nucleus of it at the dawn of independence. And what was that nucleus? The nucleus was only 2.49 lakhs G.R.T. By 1-4-51 when our First Plan commenced it was 3.9 lakh G.R.T. When our Second Plan Commenced we had 4,80,000 G.R.T. in operation, and taking into account the ships on orders we had 6 lakhs G.R.T. That was the target of the First Plan. We had set for ourselves a target of 9 lakhs GRT for the Second Plan. And I am happy to report that we have achieved that target. That was a task assigned to us, and without trying to claim any credit for that, let it be said that despite all the handicaps of finance, of foreign exchange and other things, we have today in operation about—if I may only mention a round figure—8,50,000 G.R.T. in operation, and we have another 65,000 G.R.T. on order, which brings the total to about 9,15,000 G.R.T.

We have spent as much as Rs. 54 odd crores over shipping in the Second Plan. According to the Lloyd's register, even today, we have got 9,15,973 G.R.T. in operation. This includes, however, all vessels above, and including vessels of, 100 G.R.T. We are computing our tonnage on the basis of vessels which are 300 GRT and above.

So far as our promotional efforts are concerned, Shri Thirumala Rao was asking 'What has Government done? Has it thought of subsidising shipping'. I would say that subsidy as such may not have come there but it is well known that many a step has been taken in the past to promote Indian shipping, such as the provision of development rebate of 40 per cent,

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the concessional rate of interest on loans of 3 per cent and the creation or the establishment of the new institution or organisation known as the Shipping Development Fund, to which Government have already contributed Rs. 12 crores, out of which Rs. 2.87 crores were given by way of loans to the shipping companies in 1959-60 and Rs. 5.94 crores have been given in 1960-61, and out of this loan assistance, we have added as much as 56,000 GRT because of this particular step.

The hon. Member also addressed a question to me whether we have got any bulk carriers, and whether we have got any overseas tankers. He asked only these two questions. I will add another deficiency to these two, and that is in regard to tramp vessels. We do not have a substantial tramp fleet itself. We have got only vessels of the liner type plying in overseas trade. These are the three aspects of shipping which have yet to be taken care of. But, as I said, we have been trying to make up a big lee-way in shipping as best as we can, but before I proceed further, I would like to reply to his point about the Eastern Shipping Corporation and the Western Shipping Corporation which he said have got to prove their mettle and efficiency, and have got to prove their worth as public sector shipping corporations and he asked what they have done.

**Shri Thirumala Rao:** I am not questioning the present state, but still they are in an infant stage. It will take some time before they grow.

**Shri Raj Bahadur:** I think they are as much adolescent now as any other Indian shipping company. That would be apparent from what their present figures are. When they started, their investments were Rs. 5.5 crores and Rs. 2.6 crores respectively for the Eastern and Western Shipping Corporations. At present, the invested capital is Rs. 10 crores and Rs. 12.9 crores respectively for the two, bringing it to a total of Rs. 22.9 crores. The

total tonnage in the public sector at the beginning of the Second Plan was 42,000 GRT. At present, it is 1.26 lakhs GRT. The Eastern Shipping Corporation has 11 vessels with 77,605 GRT and the Western Shipping Corporation has 6 vessels with about 48,573 GRT. In addition, 7 fast cargo lines with about 6,500 GRT each are under construction at the Hindustan Shipyard Ltd. The gross earnings of the corporations in 1956-1957 were Rs. 2.6 crores. During 1960-61, the earnings are expected to be about Rs. 5 crores. So, they are gaining in strength, and with the acquisition of the Mogul Lines, which is also in the public sector now, although some shares are held by private parties also, we have added another 4 passenger-cum-cargo ships of 20,899 GRT.

Keeping these results in view, we are going to take certain steps. Some hints or suggestions were thrown to us in this respect, in this House itself in the past. A question was asked 'Why keep these two corporations apart? Why not amalgamate them?'. We have now finally decided to amalgamate the two shipping corporations, namely the Eastern Shipping Corporation and the Western Shipping Corporation into one concern which shall be designated as the Shipping Corporation of India. It shall have a non-official of standing as chairman who, we think, will be appointed quite early. The existing directors of the Eastern and Western Shipping Corporations will resign, and a newly constituted board will be appointed with a few non-officials also as directors.

**Shri Narasimhan (Krishnagiri):** How many ICS people?

**Shri Raj Bahadur:** I will only remind my hon. friend of what the late Sardar Patel said about the ICS. I remember hearing those words from him in this House sitting on that side. We cannot dispute his judgement and wisdom. He said about them that many of them are worth

their weight in gold. And many of them are. Let us agree on that. I do not say that anybody who has got the appellation 'ICS' after his name is a paragon amongst men or a paragon amongst patriots. But we cannot cast reflections on them or entertain suspicions or mistrust about them as a class just because they in their early life showed some brilliance and came out successful in the competitive examinations. We also came out successful in the competition before the public. They came through the Public Service Commission and we came through the Public Commission. That is the only difference. They are from the Public Service Commission and we are from the Public Commission.

**Shri Raghunath Singh:** We come for five years only. They come and stay for ever.

**Mr. Deputy-Speaker:** If Shri Raghunath Singh envies their fate, he can go there.

**Shri Raj Bahadur:** The public sector Shipping Corporation is now being permitted to enter the Burma trade for the movement of rice and coastal trade for coal movement as a matter of policy in emergency, if necessary. Private ship-owners were for sometime not enthusiastic about lifting rice from Rangoon and, therefore, we had to do it. We have already allowed 30,000 tons of rice cargo to these shipping companies.

As said, to fully utilise this investment, it has become necessary for the Corporation to enter into lucrative trade routes as well. In pursuance of that, it is our intention to enter these Corporations in the India-UK continent Conference and we will make efforts to enter into negotiations with our two shipping companies, the Scindia Steam and the India Steam, to help us in this matter.

The Government Corporations would also be going out on two new

routes. One is the West Coast of India-Japan service on liner basis, by the middle of this year. Negotiations with the Shipping Conferences concerned have been started and are currently under way. We also propose that the Corporations or the Corporation as would now be established—should also enter the West Coast of India-Australia service later in the Third Plan period, thereby opening two new routes for the Indian shipping companies.

So far as the future is concerned, I will now come to the point made by Shri Thirumala Rao. We would like emphasis to be laid on the development of tramp shipping—acquisition of tramp vessels. We did not also have any bulk cargo carriers. But it is now important in view of the fact that we are exporting large quantities of iron ore and we are also importing large quantities of foodgrains, to which reference has already been made, that we should try to encourage the acquisition or construction of bulk carriers of appropriate sizes. We would also like to enter the overseas tanker trade, and for that purpose we have in one particular case recently relaxed the condition of acquisition of tankers only in the public sector. We have decided in keeping with our flexible policy in this matter to allow tankers to be acquired in the private sector too.

So far as coasted tankers are concerned we have got 3 Indian flag tankers. It is our firm intention now to enter into the overseas oil trade. The coastal tankers that we have got are lifting about 30 per cent of the oil cargo that is available on the coast.

So far as the Third Plan targets are concerned, it is true that the net addition will be only of the order of 181,000 GRT plus replacement of 194,000 GRT, which will bring a total for acquisition in the Third Plan of 375,000 GRT. This is almost equal to what we have added, or perhaps I think it is less than what we have done in the second Plan period. But

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that is what we expect to do within the allocations that have been made available for shipping. This particular question of allocation has been referred to by many an hon. Member, and I would only say that we have got to view the whole question of allocations against the perspective of the available resources and finances for the country. In respect of priorities as between the various items of development which are required to be taken up, naturally we have to rest content with somebody's judgment and whose judgment shall it be? It shall be the judgment of the Planning Commission. It is their specific duty to do it.

But apart from that, we are taking certain steps, to which I would refer presently, and which would show what we are proposing to do in this particular matter. As a result of the efforts that we have been making for sometime, I am happy to say that three new shipping companies have come into being. While mentioning to the House that the shipping target of 9 lakh tons for the Second Plan has been achieved by us, it is gratifying to note that we have succeeded in attracting new capital to the shipping industry which is a healthy feature. During the last 12 months, three new companies have been registered, of which two have already acquired ships some of which are operating on the coast and in the overseas sector. One company registered during the year was the Surendra Overseas Limited. This company has acquired four ships making a total tonnage of 30,000 GRT. The second company to be registered was the Ratnakar Shipping Company which has finalised the deal for the purchase of a new ship of 7,000 to 8,000 GRT from Yugoslavia. The third shipping venture which has been recently floated is the Jayanti Shipping Company which has been registered with an authorised capital of Rs. 5 crores. This company has recently signed a contract with

the Mitsubhusi Shipping Company for the building of four single screw diesel-driven bulk cargo ships of 30,500 GRT each. The contract of this company with the shipyard is subject to the approval of the Government in regard to the price, specification, etc. Loans from the Shipping Development Fund will be available to the company on the usual terms within the overall allotment for shipping in the Third Plan for the acquisition of these vessels.

Moreover, the Jayanti Shipping Company is negotiating the purchase of oil tankers of 30,000 DWT and over and above that to give it on charter to the oil companies. The Government have agreed to allow the tanker acquisition to take place in the private sector consistent with the flexible policy with regard to shipping that we have been following. If these negotiations succeed, and the company acquires these tankers, as we hope it will, a substantial addition to our tonnage may be expected in the first part of the Third Plan.

So far as shipping is concerned, I think we have really come to a stage of take-off with these new companies coming into the field. I think we can look forward to the future with confidence.

So far as the Shipping Development Fund is concerned, out of the allocation of Rs. 55 crores that we have got for the Third Plan, Rs. 35 crores are going to be allotted to the Fund. Out of it, Rs. 15 crores will be allotted for the purchase of tramp fleet and Rs. 10 crores for tankers besides Rs. 8 crores to Rs. 10 crores for the purchase of other types of ships including passenger ships. The public sector will have thus at its disposal about Rs. 15 crores for expansion of its fleet and investment in the share capital. We propose to follow a flexible policy in regard to the apportionment of funds so that the necessary adjustments, if needed, may be made. For want of sufficient

trade and cargo coastal shipping has lagged behind in the second Plan period. It is true that as against a target of 488,000 GRT, we have achieved only a figure of 299,000 GRT which means a shortfall of 113,000 GRT, but in the overseas sector, we have exceeded the target by 128,800 GRT, bringing it to a total of 616,800 GRT.

Further, the following measures are being taken now in respect of the important question that has been referred to by certain Members about the movement of coal. We want to encourage and utilise fully our coastal shipping and it has now been decided that an additional one million tons of coal should be moved by the sea route. The present movement is of the order of one million tons. In order to implement this decision, three co-ordination committees have been appointed; one at Calcutta, the other at Madras and the third at Bombay, to look into the day-to-day problems concerning the allocation of ships, provision of wagons, supply of labour, availability of port facilities, etc. The Chairmen of the respective Port Trusts are the Chairmen of the co-ordination committees and the representatives of the concerned departments and concerned interests are there. The allocation of this cargo is on the basis that at least 30 sailings will be effected from the port of Calcutta. Out of these 30 sailings 6 have been earmarked or allotted to Madras port. The total tonnage of these six is 33,500. Cuddalore 2 ships, Tuticorin 5 ships, Cochin 6 ships, Bombay 8 ships, Bhavnagar 2 ships, Porbunder 2 ships, Okha 1 ship, and Jamnagar or Sikka 1 ship, making a total of 187,000 tons of coal per month or a total of 2 million tons per annum.

17 hrs.

The Indian Coastal Conference have agreed to place the necessary number of ships—I will not say 'necessary' but at least 42 ships to begin with,—which appears to be

sufficient for the present. It is proposed that at least 1000 tons per day would be loaded per ship. 750 to 1000 tons is the figure for unloading. It has been decided that the entire scheme would come into force from 1st May. Some rationalisation of the freight structure might also be necessary in this background.

So far as other points about shipping are concerned, the only point which may be of interest to hon. Members generally is in regard to the sailing vessels. Shri Manabendra Shah said that only Rs. 15 lakhs were provided in the Second Plan and we did not succeed in finalising the rules with the result that this could not be utilised. To a certain extent, that is right. But the House is aware that the Indian Merchant Shipping Act came into force only in 1958 and for the first time our vessels had to be registered. No mortgage for securing the loans to be advanced could be effected without registration of such vessels. A registry of Indian ships had to be opened. All that took time. The rules have now been finalised and they have come into force. We have already received certain applications. I am sure whatever backlog of developmental assistance would be there would be overcome now. In this matter, I can assure the House that a sum of Rs. 1 crore would be made available for grant of loans for new construction and mechanisation of existing sailing vessels out of Rs. 55 crores provided for shipping in the third Plan.

In regard to other matters about sailing vessels I may add that a naval architect has been appointed who is drawing up the specification for the new type of sailing vessels, which have got to be manufactured. We have also opened four training centres for seamen at Bhavnagar, Kakinada, Tuticorin and Karwar. For the first time, in a systematic manner, we are trying to organise the sailing vessel industry, which is an important industry, which employs a large number of seamen with magnificent

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traditions in sea-faring. It is very important that we should give as best an attention to them as we can possibly do.

In the same connection, I would take the question of Hindustan Shipyard Limited. Some reference was made to it. I can only say that the anxiety expressed by certain members about lack of orders would be alleviated if I just mentioned what the orders are at the moment with the Shipyard. We have already got an order of one tanker from the Navy and one from the Scindias. The Shipping Corporation have decided to place orders for six ships on the Yard and have authorised the Managing Director to enter into negotiations with the Hindustan Shipyard for this purpose. Apart from this, we have assurances from the Scindias for 2 more orders and from the India Steamship Company for one more order. I hope this commitment on the part of these two private companies will be fulfilled.

Apart from that, as a rule we have laid down for our shipping companies, because we give them foreign exchange and other assistance, that they have to place orders for a specified number of ships necessarily with the Hindustan Shipyard, in case they want our permission to go in for constructions abroad as well. Some percentage or some proportion was necessary to be decided about that. I think so far as shipping is concerned I have said enough and for want of time I will not enter into other matters.

Now I will come to the question about which my hon. friend, Shri Masani, of course, in his usual eloquence, had something very hard to tell us. He said that the Government's policy has rather been one of indifference and discrimination so far as road transport is concerned. He said that we had not allotted sufficient funds for road and for road transport. That may be true to some

extent that our expectations have not been fulfilled. But again I will plead with him and with the House that in this matter we have got to take—not in the sense in which my hon. friend Shri Manabendra Shah used the word "pragmatic", because "pragmatic" means only business like—a pragmatic approach and we have to decide between ourselves as to which item we should give priority. Shall we give first priority to food, agriculture, irrigation, power, steel and all the other important items simultaneously? After all these items comes the question of education, what shall be our attitude about it? Then there are social services, development of and assistance to backward areas and backward classes, community development and all those things. I would put this question honestly to any hon. Member of this, which particular thing or item he would like to cut down in order to augment, increase or enhance the allotment for roads and road transport. If we answer that question frankly, perhaps all the criticisms that have been levelled against us that we have not been quite forceful or that we have been rather complacent—the usual arguments and expressions—will all go. If by force they mean physical force, I would not be found deficient or wanting. But that is not the thing required.

It is a question of availability of resources in the country. Shri Masani always succeeds in making a very good impression during his speech by the fine array of statistics and figures and quotations that he manages to cull out and present. Of course, these figures are heartening and enlightening. His speeches are quite scintillating. I always like to hear his speeches.

**Mr. Deputy-Speaker:** Is the hon. Minister trying to disarm his opponent only by humility?

**Shri Raj Bahadur:** No Sir. Our country has got only 1/3 of a mile of

road per square mile. So far as our population is concerned, we can say that our roads are less than one mile per 1000 of population. We can also say that in the matter of vehicles we are so deficient that we have got only 4,50,000 to 5,00,000 vehicles as against 70 to 80 million in the United States. We have got only perhaps less than one vehicle per thousand of population whereas Spain has 8, Ceylon 9, U.K. 100 and USA 400. All these are very very impressive things to say. I do not deny for a moment that they are not there. I do not say that they should not quote or mention the figures of USA which is a country bigger than ours in areas, but to compare a country like Spain, Ceylon or Malaya would not be quite correct. Apart from that, we cannot forget that we have been heirs to a particular set up. All this want, all these deficiencies, all this backlog of development have come down to us as though we have inherited them. We must also realise that in the course of the last so many years we have tried to fight hard against this backlog and to do whatever has been possible.

In this connection, Sir, let me quote one or two figures for my own edification and also for the information of the House. Targets have been quoted over and over again. So far as roads are concerned, our Nagpur Plan was for 123 lakh miles of surfaced roads and 2.08 lakh miles of unsurfaced roads, i.e. 3.31 lakh miles. As against it, today we have 1.44 lakh miles of surfaced road and 2.54 lakh miles of unsurfaced road, which means we have exceeded the target of 3.31 lakh miles and have gone up to 3.98 lakh miles. Now, if we have done that two years before the twenty-year period has expired, that is not a bad performance.

**Shri Radhelal Vyas:** But certain portions of the country are lagging far behind, for instance, Madhya Pradesh. I was not referring to all India figures.

**Shri Raj Bahadur:** What I have stated here is about the figures that we

have achieved on average and if particular areas have rather been unlucky, that is not entirely the fault of the Centre. My hon. friend, Shri Radhelal Vyas, if he asks me to take up the responsibility of buliding State roads in Madhya Pradesh, that will be a very dangerous thing. If I were to do that, the entire Constitution has got to be scrapped.

