

SHRI R. K. AMIN : In view of the fact that we were participants at the Rabat Conference, were various decisions were taken which would require subsequent meetings of the representatives of some of those countries, although we were thrown out of the Rabat Conference, because of our participation there, are we going to participate in the other conferences which are consequent on the Rabat Conference.

MR. SPEAKER : On what information from the reply of the hon. Minister is he basing his question ?

SHRI R. K. AMIN : We were participants at the Rabat Conference, although we were thrown out. As a result of that meeting, various other meetings are going to be held. Pan-Islamic Conference being one of them.

MR. SPEAKER : But he says he has no information about it.

SHRI R. K. AMIN : Is he likely to attend that meeting ?

SHRI DINESH SINGH : How can I answer a hypothetical question. We discussed the Rabat Conference for a very long time and hon Members had sufficient opportunity to raise all these questions and I thought I had explained the stand of the Government clearly. We are not aware when the Pan-Islamic Conference is going to take place. So, how can I say whether we will attend or not attend when there is no conference ?

MR. SPEAKER : Everything is hypothetical here.

SHRI K. LAKKAPPA : India is a great secular country. In this background, after the Rabat debacle, a meeting was convened at the residence of the Prime Minister hurriedly to take a decision not to attend such conferences. What was the purpose of calling that meeting at the residence of the Prime Minister where this decision was taken and what will be its effect ?

MR. SPEAKER : It is not relevant. I do not allow it.

SHRI K. LAKKAPPA : My point is very clear. After the Rabat debacle a hurried meeting was convened to decide not to attend such conferences.

MR. SPEAKER : The question was about the Pan-Islamic Conference. The Minister says that he has no information. How are you importing Rabat into it ?

SHRI K. LAKKAPPA : Because of the policy involved in it.

THE PRIME MINISTER, MINISTER OF FINANCE, MINISTER OF ATOMIC ENERGY, AND MINISTER OF PLANNING (SHRIMATI INDIRA GANDHI) : It is entirely irrelevant but since the hon. Member talked about the meeting, I would like to say that no conference was held in my house either hurriedly or in a leisurely manner.

अध्यक्ष महोदय : श्री तुलसीदास जाधव ।

श्री तुलसी दास जाधव : अध्यक्ष महोदय...

अध्यक्ष महोदय : पहले आप मुझे यह बता दें कि किस बात पर आप सप्लीमेंटरी कर रहे हैं ? कौन सी इसमें ऐसी बात है जिस पर सप्लीमेंटरी की जरूरत पड़ गई है ? सप्लीमेंटरी क्वेश्चन पूछने का इसमें कोई स्कोप ही नहीं है । I will give you an opportunity somewhere else.

Rapid Transit System in Metropolitan Cities

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*512. **SHRI CHENGALRAYA NAIDU ;**
SHRI MAYAVAN ;
SHRI N. R. LASKAR :

Will the **PRIME MINISTER** be pleased to state :

(a) whether it is a fact that the proposal for separate authorities, charged with the rapid transit system in metropolitan cities, is being examined by the Planning Commission ;

(b) if so, the main features thereof ;

and

(c) when the implementation is likely to take place ?

THE DEPUTY MINISTER (SARIMATI NANDINI SATPATHY) : (a) and (b). Yes, Sir. The matter is under examination of the Metropolitan Transport Team of the Planning Commission.

(c) The question will be considered after the Report of the Study Team is available.

SHRI CHENGALRAYA NAIDU : Is it a fact that the Planning Commission has allotted Rs. 40 crores for the development of these metropolitan cities in the Fourth Plan ; if so, what cities have they selected for improving the transport system in our country.

THE MINISTER OF PARLIAMENTARY AFFAIRS, AND SHIPPING AND TRANSPORT (SHRI RAGHU RAMAIAH) : It is true that an amount of Rs. 50 crores has been provided for the development of railway transport facilities and studies relating to a rapid transport system in the four metropolitan cities of Calcutta, Bombay, Madras and Delhi. The figure is Rs. 50 crores

SHRI CHENGALRAYA NAIDU : Why has Hyderabad ..

AN HON. MEMBER : And Bangalore.

