

SHRI BALGOVIND VERMA : It is only a matter of opinion. We are not in the know of these things. I would be rather grateful to the hon. Member if he gives the necessary information.

श्रीमती लक्ष्मी कुमारी चंडावत : क्या यह सही है कि इन डिस्टेंसरीज में डाक्टरों को प्रिक्टिस की इजाजत न होने के कारण कारपोरेशन द्वारा एलाउन्स दिया जाता है और नर्सों और कंपाउन्स को भी यह एलाउन्स दिया जाता है। लेकिन कई राज्य ऐसे हैं जैसे राजस्थान जहाँ कि यह एलाउन्स नहीं दिया जाता है। मैं जानना चाहती हूँ कि क्या वहाँ के डाक्टरों को यह एलाउन्स बंद कर दिया गया है और नर्सों और कंपाउन्स को अभी भी यह एलाउन्स नहीं दिया जा रहा है? क्या यह सही बात है?

श्री बाल गोविन्द वर्मा : यह बात सही है कि हम डाक्टरों को नॉन-प्रेक्टिसिंग एलाउन्स देते हैं ताकि उन का ध्यान बंटे नहीं और आकर्षित रहे वर्क्स के प्रति। जहाँ तक राजस्थान की बात है कि वहाँ डाक्टरों को यह दिया जाता है या नहीं, यह मुझे पूरी तरह मालूम नहीं है। मैं इस की जानकारी करूँगा। मेरे ख्याल से ऐसा नहीं है।

Soft Loan to Mogul Lines

*393. SHRI DEORAO PATIL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether the Maharashtra Government have requested the Central Government to grant soft loan to the Mogul Lines Ltd. for acquiring addition small low drafted passenger vessels for augmenting the present inadequate and unsuitable fleet of only two passenger steamers; and

(b) if so, the action taken by Government thereon?

THE MINISTER OF SHIPPING AND TRANSPORT (DR. G. S. DHILLON) : (a) No, Sir.

(b) Does not arise.

SHRI DEORAO PATIL: Is it a fact that the question of coastal steamer services is very important to meet the transport requirements of the backward Konkan

area? If so, what are the steps taken by the Government to improve the coastal transport services in this area?

DR. G. S. DHILLON: Sir, this was a question about Mogul Lines. Though it was initiated by the Maharashtra Government, the Shipping Ministry has also been taking interest in that. But, unfortunately, in spite of the increase in fares, this coastal line, between Bombay and Panaji and other parts of the coast, was not very economical, and we have been suffering a loss because- of that, and in spite of the increase in fares this could not compete with the road transport. We are certainly in touch with the Maharashtra Government and Mogul Lines and are trying to do everything possible to improve the services. One of the points raised is: What are we doing to improve it? As a general picture, we are doing a lot for the whole coast. For this particular line, it has been suggested that some low drafted passenger vessels may be acquired. This, we think, will be of no use unless we reduce the touching points of this service and also introduce fast-going services which will take half the time and at the same time be more serviceable.

SHRI GULABRAO PATIL: There are no other transport facilities for the whole of the Konkan area. The demand of the people regarding a railway line is also not being met. Even the road transport facilities are not available in several areas of the entire Konkan area. From that point of view, even if the Mogul Lines are incurring any loss, is it not the bounden duty of the Government to come forward and see that the passenger traffic is not hampered? I would urge upon the Minister to see that at least they are subsidised. Even if some losses are being incurred, at least for the sake of passengers in the Konkan area, they should be allowed some sort of soft loan, and if low drafted passenger vessels are not available and if they are not economical, at least some other such arrangement should be made.

DR. G. S. DHILLON : Mr. Chairman, Sir, you can very well imagine that we keep these services running in spite of these heavy losses. In 1971-72, we incurred a loss of 16 lakhs of rupees. The loss was 40.81 lakhs during the next year and 59.76 lakhs the following year. In spite of these losses, I assure the hon. Member that the services are running. We have tried to contact the Governments of Goa and Maharashtra. It was on their initiative that this was taken over. So far as the loan and other things are concerned, we are sure that we will do our best, but they must do their own part also.

SHRI N. G. GORAY : Sir, this particular line has a long history. This was run by the Chowgules. They pointed out that it was not possible to run it at a profit and they had to incur losses every year. They asked for some help from the Government. The Government did not help them with the result that they went out of that business. You took it over and now you find that what you denied to Mr. Chowgule, you have to give to the Mugul Lines. The whole difficulty is that these vessels are not capable of touching all the harbours on the western coast because of the draft. Therefore, it is very necessary to have vessels which can enter harbours which are of low draft. That is why the Mugul Lines were probably asking for some subsidy or soft loan from the Government with which they could buy such vessels. Therefore, I would request him to go deeper into it. As my friend, Mr. Gulabrao Patil, said there is no other transport. You have denied them the railways. Therefore, I request you again to go deeper into it and try to give as much of financial aid as possible so that the smaller vessels which can enter the harbours with low draft can be secured and the services maintained.

DR. G. S. DHILLON : You are very much correct. But this baby was adopted by the Maharashtra Government and they are asking the Central Government to share the cost of baby-sitting which we are not denying to them. The problem is a part of a bigger problem of co-ordination

between the road transport, shipping transport and the railways. When we increased the fare, it became less remunerative. Passenger traffic also decrease because road transport was much cheaper and so we had to bring it down again. If we bring it down, the losses are more. This is a very big problem. We are seriously applying our mind to solve it.

Tenure Transfers' in P&T Department

*394. SHRI BHAIYA RAM MUNDA : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether it is a fact that the practice of 'Tenure Transfers' in the P&T Department have been discontinued since 1974 in the wake of economy drive;

(b) if so, whether Government propose to revoke the practice; and

(c) if so, what are the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI JAGANNATH PAHADIA): (a) Yes, Sir. Following the general instructions issued by the Ministry of Finance, 'Tenure Transfers' involving payment of TA, etc. have been held in abeyance since 1973-74. However, transfers considered necessary in the interest of service and those not involving payment of TA, etc. at the same station, are being made.

(b) No change in the existing practice is contemplated for the present.

(c) Question does not arise.

श्री भइया राम मुण्डा : यह टेन्योर ट्रांसफर जो होता है वह कब तक रोकने का विचार है ?

श्री जगन्नाथ पहाड़िया : मैंने निवेदन किया कि इस संबंध में वित्त मंत्रालय विचार करता है। जैसे ही वह फैसला करेंगे हम कर देंगे।