**Shri Radhelal Vyas:** I am speaking about the national highways.

**Shri Raj Bahadur:** We have given to Madhya Pradesh its share. Out of the three new national highways which we could add last year, we have given one to Madhya Pradesh.

**An Hon. Member:** What about Punjab?

**Shri Raj Bahadur:** So far as deficiencies on the national highways and the amount required to be spent on them are concerned, my hon. friend, Shri Masani, quoted the President of the Indian Roads Congress, who is the Joint Secretary in the Roads Wing. All the quotations of facts and figures were perfectly all right and made in excellent spirit, and I think we must congratulate him, because he simply told the country, the engineers of the country and the government of this country as to what the conditions are.

After all, these 150 rivers have remained unbridged for generations and centuries. We did not have all these highways. We tried to create them. We can frankly say what the bridges that we have constructed are. But we shall not be able to take any new bridge in the Third Plan period. Today, this morning, a calling attention notice was there about a bridge near Broach. We cannot construct that bridge because it requires Rs. 2 crores and we have our hands full. Even so, we hope in the Third Plan period all the missing links in the national highways will be eliminated.

So far as the particular question raised by Shri Radhelal Vyas is concerned, namely, the Gwalior-Jhansi

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section, I can only tell him that particular question has to be viewed from the point of view of Agra-Bombay national highway, national highway No. 3, and it passes through Agra-Gwalior-Shivpuri. Beyond that is the other national highway, Shivpuri-Jhansi, Sagar-Nagpur road. Now, the Jhansi-Gwalior sector of the road is a State highway. I do not think that finance is available now to include it and we shall not be able to take it up. I do not think it is possible for us to take it up. But let me assure him that whenever funds are available, such missing links that can be provided for will be duly considered.

**Shri Radhelal Vyas:** Money can be diverted from some other minor items.

**Shri Raj Bahadur:** I think that is hardly possible at this stage.

So far as road allocation for Third Plan is concerned, if I may say so, things are not as bad as they were initially, to use the expression of my hon. friend, Shri Masani. In the First Plan, we had allocated Rs. 131.34 crores. In the Second Plan the allocation was Rs. 220 crores plus the amount available in the Central Road Fund. In the Third Plan, we are going to have an allocation of Rs. 300 crores,—Rs. 47.5 crores for national highways, Rs. 30 crores for the aided schemes, inter-State roads and roads of economic importance, to which a reference was made by Shri Manabendra Shah, Rs. 27.68 crores for Union Territories and Sikkim and Rs. 195 crores for the State sector. Now, I do not know what figure of percentage these will come to, so far as percentage are concerned.

Apart from these, there is the question of border roads. Yesterday, my hon. friend, Shri Manabendra Shah

was rather worried about the fact that we are not giving him sufficient information. He was also worried about the fact that in the Border Roads Development Board the Ministry of Transport and Communication is not properly represented. He wanted the Transport Minister to be the Vice-President of the Board instead of the Defence Minister. He was asking: why we should not take the country and the House into confidence and say what roads we are going to have and what are the alignments, where they will pass and all that. I would only put one question to him. He lives much nearer the border than I do. My house is about 500 miles or more from the border. His is much nearer. Can he for a moment tell us what is the alignment of the roads on the other side of the border near which he is living, or for that matter, of border roads anywhere in any country of the world? I do not think that that is known to anyone of us or that that is generally known even to the people of the country. This is a matter on which I think I should stop here. I should not go further. It is enough if I say that the hon. Defence Minister is there because much of the construction work has to be supervised by him. It would be rather unfair on his part to say that we have been weak or complacent. The Minister of Transport is not there because the Ministry of Transport is already represented on the Board, because some assistance might have to be taken from the State Governments and the State Secretariats in matter of equipment, personnel and other things. For that the Minister need not be there. The Secretary is sufficient. That is what it comes to. I hope that my hon. friend will be satisfied by the observations that I have made.

So far as the question of vehicles is concerned, I would tell my hon. friend, Shri Masani, that the following figures might perhaps be a little interesting. In 1950-51 the number of



buses was 34,411 and the number of trucks was 81,888 making a total of 116,299. In 1955-56 this number went up to 165,558—an increase of 49,329. In 1960-61 this figure is going to go up to 244,673—an increase of 78,115. The percentages can be calculated. They are not bad. The Third Plan targets will take us from a total of 516,507 for all motor vehicles in 1960-61 to 800,000 vehicles in 1965-66. Against an increase of about 60 per cent from 1955-56 to 1960-61, there will be an increase of 100 per cent in the number of vehicles. As against an increase of 147,765 between 1955-56 and 1960-61 it will be 300,000. So it can be judged so far as the question of increase in the number of vehicles is concerned. So far as the expansion of the automobile industry is concerned, we have accepted the recommendations of the *Ad Hoc* Committee on automobile industry generally and it may be said that whatever could be done keeping in view the foreign exchange position in the country is being done.

Road transport depends for its expansion on the number of motor vehicles and on the development road system. My hon. friend would agree with me about that. Let us recognise that it depends more on vehicles in our country than on roads because it has to be admitted that in our country the mileage of roads, whatever it is, keeping in view the number of vehicles is not fully utilised except in industrial or urban centres and urban approaches. We do not see much signs of congestion. What is the cause? The cause is that we have not got the sufficient number of vehicles. The automobile industry is now pulling up. If we want to increase road transport, we have to increase or expand the production of the automobile industry. There is the key to the promotion or development of the road transport industry. Let me know a single instance where a single truck, whatever be the difficulties in getting permits etc., is lying idle or is waiting for some custom to

be provided to it. There is not a single instance.

**Sardar Iqbal Singh (Ferozepur):** It is due to the operators because they are hardworking.

**Shri Raj Bahadur:** That gives the answer to the other objection which my hon. friend raised which was about taxation. I am quite aware that the road transport industry is really contributing so far as the State and Central exchequers are concerned considerably. During the course of the Second Plan period it has been estimated that as much as Rs. 600 crores have been contributed by the road transport industry to the State and Central exchequers. It is estimated that during the Third Plan period it might be go to Rs. 800 crores or Rs. 1,000 crores. We have been contributing at the rate of Rs. 120 crores per annum to the exchequers of the Centre and the States put together by way of taxes and other things. We also know that one truck or one bus has got to pay almost about one-fourth or a little less than that of its whole price in taxes. It may be Rs. 6,000 per truck—that is there. Despite all this, despite all the levies, what is the position? The position is that transport vehicles are in demand; transport permits are in demand; finance, for purchase of transport vehicles are also in demand, so much in demand that they carry perhaps, the highest rate of interest in the country, that no other industry could pay. In some cases private loans carry as much as 20 per cent, 30 per cent or even 40 per cent. So, with finance being so much in demand for this industry, with no vehicles lying idle, you cannot say that Government has been overlooking the interests of road transport.

The question that arises is: how much can our roads hold, so far as the pressure of traffic is concerned, for expanding the road transport industry at a quicker pace. Could we just take the number of vehicles from 800,000 to 16,00,000 for the Third Plan?

**Shri Goray:** That means they are prospering in spite of you.

**Shri Raj Bahadur:** May be. You may say that. But let us also realise that road transport industry is a young industry. If I may say so, compared to railways or the bullock cart, motor transport is very very young. It might well be called an 'upstart' An upstart's lot we know. An upstart will be viewed with suspicion. It has got to prove its merit. Nobody can deny its future. In times to come greater emphasis will have to be put on road transport and I quite agree that quite a substantial quantity of coal also can be moved by road. Perhaps, in the scheme that we have got now for the movement of coal this will have to be done. So far as ports of discharge are concerned, larger quantities of coal will have to be moved by road transport in any case. Are our roads prepared for it?

Then there is the question of cost per ton mile of road transport. That cost per ton mile can be reduced only if the road surfaces are improved, and weak culverts and bridges strengthened so that they can bear the pressure of heavier trucks. I quite agree with my hon. friend Mr. Masani that we should allow larger and heavier trucks. Then we should have wider roads, with better road surfaces and stronger bridges and culverts. We are thus moving in a circle. If you want this you have to provide for that. If you provide for that you have to take it from somewhere.

**Shri M. R. Masani (Ranchi-East):** May I put a question? The problem I put before the Minister yesterday was this. When the Railway Board can get crores of rupees for putting up new lines at a cost of Rs. 10 lakhs per mile, why is the Transport Ministry not able to get money from the Planning Commission for laying broad roads at one-third or one-fourth the cost to render greater service to the country?

**Shri Raj Bahadur:** The railways have to do their allotted task. Their

task is carry bulk commodities and long distance passengers. I am sure, even if Mr. Masani was put—I do not know whether it is possible—in charge, he will not scrap the railways. He will be the first person to protect their interests.

**Shri M. R. Masani:** I would not build any more lines.

**Shri Raj Bahadur:** I think the lines that are being laid are far behind the demand of all the Members of the House put together. Members themselves make so many demands. Every Member wants one line or another. Even I want a Railway line in my place.

**An Hon. Member:** The number of Members from his party is very few.

**Sardar Iqbal Singh:** The hon. Minister just now said that our roads and bridges are not ready to take more traffic. I would ask one question. In the last ten years has any bridge been broken or any damage done to it due to overloading of any truck? Or is it an argument put forward by corrupt officers who do not want that the road transport should be encouraged?

**Shri Raj Bahadur:** I will take the hon. Member at his word. Is it not a fact that despite all the restrictions, a truck is loaded as much as the operator desires and he is getting away with it? How is the corrupt official concerned with this? If there be one, he would be interested in more roads coming up. He will be more interested in more works being undertaken, according to the hon. Member's philosophy. I do not, however, subscribe to that philosophy.

**Shri D. C. Sharma:** Which philosophy do you subscribe to?

**Shri Raj Bahadur:** The hon. Member Mr. Sharma's philosophy, if there is one.

Now, there is one question that was put by Shri Masani, and that was about his own committee, the committee named after him, the *ad hoc* Committee on Transport Reorganisa-

tion. We have expressed our gratefulness to him for all the work that he did on that committee, and we are not at all unmindful of the hard work that he and his colleagues have put in there and the valuable recommendations that they have made. We have done all that could be done with as much speed as was possible. No sooner his report came and was printed, we put it before the Transport Development Council. Their advice was that it should be sent to the State Governments for their views and comments. That was done. After that, it was put to the State Transport Commissioners/Controllers Conference. After that it was placed before the Central Road and Inland Water Transport Advisory Committee. They made their recommendations. Then the Transport Development Council considered it and came to certain conclusions. All the recommendations were accepted with slight modifications, except two. One was perhaps about liberalisation of permits. That was because the Neogy Committee was coming into being. The other one I do not recollect at the moment, but there were only two small questions. But on all major things, whatever we could do was done, and I will only, in brief, refer to what has been done so far as the Central Government is concerned. So far as the State Governments are concerned, my hon. friend knows the position very well.

The most important demand was in respect of consolidation of taxes, and the other was that double-point taxation be eliminated in favour of the single-point taxation. And on both I am happy to say that we have achieved a considerable measure of success. The principle of consolidation of taxes has been recognised. It has been approved and recommended by the Transport Development Council. All State Governments are agreeing to it. They will take some time to pass through the necessary legislation.

Shri Khadilkar (Ahmednagar)  
rose—

Shri Raj Bahadur: Sir, I am in the hands of the House. I am prepared to answer any questions that Shri Khadilkar may put to me. But let me not be asked to sit down after that because I have so many things to say.

I would only, in brief, refer to what has been done.

Shri D. C. Sharma (Gurdaspur): I would request . . .

Mr. Deputy-Speaker: No questions now. All questions might be reserved for the hon. Minister of Transport and Communications to answer tomorrow.

Shri D. C. Sharma: Yesterday the hon. Minister said to a Member that he would discuss the problem with him. Now the impression has gone round that the Minister was not able to reply to him.

Shri Raj Bahadur: No, I am prepared.

Shri Khadilkar: The hon. Minister replied to Shri Masani's points. What happens to the inter-State transport licences, because that is another bottleneck? The hon. Minister has not referred to that.

Shri Raj Bahadur: As I said, at present the arrangement is that the State concerned come to some settlement, and I can say that the Inter-State Transport Commission has also been functioning quite effectively in this matter. Wherever there was no agreement they have tried to bring about an agreement; and in many cases disputes have been settled regarding the number of permits to be issued by either State this side or that side, and endorsements and all that, and good progress has been made. But the main question is how could expansion of the road transport industry or of roads be affected. So far as the number of permits without any restriction is concerned, that is a question which has to be answered by the Neogy Committee in its final report.

On that I will again come back to the Masani Committee report and

[Shri Raj Bahadur]

refer to the more important things. He said that a larger allocation of foreign exchange should be made to ensure an adequate supply of vehicles. That has been done, and it is reflected in the figures which have been fixed for the target for the Third Plan. The other thing was that the Transport Wing in the Union Ministry of Transport and Communications should be strengthened. We have a Joint Secretary, and in keeping with the demand or partially with the demand that Road and Transport should be under the same officer, the Joint Secretary (Roads Wing), who is also the Chief Consulting Engineer (Roads Wing), is in charge of the Transport Section. He is assisted by a Deputy Secretary and two Under Secretaries. In that way we have tried to implement it.

The next recommendation was about the Reserve Bank issuing directives to the State Bank and Scheduled banks to advance money on a hire purchase basis. In this matter the Transport Development Council advised the State Governments to set up Transport Finance Corporations. We are now trying to prepare the necessary scheme for that on the lines of one which the Andhra State Government has already tried to evolve. Then, comes the question of development rebate. This was not possible. Development rebate is not on items that are produced; it is on the plant or on the machinery or the industry as such which produces the things. Development rebate can perhaps be allowed to the textile mills, but it cannot be given on commercial vehicles or motor cars.

**Shri M. R. Masani:** What about ships?

**Shri Raj Bahadur:** There is development rebate on ships also.

**Shri M. R. Masani:** Then why not pass it on to trucks also?

**Shri Raj Bahadur:** Then, I come to moratorium on nationalisation. So far as the moratorium on nationalisation of goods transport is concern-

ed, it is already there up to the end of the Third Plan, but further consideration will have to be stayed until the Neogy Committee submits its final report.

**Shri Braj Raj Singh:** If Shri M. R. Masani comes into power by then, he will make it permanent.

**Mr. Deputy-Speaker:** Order, order, If the hon. Minister continues to look at me, there would be less of interruptions.

**Shri Raj Bahadur:** All right.

I would not like to say much about the Neogy Committee's interim report. It is not for me to make any comments on the interim report, because I hope that the House will offer its comments, and the concerned people and the people in the industry will also make their comments. I can only say that the task assigned to the Neogy Committee was an extremely difficult one, a task which has not yet been solved, I think, in any other country in a satisfactory manner, namely to lay down the exact proportions or the ratios in which each form of transport, rail, road and shipping will have to be developed, and how much should be invested on roads, how much on railways and how much on shipping. So, that is not an easy thing. They have got to formulate the principles on which a national transport policy has to be evolved. Naturally, therefore, they have only come forward with this sort of questionnaire; even if it is a questionnaire and we may not call it an interim report, still, they have not gone out of the way. Let us see what they have got to say finally and what answer they have got to give to the main question about what we shall do to meet the requirements of the growing economy of our country and what role each form of transport shall play in that particular context. I hope that when the time comes, they will give a proper answer to these questions.

In passing I shall refer to the point made by Shri T. B. Vittal Rao. He said that Nagpur and Hyderabad

should be connected by a national highway. I am happy to inform him that they are already so connected. National Highway No. 7 already connects Nagpur with Hyderabad via Adilabad, Nirmal, Nizamabad and Karmareddy. Perhaps, he has got some other towns in view.

**Shri T. B. Vittal Rao:** That is a longer route.

**Shri Raj Bahadur:** My information is that it is a shorter route.

**Shri Narasimhan:** The longer the route, the better the connection.

**Shri Raj Bahadur:** After all, a national highway is a national highway, and one of the principles is that it must be as straight and as short, as possible.

A point was made by Pandit D. N. Tiwari about the bridge across the Ganga in Bihar. It was under consideration for four years from 1954 to 1958. No less a person than Shri M. Visveshwariya was called upon to express his opinion. He studied and recommended Mokameh. The reason was this. As the hon. Member should know very well, opposite Patna on the north bank comes the Gandak, which joins the Ganga. A little away nearby is also the Gandaki. Then, the Sone river also joins a little south of it. The Patna city is lying in a low level area. The danger was that the embankments that are at present protecting it might all be faced with a calamitous situation, inasmuch as the construction of the new bridge might divert or deflect the course of the rivers, and if the rivers with all their fury come and rush against Patna, and there is any danger because of that, I am sure my hon. friend will be the last person to make any such suggestion about it.

**Pandit D. N. Tiwari:** May I ask just one question?

**Mr. Deputy-Speaker:** All those questions may be addressed to the

hon. Minister of Transport and Communications when he speaks. Let there not be any questions now.

**Shri Raj Bahadur:** Then, I think there was some confusion, if I might say so, about the real state of affairs, so far as the provision for inter-State roads in the current year's budget proposals is concerned. I would point out that the provision is already there, and it will be found at page 397 of the Ministry of Finance Demands for Grants. On account of the new practice that we have followed, individual Ministries are not required to show it against their heads, but a consolidated demand under the Ministry of Finance for all grants to States is included, and so also the Demand in respect of the State roads of economic or inter-State importance for the current year.