SHRI CHENGALRAYA NAIDU : ... not been included among these metropolitan cities ? Hyderabad is very thickly populated and has the highest number of cycle rickshaws in the country. At least to eliminate this human labour, will the Government consider improving Hyderabad City also in this respect ?

SHRI SONAVANE : It will increase unemployment.

SHRI CHENGALRAYA NAIDU : I was told that the committee appointed by Government has already visited some countries and has made some proposals. Now the Minister says that the proposals have not yet been submitted. If the proposals are not submitted, how long will it take to submit the proposals ?

SHRI RAGHU RAMAIAH : I am afraid, there is a little misunderstanding. The question relates to the recommendations for the constitution of a co-ordinating authority in each metropolitan city for the development of various types of traffic in a co-ordinated way. The Committee made a general observation about the desirability of appointing such an authority but suggested a study in detail of the constitution of such an authority in each of the metropolitan cities.

About the question of Hyderabad which my hon. friend has raised, I would like to assure him that Hyderabad will also be considered in due course. All our towns are growing and traffic problems are on the increase. The Planning Commission has taken up these four cities as a matter of priority because of the more complicated problems of traffic which have arisen due to the increasing population and the pattern of traffic. There is no doubt that after this is done, attention will be given to various other cities including Hyderabad in due course.

SHRI N. R. LASKAR : The transport system in some of the metropolitan cities has come to a deadlock. More so in Calcutta. Even now you are only studying the problem. How long will you require to complete the study.

SHRI RAGHU RAMAIAH : So far as Calcutta is concerned, hon. Member knows that an office has been set up to make the studies. So far as circular railway in Calcutta is concerned, its study is expected to be completed by March, 1971.

SHRI M. L. SONDHI : There is a saying : 'Nearer to the church farther from God.' The nearer the Prime Minister to Delhi, farther she is from the problems of Delhi.

With respect to part (c) of the question—I am addressing my question to the Prime Minister—I would like to know as to what is the method of decision making with regard to two specific points. One is the level of technology. Will she decide that Delhi will have a manorial system ? Will she decide that Delhi will have an underground system or overground system ? Will she decide that the past should be buried.

with regard to the transport dues from the DTU which are burden on the DTU and which are a burden on several transport systems? The modern thinking on transport systems is that economic burdens incurred in the past should all be consigned to the dustbin of history. Is the Prime Minister prepared to give these two assurances here and now? Then I will think that she believes in a new deal. Otherwise, she does not.

SHRI RAGHU RAMAIAH : Mr. Speaker, Sir...

SHRI M. L. SONDHI : Will the hon. gallant knight wait for sometime?

SHRI RAGHU RAMAIAH : With the permission of the Chair, I shall answer on behalf of the Prime Minister.

So far as Delhi is concerned, the hon. Member knows that a comprehensive study is being done by the Central Road Research Institute and when that basic study of the traffic problem is completed, then the Railways will take up the question of the study of rapid transport system. An allocation has already been made in the Plan out of the Rs. 50 crores, for Delhi study.

The other thing about dustbin, I did not follow. What is it?...

SHRI M. L. SONDHI : I will try to speak next time in Telugu.

SHRI CHINTAMANI PANIGRAHI : May I know whether specific estimates have been brought to the notice of the Government that if an additional 4,000 buses are given to Calcutta metropolitan city and 1,800 new buses are given to Delhi and another 2,000 buses are given to Bombay and Madras, then the transport problem in these metropolitan cities will ease to the extent of 95% within a year. If so, will the Government consider such a proposal? If not, what action are the Government going to take?

SHRI RAGHU RAMAIAH : So far as Delhi is concerned, we have been giving numerous loans and a lot of arrears are still outstanding and the DTU is fully seized of the problem of increasing the number of buses.

SHRI CHINTAMANI PANIGRAHI : What is the answer to my specific question?

SHRI RAGHU RAMAIAH : May I ask why my friend is so particular about increasing the number of buses? Whether the road transport system or the rail transport system needs to be improved to cope up with the increasing traffic and also other traffic problems, all these are being studied in all the four cities, as I have already indicated. Let the study be completed. Then we will know in which city there should be underground railway or overground railway or more road transport. A study has to be made. It is only then we will know what to do in order to ease the situation.