About the West Coast roads, we have been going apace. I can say that much progress has been achieved. We have already sanctioned and spent, I think, about Rs. 402 lakhs, and the total sanctions for the three States concerned come to Rs. 616 lakhs. As far as the bridges are concerned, out of the 13 bridges in Mysore State, 4 have been completed, 8 are in progress, and only one remains to be sanctioned. In Kerala, 8 bridges are there; 5 have been completed and 3 remain to be sanctioned. As regards the point about a bridge over the Ganga and Ramganga, to which reference was made by my hon. friend, Shri Mulchand Dube, I may say that as both these projects would come within the sphere of State roads, it is the primary responsibility of the State Government to do something about them. We would be glad to help so far as we can as regards funds or allocation in connection with inter-State roads and roads of economic importance.

Now, I think I may come to.....

**Mr. Deputy-Speaker:** Conclusion.

**Shri Raj Bahadur:** No Sir. I have to say something about tourism and about water transport.

**Shri M. B. Thakore:** What about development of ports.

**Shri A. M. Tariq:** There has been no speech on tourism.

**Shri Raj Bahadur:** As regards development of ports, I will only say that just as in the First Plan the highlights were the Kandla and Bombay Marine Oil Terminal project, in the Third Plan—or the Second and Third Plan put together—we will have the Haldia auxiliary port and the Bombay modernisation scheme.

So far as the main question of Hooghly and the port of Calcutta is concerned, this subsidiary port will help its traffic. Apart from that the fleet of dredgers at the port of Calcutta has been strengthened. We have added a second-hand dredger *Matina*, and also a new one, *Churni*, which would soon be active. This will also answer the question put by my hon. friend, Shri S. C. Samanta, namely, that the dredgers that we acquire should be such that the spoil is thrown not in the river or channel but on the bank or on safer places. It has been provided in this particular dredger *Churni* that the spoil that will be dredged will be thrown that way. Then the dredger *Ganga* is also being renovated. We have also directed our attention to the need for having two estuarian dredges for the estuarian bars below the Balari bar.

River training works are going on well. Akra was completed in 1955. Fulra point scheme is expected to be completed in 1962. The construction of spurs to train Balari Bar along Diamonds Sands is also there.

As regards the question of the Farraka Barrage, I need hardly repeat what my hon. colleague, Shri Hathi, has said. So far as we in the Ministry of Transport are concerned, we know that this Farraka Barrage is an absolute necessity for the port and city of Calcutta. To avoid it or to delay it would spell disaster, so far as that port is concerned.

**Shri Narasimhan:** What about Tuticorin?

**Shri Raj Bahadur:** As regards Tuticorin and Mangalore, I think they are so important that a Minister of State should not make any announcement about them. So I will leave it for my senior colleague to make that announcement.

Shri Subiman Ghose were rather pungent—if I may use that expression—in his observations concerning the tragedy that took place. I can quite appreciate the feelings of the relatives of the victims. I am entirely in sympathy with them. We cannot bring back those lives which have been lost. That is evident. But we shall leave nothing undone so far as the inquiry is concerned and so far as the compensation part of it is concerned. We have already arranged to disburse the balance of the wages etc. and to return the things and personal effects to the relatives of the missing officers and crew and have also arranged to make payment of compensation for three officers. The relatives of the three officers have been paid compensation according to the terms of their service—contract, plus additional 50 per cent. Eight seamen—4 Indians and 4 others—have been given full entitlement plus another 100 per cent. *ex gratia*. The two cadets have been treated as junior officers and payment of a lump sum compensation has been made to them.

So far as this matter is concerned, all the questions that arise in one's mind, all that arises in Shri Subiman Ghose's mind may or may not be relevant. I cannot say. But it is necessary under section 359 of the Indian Merchant Shipping Act that a preliminary inquiry should be held first. After that, a formal inquiry under section 360 is ordered. So we have got to wait for that. The necessary procedures or processes have got to be followed. It may be mentioned in this connection that an officer who is an important witness in

the whole matter is ill. Therefore, on account of that, there has been some delay in the preliminary enquiry.

Now, I will come tourism. This is a subject which, I think, is the first love of my hon. friend Shri Tariq. I would have been glad if I had his views on this subject. I was really waiting for his nice comments on the subject—but I am sorry.....

**Mr. Deputy-Speaker:** There are two or three Members who want to speak on tourism. Is it possible that the Minister could reply to that after they have spoken?

**Shri Raj Bahadur:** This point has to be replied by me. Sometime ago, it was observed that.....

**Shri A. M. Tariq:** There has been no reference at all to this. I have not yet spoken. So, there is no question of the point being replied to.

**Shri Raj Bahadur:** I am intervening in the debate and I must say what has been done or what has not been done in regard to this matter. I will say a few things about what we are trying to do about it. We know that the main handicap with us in one of hotel accommodation. For that purpose, we have taken certain steps which have been mentioned from time to time and which I need not repeat. The Industrial Finance Corporation Act has been amended, and it is proposed to amend the State Finance Corporation Act shortly. A new tax holiday for five years for new ventures in the hotel industry has been secured from the Ministry of Finance and a provision about it has been included in the Finance Bill. Apart from that, we are giving the necessary help for the import of equipment and provision of land, etc.

There is an important thing which has been pending and which has been recommended to us by the Hotel Standards and Rate Structure Committee, and that is the need for classification. We have given sufficient time to the hotels, and it has been

decided to set up a Hotel Classification Committee by the middle of this year.

Then there was a very difficult point in regard to liquor permits for our foreign visitors and tourists. They had to go from pillar to post when they came to India for permits. After a good deal of effort, I am glad to say that all the States have now concurred in the introduction of the system of all-India liquor permit for foreign tourists. These permits which will be valid for the duration of the visa of the foreign tourists, will be issued by the Indian Missions abroad before the tourist actually embarks on his journey. It is expected that this uniform procedure will eliminate delays and inconvenience caused to tourists and will avoid the possibility of any embarrassing situations due to inadvertent violations of local laws. Under this scheme, it is envisaged that there will be a single permit which will be uniform in its scope, content and period of validity. The Government of India tourist offices situated at the four major ports have also been empowered or authorised to issue liquor permits in case the liquor permits are not brought by the foreign tourists. This has been possible only because of the willing co-operation of the various State Governments, and I take this opportunity to thank them for the co-operation they have extended to us.

There is another important thing to which I would like to invite the attention of the House, and that is, on the 24th of this month, there begins an important seminar, under the auspices of the ECAFE. It would be on tourism. This is going to be a red letter day in the history of the tourist industry in this country, and the Prime Minister himself has been kind enough to agree to inaugurate the seminar on that occasion. Delegates and representatives from the United States, United Kingdom, Japan and other countries are expected to come.

[Shri Raj Bahadur]

We have made proper arrangements—rather the proper arrangements are nearing completion—for winter sports at Gulmarg. In regard to publicity, we have taken some new steps both in regard to the extent and content of publicity. So far as the extent is concerned, instead of directing all our publicity to the west European countries, the United States, Australia and New Zealand, we are now directing it also to countries such as Thailand, Malaya, East Africa, UAR, Japan and other places. Secondly, we are now giving a new slant to our publicity in so far as we are now stressing not only the fabulous and exotic aspects of India but also the fact that India offers an inexpensive and a comfortable stay. That is an aspect which is of importance.

About the number of tourists that visited our country, I might say that the total number during the calendar year 1960 worked out to as many as 1,23,095. This number excludes the nationals of Pakistan. This figure may be viewed against the number of visitors that we had in 1959, which was 1,09,464. The increase is 12.5 per cent.

The tourist earnings or the foreign exchange earnings from tourism have risen from Rs. 19.11 crores in 1959 to Rs. 21 crores. So far as the progress of work regarding tourism is concerned, I would say that rest houses and canteens at about a dozen places are nearing completion. They are expected to be put into use by the middle of this year.

**Dr. Samantsinhar (Bhubaneshwar):** What about guides?

**Shri Raj Bahadur:** We are trying to train them.

Work on the building of rest houses and canteens at 4 other places is in progress and is expected to be completed by the end of the current financial year. Low income group rest houses at 18 places and log cabins at

8 places are also ready. Work on 7 more cabins is nearing completion. In addition to the 12 tourist offices directly run by the Central Government, 50 tourist bureaus are run by State Governments at present.

About allocation of funds for the third Plan, I am happy to say that against the tentative allocation of Rs. 5 crores included in the draft outline, under tourism, it has been increased to Rs. 7.25 crores, which is a good increase.

So far as the forecast for the future is concerned, we may look forward to a larger number of tourists next year, which may go up to 140,000. I think we have taken a good step forward in this direction.

About inland water, it was said that we should connect the Cauvery and Ganga. This is a dream which has to be realised some day, maybe perhaps in our generation; that is an ideal. I think it will take some time. So far as the question of Buckingham Canal is concerned, a point was raised that as against an allotment of Rs. 115 lakhs, only Rs. 10 lakhs remained after appraisal and that even was not spent. The blame does not lie at the door of the Central Government. The State Government also find it a difficult problem because so far as the Buckingham Canal is concerned. The road and rail lines run parallel to it and therefore, they are not perhaps finding it profitable. Even so, we are taking steps to encourage them.

Another point about Mangalore and Kakinada was raised by my hon. friend, Shri Thirumala Rao. I do not know anything specific about it. I will have that matter looked into.

I know I have taken more time. I am thankful to you, Sir, for giving me so much time.

**Pandit D. N. Tiwari:** A wrong impression has been created by the statement of the hon. Minister. The



Visveswarayya Committee recommended Mokameh as the place for building a railway bridge. I was requesting the Minister for a road bridge near Patna. He said, Patna will be wiped off by the floods. That is a wrong statement. The question was put to the engineers and they said that an over-bridge could be built there.

**Mr. Deputy-Speaker:** I want the guidance of the House. There are at least two dozens of Congress Members who are very anxious to speak. Rather I had given a few of them to understand that because they had not spoken earlier, they would be accommodated. I find myself helpless. How long would the House like to sit? I want to give time to one Member from the Opposition to speak. They have their own time. As the hon. Speaker said, if the Ministers take more time, certainly it has to be deducted from the Congress quota and not from the opposition. If the hon. Members are prepared to sit, certainly I will give them time. What I desire is, at the end we have to ask the hon. Minister to begin, so that he can continue tomorrow. That is the only limit. Otherwise, hon. Members can sit as long as they desire to speak and I will be here.

**Shri Muhammed Elias (Howrah):** The hon. Minister dealing with ports and docks has not answered a single point regarding the conditions of the workers in those places, except for a few words he said regarding the seamen. I wish to deal with some problems of the workers of ports and docks and shipping.

The first Pay Commission award has not yet been implemented in the docks and ports in our country. To enquire into this report, one committee—the Chowdhury Committee—was appointed. That committee gave a report, but that is being examined by the Jeejeebhoy Committee. That committee has not yet submitted its report till now. By this time, the second Pay Commission award has come. Yesterday (Ai) LSD—8.

day, while Shri Vittal Rao was speaking about P. & T. workers, the Minister asked why the P. & T. workers went on strike since the problems were being discussed across the table. I want to know from the hon. Minister as to how long these poor workers will go on discussing matters across the table. If the fundamental issues are not settled across the table, there will be no alternative left for the workers except to go on strike. That is why the P. & T. workers had to go on strike, because their problems were not settled across the table. A similar thing is happening in the ports and docks. There is a certain limit to the patience of the ports and dock workers. How long will they wait for the implementation of the recommendations of the First Pay Commission, the Choudhury Committee the Jeejeebhoy Committee and the Second Pay Commission. I would urge upon the Government to see that this is done and try to mitigate the demands of the ports and docks workers.

Just now my hon. friend Shri Goray asked why Calcutta port having more and more money cannot handle more cargo than the Bombay Port. A reply to that was given by Shri Samanta, that due to silting in the Hooghly river cargo ships cannot enter the Calcutta Port. That is a reason that has been universally accepted. Everybody accepts that reason. But why has the daily output decreased? From 1958 onwards the daily output with regard to the handling of cargo has decreased. It is due to bad administration in the Calcutta Port. That is also an accepted fact, because the problems which the workers there are faced with are very very serious. In Bombay Port the incentive bonus system has been introduced. In Calcutta that scheme has not introduced. That is a very major demand and that is not being discussed by the Chairman with the workers. They have no way of discussing that demand. There is no scope for conciliation or adjudication. Issues relating to a

[Shri Muhammed Elias]

single dismissal or suspension are sent to tribunals by the Bombay Port authorities, but we find that in the Calcutta Port the port authorities do not discuss such problems with the workers. That is why I say that some way should be found so that the problems of the workers in the Calcutta Port could be discussed and settled through negotiation.

If that is not done, Sir, the situation will not improve. Last year there were a number of strikes in the Calcutta Port due to this. We find that in the report it has been mentioned that only baggars and stitchers went on strike for 13 days. Not only the baggars and stitchers but chippers and painters also went on strike for 53 days. Those demands have already been accepted by the Bombay Port authorities, but those have not been accepted by the Calcutta Port authorities. Therefore, my request to the hon. Minister is that he should look into the grievances of these workers. If there is discontent among the workers the handling of cargo will not be improved and the Government shall be going on blaming the poor workers who are suffering because their demands are not agreed to.

Due to lack of time I will not deal with the shipping industry. But the problem is very serious. There are 60,000 workers, Indian seamen who are engaged in the shipping industry in our country as well as in foreign countries for many years. The situation has become very serious because the foreign shipowners are shifting their recruiting centre from Calcutta to Pakistan, Malaya and South Africa. When I put a question the Minister in reply said that due to growing economic demand of the Indian seamen the shipowners were shifting their recruiting centre from India to Pakistan and other countries. The Indian seamen are not demanding anything more than those approved by

the Seatole Conference of the I.L.O. They do not get over-time allowance, good food, holiday leave or anything of that nature. That is the minimum demand of the Indian seamen.

The reason for the foreign ship-owners shifting their recruiting centre from Calcutta to other countries is the lawlessness prevailing in the Calcutta recruiting centre. The foreign ship-owners are disgusted with it and that is why they have shifted their recruiting centre to other countries. Time and again, we have brought to the notice of the Minister that this hooliganism must be stopped. During the "sign on" and "sign off", when the payments are made to the seamen, the hooligans, with the help of the officials and police, come and take away forcibly lots of money from the seamen. They say they belong to a union. But we know very well that these hooligans do not belong to any union, although they call themselves as belonging to the Indian National Seamen's Union. No such union has been registered under the Indian Trade Unions Act. That is why I say that this lawlessness must be stopped, so that the foreign shipowners can recruit their seamen from India.

**Mr. Deputy-Speaker:** According to the hon. Member, the union is there. The only thing is that it is not registered.

**Shri Muhammed Elias:** Though those people say that they belong to some union, they are actually hooligans. Anybody who goes there any time can find out what things are going on there.

These Indian seamen, who bring Rs. 10 crores of foreign exchange, are going to be deprived of their employment now. A seaman has to wait from 3, 4 to 10 months to get his next turn. They are not getting proper employment. Many people say that the Indian educated youth do not want to work hard. But here we

find highly educated Indian youth are engaged for all kinds of arduous work. They give their life for their work. As my hon. friend, Shri Subiman Ghose has pointed out that many valuable Indian lives were lost in the Atlantic Ocean just because the seamen wanted to save the ship 'Indian Navigator'. So, I would request the hon. Minister to devise some ways and means to remedy this situation. At the same time, the foreign ship-owners must be warned that if they do not recruit their seamen from India, they will not be allowed to carry cargo from Indian ports to foreign ports or *vice versa*, because it is the Indian seamen who have built up this wonderful industry throughout the world with their blood and life. Also, some sort of fund should be created by collecting money from the ship-owners and the Government from which unemployment relief can be given to the seamen when not employed.

Then I come to civil aviation. Though there are many points which I would like to refer to, for want of time I shall refrain from doing so. I will first take up the nationalisation of private-owned airways. The Katju Committee enquired into the allegations made against the private-owned airlines and many of those allegations have been proved. They even engage themselves in anti-national activities. But Government have not taken any step to nationalise these private-owned airways, although the policy of the Government is to nationalise all the airlines.

Coming to tourism, I am very happy that the hon. Minister just now stated that they are taking concrete steps to develop the hotel industry in our country. The present complaint is that even in the existing State hotels, like Asoka Hotel, the foreigners are not getting proper treatment and the foreigners are unnecessarily put to harassment. Here we must remember that hotel industry and tourism are the two biggest sources of foreign

exchange earning. After independence, many of the Indians who had opportunities to visit European countries have stated how the foreigners are eager to visit our country and see our historical places and other areas. But, due to the visa restrictions, people cannot come into our country.

This Ministry should impress upon the External Affairs Ministry to remove these visa restrictions specially on tourists from the socialist countries.

16 hrs.

The hon. Minister said that steps have been taken to popularise Indian historical places and monuments in the West European and Asian countries. He has not mentioned a single word regarding doing this in the socialist countries. Indians are highly respected in the socialist countries. They are very eager to visit India. Whoever has gone to the European countries, specially to the socialist countries, has got this experience that Indians are most highly respected persons in the socialist countries. But people from the socialist countries who want to come to India as tourists are not allowed to come. Unnecessary restrictions are put in giving them visas. These restrictions must be removed so that a large number of tourists can come to our country and our country can earn quite a big amount as foreign exchange.

Regarding the development of tourist centres I want to say a few words. There are many beauty spots in our country which are far, far better than many of the beauty spots of other countries including the European countries. But our Government is not taking proper steps to develop these beauty spots as tourist centres. For instance, Andaman and Nicobar Islands could be developed as a very beautiful tourist centre. The Government should give facilities to the people who want to go over there by providing transport facility and other things. This has not been done.

[Shri Muhammed Elias]

I want to urge upon the Government that Andaman and Nicobar Islands should be properly developed as a tourist centre so that tourists, both from home and abroad can go over there.

I shall also request that these two islands should be named after the great son of India, Netaji Subhash Chandra Bose. That had been debated on a non-official resolution by Shri Subiman Ghose, namely, that these two islands should be named after Netaji Subhash Chandra Bose.

The next point which I want to make is regarding the nationalisation of the joint steamer companies. The Government is going to give Rs. 2 crores to these companies. These companies have been running for the last 100 years and have earned a lot of money as profits. Instead of giving these Rs. 2 crores to these joint steamer companies to develop the inland water transport service, why is Government not taking over these joint steamer companies? Almost all transport industries are State owned except some road transport. Why is this inland water transport service not taken up by the Government and nationalised? I would urge upon the Government to nationalise it and spend the Rs. 2 crores for developing inland water transport in the eastern part of our country.

Co-ordination is a vital thing. Many hon. Members have spoken about it. Shri Masani spoke about the development of road transport. I entirely agree with him. But at the same time he has said that not a single farthing should be spent over the development of railways. It would be a blunder if we take such a decision. Our policy should not be that. We have seen from our experience how prosperity began in England with the shipping and inland transport era. Then we have seen that when railways had been developed, the inland water

transport service had been killed. Now the road transport has been developed to such an extent that the Railways are going to be scrapped. Our country is not a small country. Our country is a very big country. We are in the phase of developing our country. We cannot have this kind of an attitude that one industry, that is the road transport industry, should be developed killing another industry. We should have such an attitude that all modes of transport are developed properly. That can be done only when, as the Neogy Committee in their first report have said, all these modes of transport should come under one Ministry. That means that the railways, airways, inland water transport, shipping—everything should be controlled by one Ministry and proper planning should be done as has been done in the Soviet Union. Inland water transport services, air services, shipping and the railways should be co-ordinated by one Ministry. This thing should be done also to avoid unhealthy competition in our country.

Mr. Deputy-Speaker: Shri Narasimhan. The hon. Member is not here. He was very keen to participate.

Shri Thanu Pillai—absent Shri Mohammad Akbar of Kashmir—absent. Shri Ansar Harvani—absent. Shri A. M. Tariq.

श्री अ० मु० तारिक (जम्मू तथा काश्मीर) : जनाब डिप्टी स्पीकर माहद, मैं आप का मशकूर हूँ . . . . .

उपाध्यक्ष महोदय : आपने सिर्फ सात मिनट ही मांगे थे ।

श्री अ० मु० तारिक : दस मिनट मांगे थे ।

उपाध्यक्ष महोदय : मेरी याददाश्त शायद कुछ सराब है ।

श्री अ० मु० तारिक : मैं धापका मश-  
कूर हूँ कि धापने मुझे चन्द मिनट इनायत  
किए हैं ।

जहां तक वजारत कम्युनिकेशन्स एण्ड  
ट्रांसपोर्ट का ताल्लुक है इसके तमाम शोबों  
पर मेरे बुजुर्ग दोस्तों ने धपने खयालात का  
इजहार किया, लेकिन मैं एक खास हिस्से,  
जिसको टूरिज्म का नाम दिया जाता है,  
के बारे में धपने खयालात रखना चाहता हूँ ।

जहां तक सारी वजारत का ताल्लुक है  
उसका नाम है मवासलात और रस्लोरसायल ।  
मवासलात औरबी लफज वस्ल से  
निकला है जिसके मानी हैं एक दूसरे  
को मिलाने वाला । मैं समझता  
हूँ कि यह वजारत इस लिहाज से ही ग्रहम  
नहीं है कि हमको मिलती है बल्कि इसलिये  
ग्रहम है कि यह हमको हमारे दूर उपतादा  
लोगों के हालात उनकी जिन्दगी, उनकी  
मुआशियात से रूगनास कराती है ।

जहां तक इस वजारत की ग्रहमियत  
का ताल्लुक है यकीनन यह वजारत हमारी  
तरक्की की जामिन है । मैं इस रिपोर्ट को देख  
कर जो वजारत ने हमारे सामने रखी बड़ा खुश  
हुआ और वजारत को इस बात के लिए  
मुबारकवाद देता हूँ कि बहुत से छोटे छोटे  
गांवों में, जिनके बारे में हम गायद कुछ नहीं  
जानते थे, डाकखाने खोल कर, उनको हिन्दु-  
स्तान के और शहरों से रूशनास किया । मुझे  
यह पढ़ कर भी बहुत खुशी हुई कि जहां  
४५०३ डाकखाने खोलने थे वहां ५७६५ डाक-  
खाने खोले गए हैं और छठ हजार सैटर  
बक्सों का भी इजाफा हुआ है ।

टेलीफोन की भी यही हालत है । बावजूद  
बड़ी बड़ी मुश्किलों के टेलीफोन की लाइनें  
बढ़ायी जाती हैं । लेकिन इसके साथ ही जहां  
मैं इस वजारत के चलाने वालों को मुबारकवाद  
देता हूँ, वहां एक मशविरा भी रखता हूँ । इन

चीजों को चलाने वाले जो लोग हैं चाहे ने  
छोटे हों या बड़े हों, चाहे वह टाकिर हों वा  
टेलीफोन आपरेटर हों, चाहे वह वायरलैस  
आपरेटर हों, उन सब को इन बात की  
तवज्जह दिलायी जानी चाहिये कि ज्यादा  
असर इन्सान पर अच्छे इखलाक का पड़ता  
है । ज्यादा असर इन्सान पर काम का जिसमें  
थोड़ी सी मतानत हो उसका पड़ता है ।

जो कुछ मेरे दोस्तों ने ट्रंक काल्स के बारे  
में कहा है मैं उससे इत्तिफाक करता हूँ कि बड़ी  
दिककत होती है ट्रंक काल के बारे में । लेकिन  
इसके साथ ही हमको इस बात का भी ख्याल  
रखना चाहिये कि मुल्क के हालात तरक्की  
की तरफ जा रहे हैं । जो लोग पहले एक काल  
डालते थे आजकाल व पांच पांच छः छः काल  
बुक करते हैं । इससे सरकार का काम भी  
बढ़ गया है और आपरेटर्स का काम भी बढ़  
गया है । इस तरफ भी तवज्जह देनी चाहिए ।

एफीशेंसी के लिए जरूरी है कि दूसरे  
मशीनी औजार भी हमारे पास हों । हमारे  
पास लोग हो सकते हैं, लेकिन लाइन्स नहीं  
हैं । हमें यह सुन कर कभी कभी दुख होता है  
कि केबिल्स नहीं हैं । यह देखते हुए कि मुल्क  
तरक्की की तरफ जा रहा है हम एक इण्डस्ट्री  
बनाएँ और एक नया प्लाण्ट कायम करें ताकि  
इन दिक्कतों को दूर किया जा सके ।

इसी सिलसिले में मैं काश्मीर के बारे में  
भी कुछ धर्ज करना चाहता हूँ । काश्मीर बहुत  
शोहरत रखता है टूरिज्म के लिहाज से भी  
और सरहद पर रहने के लिहाज से भी । हमारे  
यहां बड़ी दिक्कत होती है जब बर्फ होती है या  
बारिश गिरती है । सड़कें बराब हो जाती हैं ।  
न हावाई जहाज जा सकता है । रेल  
ती वहां है ही नहीं और न हमारे राज बहादुर  
साहब का शिपिंग वहां जा सकता है । सिर्फ  
डाकखाने का ही सहारा रहता है । इस बारे में  
मिनिस्टर साहब से दरखास्त करना चाहता हूँ,  
चूँकि मैं वहां के हालात से बाकिफ हूँ । मैं  
जानता हूँ कि इतनी लम्बी तार नहीं बांधी

[श्री अ० मु० तारिक]

जा सकती लेकिन ऐसे बक्कों में जब कि बर्फ गिरती हो तो वहां वायरलैस को ज्यादा अहमियत देनी चाहिये। मैं यह तो नहीं कहता कि आप काश्मीर के हर एक गांव में वायरलैस स्टेशन बना दें लेकिन जो तजदीकी गांव हैं उन के लिये एक एक वायरलैस स्टेशन होना चाहिये। हमारी सरहद पर एक तरफ पाकिस्तान है, दूसरी तरफ चीन है, और बहुत फासले पर छोटे छोटे मामूजी लोग रहते हैं। उन के हालात से वाकिफ रहने के लिये वहां डाकखाने नहीं खोल सकते, तारघर नहीं खोल सकते, टेलीफोन का इन्तिजाम नहीं कर सकते लेकिन वायरलैस का इन्तिजाम कर सकते हैं और अगर वायरलैस का इन्तिजाम किया जाये तो ऐसे दूर देहातों के लिये उस का रेट जरा कम होना चाहिये।

मैं अब आप की तबज्जह टूरिज्म की तरफ लाना चाहता हूं। मैं ममनूत हूं राजबहादुर साहब का कि उन्होंने टूरिज्म के बारे में हमें काफी बताया। यकीनन टूरिज्म हमारे मुल्क के लिये जरूरी है। टूरिज्म के मानी एक साहब ने बतलाये। इस सिलसिले में मैं आप को इलस्ट्रेटेड वीकली के टूरिस्ट नम्बर का हवाला देना चाहता हूं जो कि शायद इस बजारत के खर्चों से ही छपा था। "Promoting understanding at home and goodwill abroad", ये टूरिज्म के माने हैं। और बातों पर मैं बाद में आऊंगा, लेकिन बाहर के मुल्कों में हिन्दुस्तान के बारे में गुडविल—मैं सियासी गुडविल की बात नहीं कहता हूं, मैं सिर्फ टूरिस्ट गुडविल की तरफ इशारा कर रहा हूं, यानी टूरिज्म के बारे में नेक रूबाहिशात—पैदा करने में यह बजारत यकीनन नाकाम रही है। नाकाम ही नहीं, बल्कि उस ने हिन्दुस्तान के नाम पर बदनामी का घन्टा लगाया है। मैं जनाबेवाला की तबज्जह के लिये "ए फोरेन टूरिस्ट राइट्स" के तीन हिस्से पढ़ना चाहता हूं। पहला हिस्सा यह है—

"Most of the tourist officers cannot furnish even elementary information; and they charge for imaginary reservations or assistance."

दूसरा हिस्सा इस तरह है —

"The de-luxe tourist buses are no better than the ordinary ones; air-conditioned buses, much advertised by the Government, are non-existent; and swimming-pools, equally publicised by the authorities, do not have a drop of water in them!"

इस से यह जाहिर होता है कि उन लोगों को स्विमिंग पूल वे नहीं दिखाये जाते, जो कि अशोका होटल में या क्लबज में हैं, बल्कि साउथ या नार्थ में जो हजारी साल पहले के तालाब पुराने पुराने मन्दिरों में हैं, उन को स्विमिंग पूल बताया जाता है, जिन में पानी नहीं है।

तीसरी बात यह है—

"It is, therefore not surprising that most tourists go away with a feeling of dissatisfaction even if they are fascinated by other aspects of India".

यह एक फोरेन टूरिस्ट की नहीं, बल्कि हजारों फारेन टूरिस्ट्स की राय है। जनाबेवाला को याद होगा कि एक हाफ-एन-आवर डिस्कशन में फ्रीड्रिक मार्च के बारे में सवाल उठाया गया था और फिर होटल इंडस्ट्री का मसला भी आया था। अभी चन्द दिनों की बात है कि यहां के सब से बड़े होटल में, जिस पर सरकार का हक है, एक अमरीकन पार्टी आई, जिस में २१ आदमी थे। उन की बुकिंग होने के बाद जब वे रात को पहुंचे तो उन को कहा गया कि आप की कोई बुकिंग नहीं है। मैं अर्ज करना चाहता हूं कि यह बजारत यकीनन हिन्दुस्तान को अच्छा नाम दे सकती थी, लेकिन वह इस में नाकामयाब रही है।

मैं अर्ज करना चाहता हूँ कि अगर हमारे घर में इतनी गुंजाइश नहीं है कि हम तीन सौ भ्रादमियों को खाने पर बुलायें, हमारे पास इतनी काकरी छुरी कांटे और कुरसी मेज वगैरह नहीं हैं, तो हम क्यों इतने भ्रादमियों को बुला कर उन को नाराज करें ? अगर हम अपने भ्रािकात के मुताबिक बुलायें, तो लोग नाराज हो कर नहीं जायेंगे । यह बजारत यह काम कर रही है कि खिला तो पलाव रही है और हाथ गन्दे पानी से धुला रही है । मुझे इस का इन्तहाई अफसोस है । यह कोई मजाक की बात नहीं है । जब कोई फारेन टूरिस्ट हिन्दुस्तान से वापस जाता है, तो वह मायूस हो कर नहीं, बल्कि सरत तंग और मजबूर हो कर जाता है ।

मिनिस्टर साहब ने कहा कि फारेन टूरिस्ट्स को लिक्कर के परमिट दिये गये हैं । मैं शराब पीने के हक में नहीं हूँ । हिन्दुस्तान के लोग शराब पीना अच्छा नहीं समझते हैं । मैं उस को मजहबन अच्छा नहीं समझता । लेकिन अगर कोई भ्रादमी शराब पिये तो मैं उस को रोकने से मजबूर हूँ—स्वाह-मस्वाह पीटा जाऊंगा । लेकिन शराब पीने के कुछ लवाजिमात हैं । शराब एक खास तरीके से पी जाती है । अगर जनाबे वाला मुझ को इजाजत दें, तो इस बारे में एक कित्ता अर्ज करूँ ।

गर वादाखुरी बा खिदमन्दां खुर,  
या बा सन्मे लालाखे खन्दां खुर,  
विरद मकुन फाश मसाख विसयार मखुर,  
कम कम खुर, गह गह खुर, पिनहां खुर ।

शराब पीना फारेनर की जिन्दगी का एक हिस्सा है । उस के लिये यह मायूब नहीं है । लेकिन हमारे यहां शराब पीने के इन्तिजामात नहीं हैं । हुकूमत परमिट तो देती है, लेकिन साथ ही कहती है कि बन्द कमरे में पियो । इस तरह वे पीते नहीं हैं । उनके पीने का एक तरीका है ।

श्री बी० चं० शर्मा (गुरदासपुर) :  
इस कित्ते का तरजुमा कर दीजिये ।

श्री अ० मु० तारिक : अभी कर दूंगा ।

उपाध्यक्ष महोदय: भ्रानरेबल मेम्बर शराब की बात को ज्यादा लम्बा न करें ।

श्री अ० मु० तारिक : मैं शराब की बात को इसलिये लम्बा कर रहा हूँ कि शराब के मुताल्लिक सही स्हूनियत न होने की वजह से बहुत से फारेन टूरिस्ट्स हमारे मुल्क से भाग गये और उन के लिये मुल्क में रहना मुश्किल हो गया । मैं अर्ज करना चाहता हूँ कि फारेन टूरिस्ट के माने ये हैं कि वहां से एक औरत आती है । वह लोगों को मिलना चाहती है, बात चीत करना चाहती है । उन की एक सोभाइटी है, जो शाम को बैठती है । अगर किसी क्लब में यह जाये, तो

you can offer one or two or three pags but in return he or she cannot offer you a peg,

जिस को बड़ा मुश्किल और मायूब समझा जाता है उन लोगों की मेहफल में, जो शराब से ताल्लुक रखते हैं । मैं यह अर्ज करना चाहता हूँ कि अगर उन लोगों को परमिट दिया जाता है, तो उस के साथ वे तमाम रिवायत भी दी जायें, रि इम मिलमिले में खररी हैं ।

मैं यह भी कहना चाहता हूँ कि अगर हमारे मुल्क में हमारी होटल इंडस्ट्री सिर्फ प्राठ नौ, दस हजार भ्रादमियों को एकामोडेट कर सकती है, बसा सकती है, तो हमें लाख दो लाख भ्रादमियों को बुला कर उनको परेशान करने का कोई हक नहीं है । मैं चाहता हूँ कि इस ऐवान के जी-इज्जत मेम्बरान इस बारे में खाय ख्याल रखें और वजीर साहब इस का जवाब दें । एक्नटनेज एकेयस मिनिस्ट्री का पब्लिसिटी डिवीजन इस मुल्क के सिधासी, मुभाजी, इकतसावी और तमाम हालात से बाहर के मुल्कों को इशानास कराने के लिये जिम्मेदार है । उस के तमाम प्रमले की तनस्वाह और पब्लिसिटी पर २६ लाख रुपया खर्च होता है और बजारत ट्रास्पोट सिर्फ बाहर के मुल्कों को टूरिज्म के बारे में एडवर्टाइजमेंट देने पर २६ लाख से ज्यादा खपवा

[श्री प्र० मु० तारिक]

खर्च करती है। मैं कहना चाहता हूँ कि इतनी बड़ी रकम खाली इसलिये खर्च की जाये कि लोगों से कहा जाये कि हिन्दुस्तान आओ और हिन्दुस्तान में आने के बाद उन के लिये कोई इन्तिजाम न किया जाये, यह हमारे पैसे के साथ जुलम है।

बजीर साहब ने कहा कि गुलमर्ग में विन्टर स्पॉट्स जारी की जायेंगी। मैं समझता हूँ कि इस से ज्यादा जुलम किसी फारनर के साथ और इस से ज्यादा जुलम काश्मीर के साथ नहीं हो सकता है।

श्री राज बहादुर : मैं जानना चाहता हूँ कि क्या बक्षी साहब की भी यही राय है।

श्री प्र० मु० तारिक : मैं इस के मुताल्लिक अपनी राय रखता हूँ। मैं बतौर एक मेम्बर-पार्लियामेंट के अपनी राय जाहिर कर रहा हूँ। मिनिस्टर साहब ने उन से क्या बात चीत की है, मैं नहीं जानता। वह उन से इस बारे में पूछ सकते हैं।