SHRI MAYAVAN : Did the Planning Commission consider the feasibility of river transport system in these cities? In Madras there is a river called Cooum which lends itself to such a transport system. The maintenance of river transport system is also cheap. Keeping this in view, I want to know from the hon. Minister whether the Planning Commission has considered this Cooum river transport system.

SHRI RAGHU RAMAIAH : The hon. Member knows, I think, that the Madras Government are already doing something about the clearance of the Cooum river.

SHRI S. KANDAPPAN : The Cooum project is an integrated project in Madras and unless the Andhra portion of the Duckingham Canal is taken up, it can never be a full project.

SHRI RAGHU RAMAIAH : The hon. Member knows that Madras Government have now a scheme. They have now started at the sea-end of it. Whether there should be a further co-ordination and improvement of that is naturally one of the questions which the Inland Water Transport system committee will go in on. They are examining this aspect of the matter to see how to improve this particular mode of transport which connects Andhra and Madras.

SHRI RANGA : Is the hon. Minister aware of the fact that when the late Shri Lal Bahadur Shastri was Minister in charge of this Ministry he promised and he incorporated in the budget estimates also the necessary funds, about Rs. 1 crore...

SHRI S. KANDAPPAN : About Rs. 118 lakhs. Estimates Committee also had mentioned it.

SHRI RANGA : Rs. 118 lakhs for the improvement of the Buckingham canal including this Coom system and it came to be bogged down just because at that time the Madras Government was not prepared to provide the necessary complementary monies ? Now, would the Minister be prepared to examine that proposal once again and take up with the Governments of Andhra and Madras to see that this canal is converted into multi-purpose canal for inland water transport also ?

SHRI RAGHU RAMAIAH : Such a proposal coming from a leader like Acharya Rangaji will naturally be considered.

SHRI INDRAJIT GUPTA : As far as I could gather from the original reply given by the Minister it has been agreed in principle that some sort of independent co-ordinating authority should be set up in the four metropolitan cities for this purpose but that it would take sometime to work out the details. If that is so, may I ask this question ? Pending final decision—since the principle has already been accepted—will they consider the setting up of some sort of an independent authority like this in Calcutta where already the work of constructing the new bridge which is a vital part of the transport system has been entrusted to the port commissioners and construction of the first leg of the circular railway has been entrusted to the Railways ? The local authorities like the State Government and the Corporation have not been brought into the picture at all. I would like to know this. Since the principle has been accepted and work cannot wait since it has begun already, will they, pending a final decision, set up some sort of a co-ordinating authority to take up all these projects ?

SHRI RAGHU RAMAIAH : I am happy to inform the hon. Member that so far as Calcutta is concerned the West Bengal Government are already considering the setting up of a traffic and transport authority for the Calcutta Metropolitan district.

SHRI INDRAJIT GUPTA : I am talking about your scheme.

SHRI RAGHU RAMAIAH : The question is not who will set up the authority.

SHRI INDRAJIT GUPTA : The port commissioners and the railways have been given separate tasks. How are they to be co-ordinated ?

SHRI RAGHU RAMAIAH : So far as co-ordination is concerned, the co-ordination, I know, is done between the port commissioners on the one hand and the West Bengal Government on the other. I myself attended one of those meetings wherein the question of co-ordination was discussed. The establishment of one single authority in each metropolitan city, as I said, is being worked out by the Planning Commission and its committee. It is under consideration. So far as West Bengal is concerned they have a separate scheme. They are thinking of an authority about which I have already indicated.

SHRI K. RAMANI : Sir, from the reply given by the hon. Minister it is seen that he mentioned only about the co-ordination of the existing transport systems. I would like to know whether they are only considering the question of co-ordination of the existing transport or whether they are having in mind the introduction of new transport systems especially like the underground railway, trolley bus system which is run by electricity etc. Otherwise it is very difficult to control the congested traffic in the big metropolitan cities today. So, I want to have a specific answer to this question.

SHRI RAGHU RAMAIAH : The study includes all systems—underground, overhead, by rail, by road—everything.