वहाँ पर विन्टर स्पॉट्स को जारी करने का फायदा तभी है कि अगर फारेन टूरिस्ट्स को इस बात की गारण्टी हो कि सड़क नहीं गिर जायगी और उन का हवाई जहाज बकत पर जायेगा। विन्टर स्पॉट्स में कौन लोग आयेंगे? वे कारों और टोकियो से आयेंगे। लेकिन वे चार दिन के लिये आयेंगे और पन्द्रह दिन वहाँ हवाई जहाज न उतर सके, तो वे लोग कहां फंसे रहेंगे। वहाँ ऐसा हवाई अड्डा कायम किया जाये, जहां न बर्फ हो। वहाँ पर होटल और हीटिंग का इन्तिजाम किया जाये। वहाँ पर रसालो-रसायल का कोई इन्तिजाम न हो और फिर भी हम वहाँ पर लोगो को लायें, यह मुनासिब नहीं है। अगर हुकूमत वहाँ पर पूरा इन्तिजाम नहीं कर सकती है, तो यह जुलम हमारे साथ न किया जाये।

इन तमाम बातों के बावजूद मैं इन डिमांडज की हिमायत करता हूँ और बजीर साहब और बड़े बजीर साहब से तवक्को रखता हूँ कि वे इन बातों पर पूरा गौर करेंगे।

شرى اے - ایم - طارق : جناب  
قہلی اسپیکر صاحب - میں آپ کا  
مشکور ہوں -

ایادھیکش مہودے : آپ نے صرف  
سات آٹھ ملٹ ہی مانگے تھے -

شرى اے - ایم - طارق : دس ملٹ  
مانگے تھے -

ایادھیکش مہودے - مہری یاد  
داشت کچھ خراب ہے -

شرى اے - ایم - طارق : میں آپ کا  
مشکور ہوں کہ آپ نے مجھے چند  
ملٹ طلبت کیے ہیں -

جہاں تک وزارت کمپنی کھلس  
ایڈ ٹرانسپورٹ کا تعلق ہے اس کے  
تمام شعبوں پر میرے بزرگ دوستوں  
نے اپنے خیالات کا اظہار کیا - لیکن میں  
ابک خاص حصے - جس کو ٹورزم  
کا نام دیا جاتا ہے - کے بارے میں  
اپنے خیالات رکھنا چاہتا ہوں -

جہاں تک ساری وزارت کا تعلق ہے  
اس کا نام ہے مواصلات اور ریلو رسائل -  
مواصلات عربی لفظ وصل سے نکلا ہے  
جس کے معنی ہیں ایک دوسرے کو  
ملنے والا - میں سمجھتا ہوں کہ یہ



وزارت اس لحاظ سے ہی اہم نہیں ہے کہ ہم کو ملاتی ہے۔ بلکہ اس لئے اہم ہے کہ یہہ ہم کو ہمارے دور اُتادہ لوگوں کے حالات - انکی زندگی - ان کی معاشیات سے روشناس کراتی ہے۔

جہاں تک اس وزارت کی اہمیت کا تعلق ہے یقیناً یہہ وزارت ہماری ترقی کی ضامن ہے۔ میں اس رپورٹ کو دیکھکر جو وزارت نے ہمارے سامنے رکھی ہوا خوش ہوا۔ اور وزارت کو اس بات کے لئے مبارکباد دیتا ہوں کہ بہت سے چھوٹے چھوٹے گاؤں میں جن کے بارے میں ہم شاید کچھ نہیں جانتے تھے ڈاکھانے کھول کر ان کو ہندوستان کو اور شہروں سے روشناس کیا۔ مجھے یہ پوچھکر بھی بہت خوشی ہوئی کہ جہاں ۳۵۰۳ ڈاکھانے کھولے تھے وہاں ۵۷۹۵ ڈاکھانے کھولے گئے ہیں اور ۸۰۰۰ لیٹر پکسوں کا بھی اضافہ ہوا ہے۔

تعلیموں کی بھی یہی حالت ہے۔ باوجود بڑی مشکلوں کے تعلیموں کی لائنیں بڑھاتی جاتی ہیں۔ لیکن اس کے ساتھ ہی جہاں میں اس وزارت نے چلانے والوں کو مبارکباد دیتا ہوں۔ وہاں ایک سفیرہ بھی رکھتا ہوں۔ ان چھوڑ کر چلانے والے جو

لوگ ہیں چاہے وہ چھوٹے ہوں یا بڑے ہوں۔ چاہے وہ ڈاکھے ہوں۔ یا تعلیموں آپریٹر ہوں۔ چاہے وہ وائیس آپریٹر ہوں۔ ان سب کو اس بات کی توجہ دلائی جانی چاہئے کہ زیادہ اثر انسان پر اچھے اخلاق کا پوتا ہے۔ زیادہ اثر انسان پر کام کا جس میں تھوری متانت ہو اس کا پوتا ہے۔

جو کچھ میرے دستوں نے ٹرنک کالس کے بارے میں کہا ہے میں اس سے اتفاق کرتا ہوں کہ بوی وقت ہوتی ہے ٹرنک کال کے بارے میں۔ لیکن اس کے ساتھ ہی ہم کو اس بات کا بھی خیال رکھنا چاہئے کہ ملک کے حالات ترقی کی طرف جا رہے ہیں۔ جو لوگ پہلے ایک کال ڈالنے سے آچکل وہ پانچ پانچ چھ چھ کال تک کرتے ہیں۔ اس سے سرکار کا کام بھی بڑھا ہے اور آپریٹرس کا کام بھی بڑھا ہے۔ اس طرف بھی توجہ دینی چاہئے۔

ایڈمنسٹری کے لئے ضروری ہے کہ دوسرے مشین اوزار بھی ہمارے پاس ہوں۔ ہمارے پاس لوگ ہو سکتے ہیں لیکن لائنیں نہیں ہیں۔ ہمیں یہ سن کر کہی کہی دکھ ہوتا ہے کہ کھلس نہیں ہیں۔ یہ دیکھتے ہوئے کہ ملک ترقی کی طرف جا رہا ہے ہم ایک انٹسٹیٹی جلائیں اور ایک نہا پلانٹ

[شری اے - ایم - طارق]

قائم کریں تاکہ ان دقتوں کو دور کیا جاسکے۔

اس سلسلہ میں میں کشمیر کے بارے میں بھی کچھ عرض کرنا چاہتا ہوں۔ کشمیر بہت شہرت رکھتا ہے تو رزم کے لحاظ سے بھی اور سرحد پر رھنے کے لحاظ سے بھی۔ ہمارے یہاں بڑی دقت ہوتی ہے جب برف ہوتی ہے یا بارش گرتی ہے۔ سڑکیں خراب ہو جاتی ہیں۔ نہ ہوائی جہاز جا سکتا ہے۔ ریل تو وہاں ہے ہی نہیں اور نہ ہمارے راج بہادر صاحب کا شہنگ وہاں جا سکتا ہے۔ صرف ڈاکھانے کا ہی سہارا رہتا ہے۔ اس بارے میں منسٹر صاحب سے درخواست کرنا چاہتا ہوں۔ چونکہ میں وہاں کے حالات سے واقف ہوں۔ میں جانتا ہوں کہ اتلی نسبی تار نہیں باندھی جا سکتی۔ لیکن ایسے وقتوں میں جب کہ برف گرتی ہو وہاں وائرلیس کو زہدہ اہمیت دینی چاہئے۔ میں یہ تو نہیں کہتا کہ آپ کشمیر کے ہر ایک گاؤں میں وائرلیس اسٹیشن بنا دیں۔ لیکن جو نزدیکی گاؤں ہیں ان کے لئے ایک ایک وائرلیس اسٹیشن ہونا چاہئے۔ ہماری سرحد پر ایک طرف پاکستان ہے۔ دوسری طرف چین ہے۔ اور بہت فاصلے پر چھوٹے چھوٹے معمولی لوگ رہتے ہیں۔ ان کے حالات سے واقف رھنے کے لئے

وہاں ڈاکھانے نہیں کھول سکتے۔ تار گھر نہیں کھول سکتے۔ تھلمہوں کا انتظام نہیں کر سکتے۔ لیکن وائرلیس کا انتظام کر سکتے ہیں اور اگر وائرلیس کا انتظام کیا جائے تو ایسے دور دیہاتوں کے لئے اس کا بہت ذرا کم ہونا چاہئے۔

میں اب آپ کی توجہ تو رزم کی طرف لانا چاہتا ہوں۔ میں منسٹرون ہوں راج بہادر صاحب کا کہ انہوں نے تو رزم کے بارے میں ہمیں کافی بتایا۔ یقیناً تو رزم ہمارے ملک کے لئے ضروری ہے۔ تو رزم کے مغلی ایک صاحب نے بتائے۔ اس سلسلہ میں میں آپ کو الیکٹریٹیڈ ویکلی کے تو رزم نمبر کا حوالہ دینا چاہتا ہوں جو کہ شائد اس وزارت کے خرچے سے ہی چھپا تھا۔

“Promoting understanding at home and goodwill abroad”,

یہ تو رزم کے معاملے ہیں۔ اور باتوں پر میں بعد میں اؤنٹا لیکن باہر کے ملکوں میں ہندوستان کے بارے میں کوڈول—میں سہاسی کوڈول کی بات نہیں کہتا ہوں۔ میں صرف تو رزم کوڈول کی طرف اشارہ کر رہا ہوں یعنی تو رزم کے بارے میں نیک خواہشات— پیدا کرنے میں یہ وزارت یقیناً ناکام رہی ہے۔ ناکام ہی نہیں۔ بلکہ اس نے ہندوستان کے نام پر بدناسی کا دھبہ لگایا ہے۔ میں جناب والا کی توجہ کے لئے اے فارین

ٹورسٹ وائٹس کے تین حصے پڑھنا  
چاہتا ہوں - پہلا حصہ یہ ہے -

"Most of the tourist officers cannot furnish even elementary information; and they charge for imaginary reservations or assistance."

دوسرا حصہ اس طرح ہے -

"The de-luxe tourist buses are not better than the ordinary ones; air-conditioned buses, much advertised by the Government, are non-existent; and swimming-pools, equally publicised by the authorities, do not have a drop of water in them!"

اس سے یہ ظاہر ہوتا ہے کہ ان لوگوں کو سومنگ پول وہ نہیں دکھائے جاتے جو کہ اشوکا ہوٹل! میں یا کلچر میں ہیں بلکہ ساؤتھ یا نارٹھ میں جو ہزاروں سال پہلے کے تالاب پرانے ملدروں میں ہیں ان کو سومنگ پول بتایا جاتا ہے - جن میں پانی نہیں ہے -

تیسری بات یہ ہے -

"It is, therefore not surprising that most tourists go away with a feeling of dissatisfaction even if they are fascinated by other aspects of India".

یہ ایک فارین ٹورسٹ کی نہیں بلکہ ہزاروں فارین ٹورسٹس کی رائے ہے - جلاب والا کو یاد ہوگا کہ ایک ہاف - این - آر ڈسکشن میں فویدرک مارچ کے بارے میں سوال آٹھایا گیا تھا اور پھر ہوٹل انڈسٹری کا مسئلہ بھی آیا تھا - ابھی چلد دنوں کی بات ہے کہ پہلے کے سب سے بڑے ہوٹل

میں جس پر سرکار کا حق ہے ایک امریکن پارٹی آئی - جس میں ۲۱ آدمی تھے - ان کی بکلیگ ہونے کے بعد جب وہ رات کو پہنچے تو ان کو کہا گیا کہ آپ کی کوئی بکلیگ نہیں ہے - میں عرض کرنا چاہتا ہوں کہ یہ وزارت یقیناً ہندوستان کو اچھا نام دے سکتی تھی لیکن وہ اس میں ناکام رہی ہے -

میں عرض کرنا چاہتا ہوں کہ اگر ہمارے گھر میں اتلی گدھاؤں نہیں ہے کہ ہم توں سو آدمیوں کو کھانے پر بلائیں - ہمارے پاس اتلی کراکری - چھری کانٹے اور سہز کرسی وغیرہ نہیں ہیں تو ہم آ کھوں اتلے آدمیوں کو بلا کر ان کو ناراض کریں - اگر ہم اچھے اوقات کے مطابق بلائیں تو لوگ ناراض ہو کر نہیں جائینگے - یہ وزارت یہ کام کر رہی ہے کہ کھلا تو پلا رہی ہے اور ہاتھ گندے پانی سے دھلا رہی ہے - مجھے اس کا انتہائی افسوس ہے - یہ کوئی مذاق کی بات نہیں ہے - جب کوئی فارین ٹورسٹ ہندوستان سے واپس جاتا ہے تو وہ مایوس ہو کر نہیں بلکہ سھت تلگ اور سچھور ہو کر جاتا ہے -

مستتر صاحب نے کہا ہے کہ فارین ٹورسٹس کو لکھنے پرست دئے گئے ہیں - میں شراب پونے کے حق میں نہیں ہوں - ہندستان کے لوگ شراب پینا اچھا نہیں سمجھتے ہیں -

[شری اے۔ ایم۔ طارق]

میں اس کو مذہباً اچھا نہیں سمجھتا لیکن اگر کوئی آدمی شراب پینے تو میں اس کو روکنے سے منع ہوں۔ خواہ مخواہ۔ پہلا جاؤنکا۔ لیکن شراب پینے کے کچھ لوازمات ہیں۔ شراب ایک خاص طریقے سے پی جاتی ہے۔ اگر جناب والا مجھے اجازت دیں تو میں اس بارے میں ایک قطعہ عرض کروں۔

گو بادشاہِ خوری با خود ملتان خور  
ہا با صلے لاکہ رخے خلطان خور  
ورد مکن فاش مساز ہسہار مقفور  
کم کم خور کہ کہ خور۔ پہاں خور  
شراب پینا فارینر کی زندگی کا ایک حصہ ہے۔ اس کے لئے یہ معہوب نہیں ہے۔ لیکن ہمارے یہاں شراب پینے کے انتظامات نہیں ہیں۔ حکومت ہرمت تو دیتی ہے لیکن ساتھ ہی کہتی ہے کہ بند کمرے میں پھنکو۔ اس طرح وہ پوتے نہیں ہیں۔ ان کے پھلے کا ایک طریقہ ہے۔

श्री बी० चं० शर्मा (गुरदासपुर) : इस कित्ते का तर्जमा कर दीजिए।

شری اے۔ ایم۔ طارق : ابھی کو دونکا۔

उपाध्यक्ष महोदय : ध्यानरेबल मेम्बर शराब की बात को ज्यादा लम्बा न करें।

شری اے۔ ایم۔ طارق : میں شراب کی بات کو لہا اس لئے کر رہا ہوں کہ شراب کے متعلق دستاویح سہولیات نہ ہونے کی وجہ سے بہت

سے فارین ٹورسٹس ہمارے ملک سے بھاگ گئے اور ان کے لئے اس ملک میں رہنا مشکل ہو گیا۔ میں عرض کرنا چاہتا ہوں کہ فارین ٹورسٹ کے معنے یہ ہیں کہ وہاں سے ایک عورت آتی ہے۔ وہ لوگوں کو ملنا چاہتی ہے۔ بات چیت کرنا چاہتی ہے۔ ان کی ایک سوسائٹی ہے جو شام کو بیٹھتی ہے۔ اگر کسی کلب میں وہ جائے تو

you can offer one or two or three pegs; but in return he or she cannot offer you a peg

جس کو ہوا مشکل اور معہوب سمجھا جاتا ہے ان لوگوں کی معصل میں جو شراب سے تعلق رکھتے ہیں میں یہ عرض کرنا چاہتا ہوں کہ اگر ان لوگوں کو پرمٹ دیا جاتا ہے تو اس کے ساتھ وہ تمام رہایات بھی دی جائیں جو کہ اس سلسلے میں ضروری ہیں۔

میں یہ بھی کہنا چاہتا ہوں کہ اگر ہمارے ملک میں ہماری ہوٹل انڈسٹری صرف آٹھ نو دس ہزار آدمیوں کو ایکسوڈیٹ کر سکتی ہے۔ بسا سکتی ہے تو ہمیں لاکہ دو لاکہ آدمیوں کو بلاکر ان کو پریشان کرنے کا کوئی حق نہیں ہے۔ میں چاہتا ہوں کہ اس ایوان کے فی ممبر ممبران اس بارے میں خاص خیال رکھیں اور وزیر صاحب اس کا جواب

دیں ایکسٹرنل اینڈرز منسٹری کا پہلہستی توہین اس ملک کے سیاسی معاشی - اقتصادی اور تمام حالات سے باہر کے ملکوں کو روشناس کرنے کے لئے ذمہ دار ہے - اس کے تمام عملے کی تنخواہ اور پہلہستی پر ۲۹ لاکھ روپیہ خرچ ہوتا ہے اور وزارت ٹرانسپورٹ صرف باہر کے ملکوں کو ٹورزم کے بارے میں ازورٹائز مہلت دینے پر ۲۶ لاکھ سے زیادہ روپیہ خرچ کرتی ہے - میں کہنا چاہتا ہوں کہ اتلی بڑی رقم خالی اس لئے خرچ کی جائے کہ لوگوں سے کہا جائے کہ ہندوستان آؤ اور ہندوستان میں آنے کے بعد ان کے لئے کوئی انتظام نہ کیا جائے - یہ ہمارے پیسے کے ساتھ ظلم ہے -

وزیر صاحب نے کہا کہ کلرک میں ونٹر سہورٹس جاری کی جائیگی - میں سمجھتا ہوں کہ اس سے زیادہ ظلم کسی فارینر کے ساتھ اور اس سے زیادہ ظلم کشمیر کے ساتھ نہیں ہو سکتا ہے -

شری راج بھادور : میں جاننا چاہتا ہوں کہ کیا بھائی ساہب کی بھی یہی رائے ہے ؟

شری اے - ایم - طارق - میں اس کے متعلق لہلی رائے رکھتا ہوں - میں بطور ایک ممبر پارلیمنٹ کے لہلی رائے ظاہر کر رہا ہوں - منسٹر صاحب نے ان سے کہا بات چیت کی ہے میں نہیں جانتا - وہ ان سے اس بارے میں پوچھ سکتے ہیں -

وہاں پر ونٹر سہورٹس کو جاری کرنے کا فائدہ تبھی ہے کہ اگر فارینر ٹورسٹس کو اس بات کی گارنٹی ہو کہ سوک نہیں کر جائے گی اور ان کا ہوائی جہاز وقت پر جائے گا - ونٹر سہورٹس میں کون لوگ انہیں کے - وہ قاہرہ اور توکوہ سے انہیں کے - لیکن وہ چار دن کے لئے انہیں کے اور ہندوہ دن وہاں ہوائی جہاز اتر نہ سکے تو وہ لوگ کہاں پہلے رہیں گے - ایسا ہوائی اڈہ قائم کیا جائے جہاں برف نہ ہو - وہاں پر ہوٹل اور ہیٹنگ کا انتظام کیا جائے - وہاں پر رسل و رسائل کا کوئی انتظام نہ ہو اور پھر بھی ہم وہاں پر لوگوں کو لائیں یہ مناسب نہیں ہے - اگر حکومت وہاں پر پورا انتظام نہیں کر سکتی ہے تو یہ ظلم ہمارے ساتھ نہ کیا جائے -

ان تمام باتوں کے باوجود میں ان تیمانڈز کی حمایت کرتا ہوں اور وزیر صاحب اور بڑے وزیر صاحب سے توقع رکھتا ہوں کہ وہ ان باتوں پر پورا غور کر لیں۔

شری منسٹر (وزیرانہ) : اچھا، یہاں سے یہاں تک کہ آزادی ملنے کے بعد بہت سی مسمیہاتوں کا سامنا کرنے کے باوجود بھی اس مینٹرنی نے جو سرکاری کی ہے، وہ مبارکباد کے مستحق ہے۔ اسلیئے میں منتری مہانہ کو مبارکباد دیتا ہوں۔ لیکن اس کے ساتھ ساتھ جو تریکے کے بارے میں، کام کرنے کے بارے میں بڑھ نکایم ہے، وہ بتانا میرا فرض ہے۔

### [श्री नलदुर्गकर]

देहातों में तकरीबन साठ परसेंट लोगों को इस प्राप्ति का फायदा नहीं मिल रहा है। उस के बारे में मैं खास तौर पर मंत्री महाशय की तबज्जह मबजूल करना चाहता हूँ। और मुझे आशा है कि वह इस तरफ ध्यान देंगे। यह मेरा जाती तजुर्बा है कि जब यहां से एक्सप्रेस डिलिवरी का लैटर भेजा जाता है तो मेरे यहां से जाने के पांच छः दिनों के बाद भी वह अपने मुकाम तक पहुंचने पर नहीं पहुंचता है। मैं कहना चाहता हूँ कि यह एक तरह का कंटेक्ट है, एक तरह का वायदा है, प्रॉमिस है। जब हम एक्सप्रेस डिलिवरी का टिकट लगा देते हैं, तो सरकार यह जिम्मेदारी ले लेती है कि वह उस चीज को वक्त पर मुकाम तक पहुंचाये। लेकिन अफसोस की बात है कि इस बारे में देहात में कहीं इन्तजाम नहीं किया गया है। इस लिये मैं मंत्री महोदय को इस मामले की तरफ तबज्जह करना चाहता हूँ कि टेलीग्राफिक मनीआर्डर, या खास तौर के मनी-आर्डर, एक्सप्रेस डिलिवरी के खतूत वगैरह को वक्त पर पहुंचाने का इन्तजाम किया जाये। जिस पोस्ट के तबसुन से देहात में वे लटर जाते हैं, उस पोस्ट के लिये खास स्टाफ रखा जाये, जो कि उसी काम के लिये मखसूस हो।

इसके बाद मैं एक और बात की तरफ तबज्जह दिलाना चाहता हूँ। मैं किसी रिजनल नुक्ता-ए-नज़र के लिहाज से, या प्रान्तीय नुक्ता-ए-नज़र से नहीं कहना चाहता, लेकिन मैं बताना चाहता हूँ कि मरठावाड़ा रिजन से आया हूँ। मरठावाड़ा पहले हैदराबाद स्टेट का हिस्सा था, मराठी बोलने वाला हिस्सा था, जो महाराष्ट्र में आ गया है। इसके पहले हमारे यहां कम्यूनिकेशन्स, टेलीग्राफिक कम्यूनिकेशन्स, टेलि-कम्यूनिकेशन्स नहीं थे। उसमानाबाद जिले में पुलिस एक्शन के बाद टेलीग्राफ ऑफिस खुल गया है। मेरे जिले

में तकरीबन ११ तालुकात हैं। उन तालुकात में से चन्द जो रेलवे मकामात पर हैं, उनको अगर छोड़ दिया जाए तो तकरीबन ६-७ ऐसे बच रहते हैं जहां पर कि टेलीग्राफ ऑफिसिस नहीं हैं। इनके नाम हैं उमरगांव, परंडा, कलम, भौसा, निलंगा, ग्रहमदपुर। आपको यह जान कर ताज्जुब होगा कि उमरगांव ऐसा तालुका है कि जहां पर ग्रार्ट और साइंस कालेज है। वहां पर तकरीबन तीन साल से लोगों द्वारा यह मुतालबा किया जा रहा है कि वहां टेलीग्राफ ऑफिस खोला जाए लेकिन कुछ नहीं किया गया है। उन स्टूडेंट्स को टेलीग्राफी की स्टडी करने दूसरे मकामात पर जाना पड़ता है। यह इसलिये होता है कि वहां पर इसका इन्तजाम नहीं है। ये जो तालुकात मैंने आपको गिनाये हैं यहां पर तीन चार लाख का व्यापार भी होता है।

मैं आपको यह भी बतलाना चाहता हूँ कि उमरगांव में टेलीग्राफ ऑफिस खोलने के लिए मंजूरी दे दी गई थी। लेकिन बाद में कहा गया कि जो पहले पोल्लेज की मंजूरी दी गई थी, उसमें अब एक दो रुपये का फर्क होगा और इस वजह से यह सारा मामला पिछले तीन साल से तवालत में पड़ा हुआ है।

इसके बारे में दो मतंवा रिटन रिप्रि-जेंटेशन्स और चन्द तारं भी भेजी गई हैं लेकिन अभी तक उसका जवाब तक नहीं आया है। मैं माननीय मंत्री जी से खास तौर पर उमरगांव की निस्बत कहना चाहता हूँ। यह बहुत अजेंट मामला है। हर साल सौ डेढ़ सौ तालिबइल्मों को शोलापुर या दूसरे मकामात पर टेलीग्राफिस्ट्स की स्टडी के लिये जाना पड़ता है। इस वास्ते मैं चाहता हूँ कि आप खास तौर पर इस मसले की तरफ ध्यान दें।

एक और बात की तरफ भी मैं आपकी तबज्जह मबजूल करना चाहता हूँ। उमरगांव

को जो लाइन दी जाने वाली है वह बाया सातूर दी जाने वाली है। यह चालीस मील की लाइन है लेकिन यह लाइन ऐसे मकामात पर से होकर जा रही है जहां पर एक मीजा या बड़ा शहर या मकाम भी रास्ते में नहीं है। अगर आप इस लाइन को शोलापुर से ले जायें उमरगांव तक तो फासला तो उतना ही रहेगा लेकिन इसका फायदा यह होगा कि रास्ते में पांच छः हजार की आबादी वाले १५-२० मीजे आ जायेंगे और अगर कल को ऐसी जरूरत पड़ी कि वहां पर लाइन दी जाये तो बहुत ही थोड़े खर्च से आप ऐसा कर सकेंगे। हैदराबाद-बम्बई जो नेशनल हाईवे है, अगर इस लाइन को शोलापुर से लाया गया तो उस हाईवे पर जो १५-२० मकामात बिल्कुल सड़क पर हैं, उनको वक्त जरूरत फायदा हो सकता है और बहुत ही कम खर्च में उनको फायदा पहुंचाया जा सकता है।

जो प्रोग्रेस हुई उसका भी मैं कुछ जिक्र कर देना चाहता हूँ। एयरलाइन्ज का विकास भी आज हो रहा है और उसके लिये चन्द जगहों पर हवाई अड्डे बनाने का भी आपके सामने प्रोग्राम है। मैं चाहता हूँ कि आप इसका भी ख्याल करें कि हवाई अड्डे इस किस्म के होने चाहियें ताकि अगर जरूरत पड़े तो इनका जंगी हवाई अड्डों के तौर पर इस्तेमाल हो सके और इनको आसानी से जंगी हवाई अड्डों के रूप में मंजूर किया जा सके। हम नहीं कह सकते हैं कि कल क्या होने वाला है। चाहे हमारा देश गांधियन प्रिंसिपल्स को मानने वाला है, उन पर चलने वाला है, नान-वायोलेंस का हामी है लेकिन हमारे पास पास के जो देश हैं, उनसे हमको जो सबक मिला है वह हमें बताता है कि

वे गांधियन प्रिंसिपल्स को नहीं मानते हैं। ऐसी सूरत में अगर भविष्य में कभी जरूरत पड़े तो कोशिश हमारी यह होनी चाहिये कि जो हवाई अड्डे हम आज बनायें उनको इस तरह से बनायें कि वे उस वक्त आसानी से जंगी हवाई अड्डों की शकल में बदले जा सकें और वहां पर जंगी हवाई जहाज आ जा सकें।

मैं एक और बात की तरफ आपकी तबज्जह दिलाना चाहता हूँ। मैं चाहता हूँ कि हर जिले के सदर मुकाम पर जो कालेज में प्रवेश पाने वाले स्टूडेंट्स हैं या जो उनमें पढ़ने वाले स्टूडेंट्स हैं उनके लिये इस बात का इन्तिजाम होना चाहिये कि वे जान सकें कि जहाज और हवाई जहाज कैसे चलाया जाना चाहिये, उसका टैक्नीक क्या है और उसका शिक्षण उनको दिया जाना चाहिये।

जो आपने तरक्की के काम किये हैं उनके लिये मैं आपको मुबारकबाद देता हूँ। नेशनल शिपिंग बोर्ड ने जो टारगेट मुकदर किया था १४.२२ लाख का और उसके लिए ११८ करोड़ रुपये का जो मुतालबा किया था मुझे मालूम नहीं कि प्लानिंग कमिशन ने उसमें क्यों कमी की है। अभी बहुत से माननीय सदस्यों ने इस विषय पर आशय किये हैं और जो कुछ उन्होंने कहा है उसको मैं दोहराना नहीं चाहता हूँ। लेकिन मैं इतना ही कहना चाहता हूँ कि जहां तक देश के विकास का तात्सुक है, देश की तरक्की का तात्सुक है और उसके साथ साथ फारेन एक्सचेंज का जो सवाल है, उस में और ज्यादा तेजी लाई जानी चाहिये और और ज्यादा फारेन एक्सचेंज कमाई जानी चाहिये। फारेन एक्सचेंज और अधिक कमाने का एक जरिया यह है कि आपके पास पानी के जहाज और ज्यादा तयाद में हों और मैं समझता हूँ कि इस और भी आपकी तबज्जह जायेगी।

**Shri Achar (Mangalore):** I shall be brief.

**Mr. Deputy-Speaker:** With a few noble exceptions, if I may say so, I shall call only those who are present and who want to speak.

**Shri Achar:** Let me congratulate the Ministry and the Minister of Transport and Communications on the achievement they have shown. My main point first of all, is to refer to the fact that they have achieved, whether it be in the air or in the high seas or on land, all the targets set for them within the limits of the resources that were available. So, from that point of view, apart from everything else, we have to congratulate the Ministry on achieving the targets set for the second Five Year Plan and thus attaining the objectives set forth before them. I again congratulate the Ministers concerned and also the departments concerned on their achievement.

There is one point which I want to emphasise. That is about a department which has been very much neglected. I am referring to the inland water transport. It has been referred to by some hon. Members. For want of time, I shall only quote one or two sentences from the report about the inland water transport system. In Chapter II, at page 19, they have said as follows:

"The real weakness of the situation lies in the almost complete absence of expert, technical organisation conversant with and having practical experience of the various complexities of inland water transport, both in the Government of India and the State Governments...."

and so on.

I will not quote further. The point is that either in the Central Government or in the State Governments, there is no attention paid to this aspect of the problem. Inland water transport is a very important branch of the transport system. It is the

cheapest form of transport and a very convenient one especially in the west coast. Shri T. Subramanyam spoke, in my opinion, with a little diffidence when he mentioned about the connection that could be given to the Ganga river from Calcutta to Mangalore, via the east coast. Whatever that be, so far as the west coast is concerned, it has ample scope for the development of this cheapest and easiest mode of transport. I am very thankful to my hon. friend from Varanasi who mentioned about the possibility of a canal from Mangalore to Coondapur. Even a traffic survey has been made about it. I would request the hon. Minister to take up that line at least, if not the entire west coast from Trivandrum to Karwar. There is ample scope for development there. In fact, this branch of the transport system has been completely neglected, because the report itself says that at least Rs. 168 crores are required for completing the proposals they have made. But what is provided in the third Plan is about Rs. 6 crores. At this rate, we will require 30 plans to fulfil this task! As I said, this is a branch which has been totally neglected, and I would request the Minister to consider this aspect of the question and do something about it. I expect a reply to this question from the Minister.

My next point is about the Mangalore port. I shall not dilate on the point. Not only myself but the whole State of Mysore is very much interested in the Mangalore port. Much has been said about Mangalore and Tuticorin. I will not repeat the arguments. Very, very powerful voices have been raised in respect of Calcutta by my friend, Shri Samanta, and others. Even from the Opposition Benches, Shri Goray and some others have raised their voices in favour of Calcutta and Bombay. We are a small people, a small State, a small town, but ours is a very important State. I will not say anything more than that. According to



the traffic survey, Mangalore has got prospect for 3 million tons of traffic. Crores of rupees are being spent on roads and bridges across the Rann of Cutch and in other places. Why not do something for Mysore State also? Mysore has not got a port. Madras, Bombay and Calcutta have got ports, but Mysore has not got a port, though it has at least 75,000 square miles of hinterland. I was surprised to read the other day in the *Indian Express* that they have theoretically accepted the principle. But practically, I do not know what they have decided. I hope this matter will be finally decided and I expect an announcement tomorrow that Mangalore and Tuticorin will be taken up in the Second Five Year Plan. Enough arguments have already been put forth. I have no time. One more point about roads.

**Mr. Deputy-Speaker:** It would have been better for him if he ended with this pathetic appeal.

**Shri Achar:** About roads, I appreciate Shri Masani's arguments, but there is another aspect of the question. For long journeys, railways are better. For instance, suppose we have to travel by bus from south to north, what will be the physical condition of the man? So, only one side should not be considered. I have no time to advance arguments. Shri Masani argued that roads should be given greater importance. Roads are all right for short distances, but for long distances, it is necessary that importance should be given to railways. I will leave it at that.

Coming to the postal department, I am very thankful to the department for opening a separate postal circle for Mysore. But there is one important point. There is considerable area round Mysore State which is purely Kannada area. For example, take Talwadi. 91 per cent of the population is Kannada. Regarding Kasargod, the hon. Minister himself moved an amendment in the Upper House for including Kasargod in Kannada area. My only appeal is, postal circles should not be according

to the State boundaries, but according to the language. There can be no difficulty about it. I raised the same question in regard to railways that the Malayalam boards in Kasargod should be changed. Even the Kerala Government agreed and the boards have been changed into Kannada. My only request is, if the hon. Minister takes up this question, I am sure the State Government will agree that all the Kannada will come under Mysore.

About airlines, I want to congratulate the Ministry. For the first time, they are having some profit also. But I want to make an appeal. We have got only three aerodromes in the whole of Mysore—Bangalore, Mangalore and Belgaum. There is no connection from Bangalore to Mangalore. Bangalore is the capital. What is the good of having an aerodrome without having a connection? Probably at one stage there was no traffic, but now there is enough traffic.

About tourism, I respect Shri Tariq's views. Kashmir is a beautiful place. But I invite him and other Members of the House to come and see Coorg. The whole district is a beautiful hill station. Europeans have said that Switzerland is the Coorg of Europe. So far as we are concerned, we may say that Coorg is the Switzerland of India. They say, Switzerland is Coorg of Europe. It is such a beautiful place, but there are no good roads. So, roads will have to be developed. Then, the road from Bangalore to Mercara and from Mercara to Mangalore, must be converted into a national highway.

**Mr. Deputy-Speaker:** Aerodromes, airports, tourism etc. are all interdependent and he has already stated about them all. What more is left?

**Shri Achar:** Nothing more, Sir. Thank you very much.

**Shri Basappa (Tiptur):** Sir, Mysore has tired you and the House, and at

[Shri Basappa]

this late hour I do not intend to inflict or indulge in any speech. My hon. friend has appealed with all the emphasis at his command certain things, I want to join him and say a few points.