SHRI BENI SHANKER SHARMA : I do not have springs in my legs as my hon. friend Shri M. L. Sondhi has. So, I hope you will be a little indulgent to those of us who are a little advanced in age.

MR. SPEAKER : I am going to ask the hon. Member to sit on the Chair sometime and then decide such questions.

श्री बेलीशंकर शर्मा : अभी माननीय मंत्री जी ने जिन चार शहरों के नाम लिए हैं उनमें

वे जानने हैं कि कलकत्ते की यातायात की स्थिति बड़ी भयावह है। उन्होंने कहा कि सर्कुलर रेलवे के बारे में स्टडी चल रही है लेकिन मैं समझता हूँ कि जब तक सर्कुलर रेलवे बनकर तैयार होगी तब तक वहाँ के यातायात की समस्या और भी गहन हो जायेगी। कलकत्ते की यातायात की समस्या तब तक हल नहीं हो सकती जब तक कि वहाँ ग्रन्डरग्राउंड रेलवे या मोनो रेल नहीं बनाई जाती। इसलिये मैं जानना चाहता हूँ कि इस समस्या के अध्ययन में कलकत्ते में ग्रन्डर ग्राउंड या मोनो रेलवे बनाने की सी कोई बात है या नहीं है ?

SHRI RAGHU RAMAIAH : As I have said, the location, the feasibility and the method are being studied. The hon. Member will be glad to know that out of Rs 50 crores provision made for this purpose, for Calcutta alone, the amount comes to Rs. 34 40 crores. This itself will show that the Central Government are fully aware of the problems of Calcutta.

SHRI M. L. SONDHI : Why is Delhi being ignored ? Why is there a stepmotherly treatment towards Delhi ?

SHRI TENNETI VISWANATHAM : The hon. Minister was pleased to tell us something about four cities where the traffic problem has already become very acute. But is he thinking of any preventive action so that the problem may not assume a serious proportion in other growing cities ? In a place like Visakhapatnam for example, the industrial area is sharply divided from the city area by the entrance channel to the harbour, and already a great problem has arisen there. Will the hon. Minister also include in the studies some preventive action or some action which is anticipatory of the future necessities in city like Visakhapatnam ?

SHRI RAGHU RAMAIAH : Traffic study always implies study of the future type of traffic, and, therefore, any study made will naturally take the future type of traffic into account.

So far as Visakhapatnam is concerned, what I had told another hon. Member earlier will apply in this case also. This is not the end of the story. This is only the

beginning. Once the patterns are studied in these four cities, other cities will be taken up according to the priorities.

SHRI TENNETI VISWANATHNAM : First priority should be given to Visakhapatnam.

ताशकंद घोषणा का निराकरण

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*513. श्री कंबर लाल गुप्त :

श्री रामस्वरूप विद्यार्थी :

श्री राम सिंह अग्रवाल :

क्या वित्त-कार्य मंत्री 30 जुलाई, 1969 के अतिरिक्त प्रश्न संख्या 1-74 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या सरकार पाकिस्तान के साथ हुए ताशकंद घोषणा का निराकरण करेगी क्योंकि पाकिस्तान इसके उपबन्धों का पालन नहीं कर रहा है ;

(ख) क्या सरकार पाकिस्तान से "अनाक्रमण सन्धि" के प्रस्ताव को वापस ले लेगी क्योंकि पाकिस्तान ने इसमें दिलचस्पी नहीं दिखाई है ; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) : (a) to (c). Government of India continue to believe that the Tashkent Declaration offers a sound framework for resolving differences with Pakistan through bilateral negotiations.

The Government also believe that a 'No-War Pact' between India and Pakistan would significantly reduce tension in the sub-continent and lead to improvement of relations between our two countries based on mutual trust. It is our hope that Pakistan will accept this view.

श्री कंबर लाल गुप्त : जहाँ तक गवर्नमेंट आफ इंडिया की आशा का सवाल है और उनके विचार जो हैं वह तो बहुत अच्छे हैं लेकिन जो पाकिस्तान का रवैया उस पर है, स्वयं मंत्री