So far as tourism is concerned my hon. friend has already spoken. I would only say that there are other places like Hampi, the seat of the Vijayanagaram Empire, to see which many people from the world come. That place also should therefore be taken note of. Then there are the temples of Belur and Halebede in the place from which my hon. friend Shri Siddanajappa comes. They are very well known and there should be properly developed tourist centres in those parts.

As I already said that I would not indulge in any long speech, I would only say how to find money for shipping. That is the most important point. The Planning Commission, I think, has got some cushion funds, as it is called, and I say that a greater share of that should be given to the shipping industry. In that way the problem of Shri Raghunath Singh can be solved.

My hon. friend has said enough about Mangalore. I only want to say that even the World Bank is agreeable and there will not be any difficulty with regard to foreign exchange.

Then I come to inter-State roads. There are difficulties when the roads run through two or three States. Even when there are six or seven miles in another State there is difficulty. Therefore, the Centre must intervene and see that the buses are allowed to run without any difficulty in the other States also. We are experiencing some difficulty with regard to Andhra and Mysore. For going from Madugiri to Pavaḡada in the same State we have to go through Andhra State for six to seven miles. Correspondence is going on, but still nothing has been done.

About civil aviation, the Bangalore aerodrome seems to be in the hands of the Transport Ministry whereas it actually belongs to the Defence Ministry. The building there has not been developed. I hope the Minister is having correspondence with the Defence Ministry and he will see that that aerodrome is improved to a great extent.

Regarding inland water transport much has been said. There is only one point that I want to mention in connection with the commemoration stamps. We are now celebrating the lives of so many important persons in this country and in that connection we are issuing commemoration stamps. I am glad that Shivaji commemoration stamps are going to be issued. In this connection I would like to bring to the notice of the hon. Minister that in Karnataka in the 12th century a great man played a notable part. I have brought this to your notice also, Sir, in connection with decorating the Parliament House. Something must be done in this connection. I am referring to Bhakti Bhandari Basavanna who was the Prime Minister of the Chola Kings of Bijala. He played a notable part in the economic, social and political field. In the present day when society is so much disintegrated his teachings have a great value in the political or economic field. The hon. Minister knows it and I have also brought it to your notice. I would urge upon the hon. Minister—representations have also been made—to issue commemoration stamps in the name of Bhakti Bhandari Basavanna of the 12th century.

With regard to postal matters I want to point out that the sub-postmasters are only equal in status to clerks whereas they have to supervise many clerks. Therefore, their status should be improved.

There are cases of defalcations also that are going on. The rules must be revised to plug the loopholes so that

losses which have increased from 56 per cent to 67 per cent may be brought down.

With regard to stability and improvement in the delivery conditions, some incentive should be introduced. Some incentive awards should be given so that express delivery letters and telegrams reach in time. I have many other points but, for want of time, I am not able to refer to them.

**श्री भक्त दर्शन (गढ़वाल) :** उपाध्यक्ष महोदय, आकाश विभाग के उपमंत्री जी जवाब दे चुके, जलयानों और थलयानों के माननीय मंत्री महोदय ने भी अपना वक्तव्य समाप्त कर दिया। अब एक ही विभाग रह जाता है, डाक और तार विभाग, जिसके बारे में मैं बहुत संक्षेप में अपने विचार रखूंगा।

मैं मंत्रालय को बहुत हार्दिक बधाई देता हूँ क्योंकि द्वितीय योजना में जिन लक्ष्यों को निर्धारित किया गया था उनको उसने बड़े अच्छे ढंग से पूरा कर दिया है। लेकिन फिर भी जैसा कि इस रिपोर्ट में कहा गया है हमारे देश के सड़े पांच लाख गांवों में से २-२ प्रतिशत यानी लगभग ११ हजार गांव अभी भी ऐसे हैं जहां कि सप्ताह से अधिक देरी में एक बार डाक पहुंचती है। मनीआर्डरों के वितरण में जो अव्यवस्था हो रही है उसके बारे में कई बार मैं सदन का ध्यान आकर्षित कर चुका हूँ। और जो दूसरी बातें हैं उनके बारे में मुझे आशा है कि मंत्रालय बड़ी सतर्कता से और परिश्रम से काम लेगा।

मैं अधिक समय नहीं खूंगा। केवल दो तीन बातों की ओर ही माननीय मंत्री जी का ध्यान आकर्षित करूंगा। डाक तार विभाग के लिए भवनों के निर्माण की जो नई व्यवस्था की गई है, यद्यपि आशा है कि उससे स्थिति में पहले से अधिक सुधार होगा। लेकिन मुझे उससे पूर्ण संतोष नहीं है। मैं समझता हूँ

कि यह जो एडीशनल चीफ इंजीनियर की नियुक्ति की गई है उनको डाक तार विभाग के अन्तर्गत रखा जाता बजाए सी० पी० डबल्यू० डी० के तो ज्यादा अच्छा होता। साथ ही अगर उनको पी० एंड टी० बोर्ड में सदस्य के रूप में रखा जाए तो उससे कार्य में सरलता हो सकेगी। यू० पी० की रीजनल कमेटी की जो बैठक हुई थी उसमें भी हमने इस पर विचार किया था और उस समिति ने यह सिफारिश की थी कि हर एक सर्किल में कम से कम एक एग्जीक्यूटिव इंजीनियर रखा जाए और उसके साथ तीन चार प्रसिस्टेंट इंजिनियर रखे जायें और साथ ही यह व्यवस्था की जाए कि जब कभी रीजनल पी० एंड टी० एडवाइजरी कमेटी की बैठक होती है तो वह एग्जीक्यूटिव इंजिनियर उसमें सब आकरें, तथ्य और तस्मिने लेकर आएँ और बताएं कि किन किन भवनों का निर्माण किया जा रहा है और उसमें क्या काम किया जा रहा है। इस तरीके से, मैं समझता हूँ, इन कामों में काफी सहूलियत हो सकती है।

मैं मंत्री महोदय को बहुत धन्यवाद देता हूँ कि उन्होंने हमारी लिखा पढ़ी के फलस्वरूप उत्तर प्रदेश के तिब्बत के बांडर में दो नए पोस्टल डिबीजन शुरू किए हैं। इसके लिए मैं उनका अनुग्रहीत हूँ। लेकिन इस सम्बन्ध में मैं निवेदन करना चाहता हूँ कि केवल डिबीजन बना देने से ही इन इलाकों का संचार व्यवस्था की दृष्टि से विकास नहीं हो सकता। कुछ और तेजी से काम करने की आवश्यकता है। काम करके वहाँ के कर्मचारियों की शिकायत है कि केन्द्रीय सरकार और राज्य सरकारों के जो कर्मचारी वहाँ हैं उनको जो बार-बार एलाउंस मिलता है वह उन बेचारों को नहीं मिलता। उन्होंने ऐसा क्या कुसूर किया है कि उनको बार-बार अलाउंस नहीं दिया जाता? मैं समझता हूँ कि विभाग इस पर विचार करेगा।

## [श्री भक्त दर्शन]

तीसरी बात मुझे यह कहनी है कि डाक तार विभाग के सम्बन्ध में कि यह बड़ी खुशी की बात है कि आखिर बहुत वर्षों के हम लोगों के आन्दोलन के बाद विभाग ने अतिरिक्त विभागीय कर्मचारियों के बारे में निश्चय किया और लगभग ५० लाख रुपया वार्षिक का अतिरिक्त खर्च स्वीकार किया है। लेकिन मुझे बताया गया है कि अभी भी उन सिफारिशों को अमल में लाने में बहुत समय लगेगा। लखनऊ में जो पिछले दिनों क्षेत्रीय कमेटी की बैठक हुई थी उसमें बताया गया था कि एक दो साल इसको इम्प्लीमेंट करने में लग जाएगा। मेरा निवेदन है कि दो दो तीन तीन साल से ये लोग बेचारे इन्तिजार कर रहे हैं। ये लोग हजारों लाखों की संख्या में हमारे गांवों में फैले हुए हैं। इस देरी के कारण उनमें असंतोष बढ़ता चला जा रहा है। तो मेरा विभाग से निवेदन है कि जो निर्णय विभाग ने अतिरिक्त विभागीय कर्मचारियों के सम्बन्ध में लिया है उसको इम्प्लीमेंट करने में तेजी लानी चाहिए ताकि उनको जल्दी से जल्दी इसका फायदा मिल सके। और जिन सिफारिशों पर अभी तक कोई निर्णय नहीं किया गया है उनके बारे में कार्रवाई की जानी चाहिए।

चौथी बात जो मैं संक्षेप में कहना चाहता हूँ वह यह है कि जो हड़ताल हुई थी उसका हम किसी ने समर्थन नहीं किया। चन्द हमारे माननीय सदस्यों ने किया होगा। हम तो उसको बिल्कुल अदूरदर्शितापूर्ण और अनुपयुक्त मानते थे। लेकिन अब चूंकि हड़ताल समाप्त हो गई है और विभाग ने काफी उदारता का परिचय दिया है, तो मेरा निवेदन है कि जो लोग रहे हुए हैं उनको अवश्य ले लिया जाना चाहिए। और जहां तक प्वायन्स को विभागीय देने का प्रश्न है मेरे विचार से उस पर भी जल्दी विचार करके निर्णय कर देना चाहिए क्योंकि मैं देखता हूँ कि ऐसा न होने के कारण अभी भी

असंतोष बढ़ता चला जाता है। हमने अभी नहीं दिल्ली के उपचुनाव में देखा कि एक सज्जन जो पी० एंड टी० के कर्मचारी थे वह खड़े हो गए और उनकी वजह से कांग्रेसी उम्मीदवार हार गया। उन्होंने ऐसा प्रपेगंडा किया कि या तो वोटर उनको वोट दे या जनसंघ के उम्मीदवार को दे या किसी को न दे। इस प्रकार बहुत से मतदाताओं ने वोट न दे कर कांग्रेसी उम्मीदवार को हराया। तो यह एक खतरनाक चीज है। इसलिये मैं खास तौर से मंत्री जी से अपील करता हूँ कि अगले चुनावों के बहुत पहले उन को इस बारे में निर्णय कर लेना चाहिये। ऐसा होने पर ही हम उन की कार्यवाही को सफल समझेंगे।

सड़कों के सम्बन्ध में मुझे केवल एक निवेदन करना है। हमारे माननीय राजबहादुर जी पर्वतीय इलाकों की स्थिति से बहुत अच्छी तरह परिचित हैं और वह इस मामले में बहुत दिलचस्पी लेते रहे हैं और इस के लिये हम उन के बहुत अनुग्रहित हैं। लेकिन मैं यह कहना चाहता हूँ, जैसा कि कल मानवेन्द्र शाह जी ने भी कहा था, कि जो बारडर रोड्स डेवलपमेंट बोर्ड बनाया गया है उस के कार्य के बारे में हृष्ट हृष्ट पालिसी से काम लिया जा रहा है। अभी जब पिछले दिनों मैं ने एक प्रश्न किया था कि जोशीमठ से भागे बद्दीनाथ की सड़क के सम्बन्ध में क्या कार्य हो रहा है तो राजबहादुर जी ने जवाब दिया था कि चूंकि यह सड़क बारडर रोड डेवलपमेंट बोर्ड के अंतर्गत है इसलिये हम इस के बारे में उत्तर नहीं देना चाहते हैं। मैं उन से यह निवेदन करना चाह रहा हूँ कि हम लोग जो संसद् सदस्य हैं या जो पब्लिक मैन हैं उन से तो यह बात छिपाई जाती है लेकिन जो भारत के दुश्मन हैं या जो और लोग हैं उन को सब बात मालूम है कि कहां सड़क बन रही है। भाप बद्दीनाथ की सड़क को ही ले लीजिये। यद्यपि यह काम बारडर रोड डेवलपमेंट बोर्ड के अधीन हो रहा है, लेकिन यह काम ठेकेदारों के द्वारा कराया जा

रहा है और उन के हजारों आदमी इस पर काम कर रहे हैं। तो यह कीज छिपी कैसे रह सकती है। यात्रा का सीजन सिर पर आ रहा है। जोशीमठ से आगे सड़क बहुत तंग है। अगर वहां सड़क बनाई जा रही है तो उस से यात्रियों के रास्ते में बड़ी रुकावट पैदा हो सकती है। तो मैं मंत्रालय से अनुरोध करूंगा कि वह उत्तर प्रदेश की सरकार से बात करे कि वहां पर जो सड़क का निर्माण हो रहा है उस के कारण यात्रा में बाधा न पड़े।

इसी सिलसिले में मैं अन्त में यह कहना चाहता हूँ कि सन् १९५६ में जब नेशनल हाईवेज का कानून बन रहा था उस समय जो हमारे उपमंत्री थे श्री अनंगेशन साहब, वह बरीनाथ यात्रा पर गये थे। वहां से लौटने पर उन्होंने सदन में आश्वासन दिया था मेरे संशोधन पर कि जब नेशनल हाईवेज के सिलसिले में नई सड़कें बढ़ाई जायेंगी उस समय दिल्ली हरिद्वार बरीनाथ रोड को भी उस में शामिल किया जायेगा। मैं देख रहा हूँ इस रिपोर्ट में कि तीन सड़कें जोड़ दी गयी हैं। लेकिन इस का निर्णय नहीं हो रहा है। अभी २० वर्ष के ये हमारी सड़कों की योजना बनी है उस में भी इस सड़क को प्राथमिकता देने के लिये कहा गया है। तो मेरी समझ में नहीं आता कि इस सड़क को क्यों नहीं लिया जाता। साथ ही मेरा अपने मंत्री महोदय से यह अनुरोध है कि इस पर विचार किया जाये कि दिल्ली से हरिद्वार होती हुई बरीनाथ जाने वाली सड़क का सारा भार केन्द्रीय सरकार अपने हाथ में ले ले। अपना तो वह खर्च कर रही है। मैं चाहता हूँ कि उस के मेन्टिनेंस का भार भी वह ले ले। उस अवस्था में हम राज्य सरकार पर जोर डाल सकेंगे कि हमारे इलाके में और सड़कें बनावे।

माननीय मंत्री जो को मालूम होगा कि फूड एंड एग्रीकल्चर मिनिस्ट्री ने एक कमेटी बनाई थी जिस का नाम था इनएक्स-सिबिल एरियाज कमेटी और उस को बहुत से

पर्वतीय इलाकों पर विचार करना था जिन में उत्तर प्रदेश, लाहौल-स्पिती के इलाके, कश्मीर और हिमाचल प्रदेश का इलाका भी शामिल था। इस कमेटी ने अपनी रिपोर्ट दी और उस को बहुत अच्छा माना गया है। इस कमेटी ने कुछ सड़कों की सिफारिश की है। मैं विशेष तौर से अनुरोध करता हूँ कि राज्य सरकारों से बात कर के उन सड़कों को प्राथमिकता दी जाये और तीसरी योजना में उन को सम्मिलित किया जाये।

अन्त में मैं केवल एक बात और कहना चाहता हूँ। पहले ट्रांसपोर्ट मिनिस्ट्री की बहस रेलवे मिनिस्ट्री के बाद हुआ करती थी। और हम को पूरा चार पांच घंटे का समय उस के लिये मिलता था और कम्युनिकेशन मिनिस्ट्री के लिये अलग से समय मिलता था। यह मिनिस्ट्री इतनी लम्बी चौड़ी है और इस पर इतने बोलने वाले सदस्य होते हैं कि इन दोनों को एक साथ रखने से इन के प्रति न्याय नहीं हो सकता। इसलिये मैं अपील करना चाहता हूँ मिनिस्टर आफ पार्लियामेन्टरी एफेयर्स साहब से कि कम से कम अगले वर्ष से वह यह व्यवस्था करें कि कम्युनिकेशन्स का सबजेक्ट एक दिन डिस्कस हो और उस के लिये ६ घंटे का समय रखा जाय और ट्रांसपोर्ट जो कि इतना बड़ा सबजेक्ट है, उस को दूसरे दिन के लिये रखा जाये।

उपरोक्त महोदय : अगले वर्ष के लिये जो प्रायश्चि वह सोच लेंगे।

श्री अन्त दर्शन : मैं कम से कम निवेदन तो कर दूँ ताकि रिफांड में रहे कि किसी ने इस प्रकार का मुझाव दिया था कि इस पर विचार किया जाये कि ट्रांसपोर्ट और कम्युनिकेशन्स को एक दिन विचार के लिये न रखा जाये क्योंकि ऐसा करने से किसी विभाग के साथ न्याय नहीं किया जा सकता।

अन्त में मैं आप को धन्यवाद देता हूँ।

**Shri Thanu Pillai** (Tirunelveli): Mr. Deputy-Speaker, Sir, it is very kind of you to have given me this opportunity. If we were to represent something new which the Ministry has not agreed to or has not understood, we would have commanded all our force to say something, but in deep distress I have only to point out that the Ministry which has accepted the necessity of improving or upgrading Tuticorin and Mangalore as major ports has not thought it fit to include them as yet among major ports.

The hon. Minister knows and all the members of his team of Ministers know and the hon. Prime Minister was also kind enough to say even when the first deputation met him that there is no argument about it and that it should come. But at what stage it is. One can just imagine what hopes would have been raised in the minds of the people who came in the delegation all the way from Tuticorin. Afterwards we had the occasion, the good fortune, to have the Prime Minister there and in a public meeting he said that the work on the Tuticorin Port would be expedited. Naturally, people thought that it would be taken up even in the Second Plan. But it did not find a place even in the Draft Outline of the Third Five Year Plan. We pleaded, but still there is nothing coming forth. But from the papers we find that they are still considering whether to include it or even if they have included, they have not given sufficient importance and priority to it. From what I hear, they are going to have another survey. I do not know what survey is necessary, after all the technical and commercial surveys have been completed and it has been accepted in principle that it should be included and has been recommended by the Ministry.

Sir, I am not accustomed to condemning the Planning Commission. Once I had even to defend them when something harsh and wrong was said about them. But I would like to know from the hon. Minister as to whether

the elected Parliament and the Cabinet is important and superior or the Planning Commission experts are superior. Sir, the Planning Commission Members have to look into the projects of the whole country. There again they are guided by some officers, some secretaries and some assistants. That means the Secretaries of the Planning Commission are the most superior body in this world. My hon. friend Mr. Thirumala Rao a few minutes back said that the Members of the Planning Commission were superior to the Thrimurtis. I think they are even more than that. Some Secretary, or somebody, who gives advice in the name of technical opinion, can flout the opinion of this House, this Government and this Ministry.

I am very sorry that I am forced to make this observation. But I hope that the hon. Minister would be able to dispel my fears tomorrow by an announcement that this project will be completed during the Third Plan.

I am not in a position to say anything on other matters now, because I am so much overwhelmed by this one thing which has been agitating my mind and the minds of my people. I would refrain from making other remarks till I hear something from the hon. Minister.

**Shri Oza** (Zalawad): Sir, hon. Members who participated in the debate before the hon. Minister of Shipping were conscious of the competitive claims of the different Ministries on our slender resources, both external and internal. The hon. Minister tried to make out a case that they had tried to procure as much funds as possible from the Planning Commission. But I must confess that at the end of his speech I was convinced about his helplessness rather than the justification of the resources put at the disposal of his Ministry. He asked where the funds are to come from, and enumerated several items which were essential.

Of course, all of them are very important. But I wish to put him one question. Have we not strained every nerve to earn more foreign exchange? We have got so many schemes of industrial expansion. Is not shipping a factory which goes into production on the very day on which it is purchased and starts earning foreign exchange on the very day. Other factories take a lot of time to go into production after their foundations are laid and they are started. They take a lot of time to earn foreign exchange. Shipping is the only industry which starts earning foreign exchange on the very next day. History is going to pass a very severe verdict on the present Ministry for not procuring enough resources for building up the shipping industry in this country. I am so sure about it. As has been pointed out by several hon. Members it is rather very sad that we are wasting away so many crores of rupees of foreign exchange, because we cannot procure sufficient funds for this very vital and important aspect of development.

This immediately brings me to other problems. The hon. Minister referred to intermediate ports. We have also got the Report of the Intermediate Ports Committee. I think he should pay more attention to those areas which are removed far away from coalfields. There are areas which are experiencing a lot of difficulties because of the long haulage of coal from the coalfields to the western coast, and we know that so many factories are going out of commission and getting closed because coal cannot be brought. So it is good that the hon. Minister is now giving some consideration to the development of intermediate ports. In this connection I would request him to pay special attention to the intermediate ports of Saurashtra and Gujarat. These are far removed from the coalfields and, as I said, so many factories are being closed because coal cannot be procured through railway wagons. Even in the eastern region coal shortage is felt; so what to talk of the western region which is far away? The hon. Minister should therefore put

adequate funds for the development of intermediate ports like Nowlakh, Bedi, Verawal, Porbunder, Bhavanagar and others because they will fulfil a very useful purpose. The hon. Minister is making available more ships for moving coal. But that is not enough. He has to rationalise the freight, because merely asking the industrialists to move coal from the coalfields by steamers would be very costly. So the hon. Minister must give some subsidy to those persons who import coal through these ports, and unless that is done, I think it would be very costly for these industries to run.

19 hrs.

I would request the hon. Minister to develop the roads in those areas also. For instance, the national highway in Saurashtra from Ahmedabad to Kandla and from Ahmedabad to Porbunder is languishing for so many years. Papers get passed between the Centre and the States, this plan or that design is not approved, and for the last six or seven years this national highway could not be completed. The result is that even the State does not improve some of the roads. The roads are in a very bad plight. The hon. Minister should take up the programme of building the national highway from Kandla to Ahmedabad and from Ahmedabad to Porbunder. He should see that all the formalities are observed as early as possible and that it comes into being at an early date.

I would also request the hon. Minister to extend the national highway from Jetpur to the Gir forest. The Gir forest is the only place in India where lions can be found, and this will promote tourist traffic also. It is not far away and if a diversion is taken this can easily be done. As a result of the tourist traffic that we would attract we would be able to earn some foreign exchange by this.

Then I will put in a suggestion for a Posts and Telegraphs Circle for Gujarat which is now a separate State. There are a lot of difficulties there

[Shri Oza]

Unless there is a separate circle, the administrative machinery will not be geared.

I do not want to go into so many small complaints in regard to posts and telegraphs and telephones. So many friends have related sad stories in that respect. So I do not want to dilate on that. But unless there is a separate circle, I do not think the administrative machinery can be geared. Close supervision and inspection are required. It is under consideration, and I hope the Ministry will take up this matter and finalise the proposals as soon as possible.

Sir, I have so many other points to make, but looking to the time I will conclude with this.

श्री हेमराज (कांगड़ा) : उपाध्यक्ष महोदय, मैं आप का आभारी हूँ कि आप ने मुझे बोलने का मौका दिया है। बहुत से प्वायंट्स कवर हो चुके हैं। हर एक माननीय सदस्य ने मिनिस्ट्री को बधाई दी है और मैं समझता हूँ कि वह इस की मुस्तहक भी है। सैकंड फ़ाइव थीअर प्लान में जो टारगेट्स निर्धारित किये गये थे, चाहे वे सड़कों के बारे में हों, या डाकखानों और तारघरों के बारे में हों, वे सब के सब पूरे किये गये हैं। मैं यह अर्ज करना चाहता हूँ कि हमारे डाकखाने एक तरफ तो बचत का आन्दोलन चला रहे हैं, लेकिन दूसरी तरफ़ गांवों में लोगों को रुपया जमा कराने के बारे में सहूलियतें कम हैं और एक्स्ट्रा-डिपार्टमेंटल या डिपार्टमेंटल सब-आफिसिज बहुत कम खोले गये हैं। इस सम्बन्ध में एक माननीय सदस्य ने यह सजेशन दिया था कि कुछ पोस्ट आफिसिज को सेविंग बैंक का काम करने दिया जाये, लेकिन मैं समझता हूँ कि बेहतर यह होगा कि ब्रांच पोस्ट आफिसिज के दरमियानी हिस्से में—कुछ ब्रांच पोस्ट आफिसिज के दरमियान में कोई न कोई एक्स्ट्रा डिपार्टमेंटल या डिपार्टमेंटल सब-

आफिस बना दिये जायें, ताकि लोगों को सेविंग बैंक एकाउंट खोलने का मौका मिल जाये। जिस तरह की मेरी कांस्टिट्यूएन्सी है और जो पहाड़ी इलाका है, वहां पर तो खास तौर पर मिलिट्रीमैन अधिक तादाद में रहते हैं और आपने मेरी इस तजवीज को मान लिया तो उनको अपनी पेंशन इत्यादि लेने में बहुत ज्यादा सहूलियत हो जाएगी।

डाकखानों के बारे में मैं एक बात और कह देना चाहता हूँ। लाहौल और स्पिति का एक नया जिला पंजाब गवर्नमेंट ने बनाया है और वहां पर पंजाब गवर्नमेंट ने अपने मुलाजिमों के लिए जो कम्पेंसेटरी एलाउंस रखा है वह जितनी उनकी तनखाह है उसके बराबर रखा है। जितनी तनखाह उनको दी जाती है उतना ही कम्पेंसेटरी एलाउंस दिया जाता है। लेकिन हमारी जो केन्द्रीय सरकार है वह ऐसा नहीं करती है इसका नतीजा यह है कि वहां पर कोई आदमी जाना नहीं चाहता है। मुझे याद है कि लाहौल में केलांग में एक आदमी को लगाया गया था। उसको उसके मकान पर तनखाह नहीं मिली और वह मर गया। वह वापिस नहीं आ सका। वहां पर लोग जाना नहीं चाहते हैं। वहां रास्ते आठ महीने तक बंद रहते हैं, सिर्फ चार महीने के लिए ही खुलते हैं। मैं चाहता हूँ कि वहां आपका कम्पेंसेटरी एलाउंस वही हो जो स्टेट गवर्नमेंट देती है।

अब मैं हरकारों की तरफ आपकी तबज्जह दिलाना चाहता हूँ। उन बेचारों की भी बहुत बुरी हालत है। उनको छः महीने या सात महीने चलना पड़ता है, बरफ में से गुजरना पड़ता है, जान को हथेली पर रख कर चलना पड़ता है और उनका जो काम है वह बहुत कठिन है। मैं चाहता हूँ कि उनकी तनखाह में भी आपको इजाफा करना चाहिये। आज होता यह है कि जितने महीने वे काम करते हैं उतने महीनों की आप उनको



तनखाह देते हैं और बाकी महीनों के लिए उनको कहते हैं कि छुट्टी चले जाओ। इस तरह से उनकी जो सविस् है वह कंतिनुअस नहीं है। मैं चाहता हूँ कि कंतिनुअस सविस् का उनको फायदा पहुंचाया जाए और उनकी जो तनखाह है उसको भी बढ़ाया जाए।

स्नो बाउण्ड जो एरियाज हैं, उनके लिए खास तौर से, जो रूल आपने बनाया है, घाटा डालने का, १००० का, इसमें भी तरमीम आपको करनी चाहिये ताकि वहां पर प्रासानी से पोस्ट आफिस खुल सकें और काम अच्छी तरह से चल सके।

कांगड़ा और कुल्लू और खास तौर पर पालमपुर का जो इलाका है, उसके बारे में मैं कुछ कहना चाहता हूँ। वहां पर टेलीफोन कनेक्शन लेने के लिए लोगों ने दरखास्तें दी हैं और इस बात को मेरे ख्याल में दो दो साल तक हो गए हैं, लेकिन उनको अभी तक टेलीफोन कनेक्शन नहीं दिए गए हैं। जो बिजिनेस कम्युनिटी के लोग वहां हैं, उनको इसकी बहुत जरूरत है लेकिन अभी तक कुछ भी नहीं हो पाया है। इसी तरह से कुछ ऐसे पब्लिक काल आफिसिस हैं जिन को खोलने के लिए आपने मंजूरी तो दे दी है, उस रीली में, लेकिन अभी तक दो दो साल गुजरने के बाद भी, खोले नहीं गए हैं। मैं चाहता हूँ कि इस ओर भी आपका विशेष तौर से ध्यान जाना चाहिये।

जहां तक रोड्स का ताल्लुक है, मूअ से पहले दूसरे भाइयों ने स्नो बाउंड एरियाज के बारे में या इनएक्सेसिबल एरियाज के बारे में कुछ बातें कही हैं और मैं धारा करता हूँ कि उन की ओर आपका ध्यान जाएगा। मैं भी एक ऐसे इलाके से आता हूँ जहां पर कुछ एरिया तो इनएक्सेसिबल है और कुछ स्नो बाउंड। आपके श्रीक इंजीनियरिंग ने जो २० पीअर रोड प्रोग्राम बनाया है और जो रिपोर्ट निकाली है, उसमें उन्होंने एक प्रिंसिपल एनसिएट किया है। उन्होंने कहा है कि मेट्रड

रोड से कोई भी डिबेलेण्ड एरिया चार मील से ज्यादा के फासले पर नहीं होना चाहिये, ग्रंडर-डिबेलेण्ड १२ मील से ज्यादा के फासले पर और सेमी-डिबेलेण्ड ८ मील से ज्यादा फासले पर। यह जो उसूल बनाया गया है, इसको तसलीम कर लिया जाना चाहिये। लेकिन इसके साथ साथ मैं यह भी कहना चाहता हूँ कि यह उसूल मैदानी इलाकों के लिए तो ठीक है लेकिन जो पहाड़ी इलाके हैं वहां पर यह उसूल काम नहीं कर सकता है और उनके केस में इसको लिबरल बनाया जाना चाहिये। पहाड़ों पर जहां पर कि मीज आफ कम्युनिकेशन की बड़ी जरूरत है, इस फासले को आपको कम करना होगा और मैं चाहता हूँ इसको धारा कर दिया जाए। अगर आपने ऐसा किया तो वहां पर तरबकी के कुछ काम हो सकते हैं, बर्ना नहीं। एक इनएक्सेसिबल एरियाज कमेटी है जिसका मैं भी मैम्बर हूँ। उसने भी खास तौर पर कहा है कि यह जो उसूल है यह प्लेन्ज के लिए तो ठीक है लेकिन पहाड़ी इलाकों में नहीं चल सकता है। अगर इसको वहां पर भी लागू करने की कोशिश की गई तो उनका डिबलपमेंट नहीं हो सकता है।

हिमाचल का जो इलाका है वह सेंट्रल गवर्नमेंट के ग्रंडर है और वह भी पहाड़ी इलाका है। मैं जहां से आता हूँ कांगड़ा कुल्लू वैली से वह पंजाब के ग्रंडर है और यह भी पहाड़ी इलाका है। महासू डिस्ट्रिक्ट हिमाचल प्रदेश में है और वहां से कांगड़ा कुल्लू वैली में अगर आना होता है तो बीच में दरिया सतलुज पड़ता है। वहां से एक सड़क आप बनाते चले आए और बीच में सतलुज आ गया। अब वहां पर जब तक दो पुल न बन जायें, तब तक ट्रवस इत्यादि गुजर नहीं सकते हैं। लूी और रामपुर बहाहर दो जगहें ऐसी हैं जहां पर पुलों की आवश्यकता है। पहले झगडा था कि ये पुल हिमाचल को बनाने चाहिये या पंजाब गवर्नमेंट को। बहुत अतीकतावत के बाद पता चला और यह फैसला

[श्री हेम राज]

हुआ कि ये पुल हिमाचल प्रदेश के हैं। इस साल का बजट जब मैंने देखा तो उसमें पाया कि ये दोनों पुल जो हैं, उनके लिए कोई व्यवस्था नहीं की गई है। मैं दरखास्त करता हूँ कि यह लूरी और रामपुर बशहर के जो दो पुल हैं, उनको जल्दी बना दिया जाए। इन के न बनने से कुल्लू वैली की जो एग्रीकल्चर प्रोड्यूस है, वह सारी की सारा जाया चली जाती है, शिमला नहीं जा सकती है क्योंकि रास्ते में ये दो पुल नहीं ह। मैं प्रार्थना करता हूँ कि इस और भी आपका ध्यान जल्दी जाना चाहिये।

एक सड़क है जो पठानकोट से चलती है और यह नेशनल हाईवे नम्बर १ ए है। आपकी एक सड़क जाती है कुल्लू को और वहां से काजा और काजा से कौरिक, इसको नेशनल हाईवे बनाया जाए। उधर हिमाचल प्रदेश की टैटिरी है और तिब्बत के साथ उसका बॉर्डर लगता है और उसकी सड़क उसके साथ साथ चलती है। हिन्दुस्तान तिब्बत रोड बन रही है और नामग्याल तक जा रही है। इधर से पंजाब गवर्नमेंट की एक सड़क बन रही है जो कि कौरिक तक जा रही है। अब कौरिक से नामग्याल, इसको अगर एक नेशनल हाईवे बना दिया जाए तो जो यह सारा एरिया है, यह एक सर्किल बन जाएगा। इस वास्ते मैं सुझाव देना चाहता हूँ कि पठानकोट से कुल्लू, कुल्लू से काजा, काजा से कौरिक एक नेशनल हाईवे बना दिया जाए और इसके साथ ही साथ कौरिक से नामग्याल को भी इसी में शामिल कर लिया जाए।

चीन की हरकतों की वजह से शायद आपका ध्यान हमारी तरफ गया है और चीन का डर ही सही, मुझे खुशी है कि आप उधर तबज्जह करने तो लगे हैं और मैं आशा करता हूँ कि जो सुझाव मैंने दिए हैं उन पर विचार किया जाएगा और उनको धमल में लाने की कोशिश की जाएगी।

**Mr. Deputy-Speaker:** How many more hon. Members want to speak?

**An Hon. Member:** Only two.

**Mr. Deputy-Speaker:** Dr. Melkote, and Shri Padam Dev.

**Shri Bishwanath Roy (Salempur):** He does not want to speak.

**श्री पद्म देव (चम्बा) :** बोलना चाहता हूँ लेकिन चूँकि देर बहुत हो गई है, इस वास्ते . . .

**Mr. Deputy-Speaker:** I can assure the hon. Members of one thing. If I get their names recorded in the proceedings, they will have prior chance during the discussion of the Finance Bill. That is what I can assure Dr. Melkote, Shri Padam Dev, Shri Bishwanath Roy, Shri Subbiah Ambalam and Shri Liladhar Kotoki. All these Members shall have prior chance when the Finance Bill is discussed. Now I call upon the hon. Minister.

**The Minister of Transport and Communications (Dr. P. Subbarayan):** I trust after this very long debate, you do not expect me to go on for a length of time. But I would like to thank hon. Members who have found something to congratulate us on the way this Ministry has carried on its business during the past year.

**Shri Muhammed Elias (Howrah):** What about those who have criticised? Will they not be thanked?

**Dr. P. Subbarayan:** Of course, I know my hon. friend, Shri Muhammed Elias. But I do not count him among those who complimented us. I know what party he belongs to and what he is capable of saying also.

**Mr. Deputy-Speaker:** The rest might be done tomorrow.

19.10 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Friday, April 7, 1961/Chaitra 17, 1883 (Saka).*