

Rail and road coordination

243. SHRI IBRAHIM KALANIYA†
SHRI KHURSHED ALAM
KHAN:

SHRI S. A. HASHMI:
SHRI MOHD. USMAN ARIF:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether any scheme for rail and road coordination is under Government's consideration in view of the abnormal increase in the cost of fuel and for avoiding competition; and

(b) if so, what are the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H.M. TRIVEDI):

(a) and (b) Rail-Road coordination is an accepted policy of the Government of India. Both the modes of transport are to be developed as complementary to each other. However, one of the measures under consideration to curb the consumption of petroleum products is that the Railways might increase their services specially on long distance routes to lift more goods traffic. Routes, where passenger buses run by the State Transport Under takings Corporations are plying parallel to the Railways, are also being identified with a view to eliminate or reduce the existing duplication in services in consultation with the State Governments, consistent with existing capacity of the railways.

श्री इब्राहीम कलानिया : माननीय मंत्री यह बताने की कृपा करेंगे कि रोड ट्रांसपोर्ट को 500 किलोमीटर से ज्यादा मूवमेंट के लिए आपने मना किया है। उससे गुड्स ट्रांसपोर्ट और पैसेंजर ट्रांसपोर्ट को मुश्किल हो गया है क्योंकि रेलवे की

मूवमेंट में कोई सुधार नहीं हुआ है और आपने डीजल के बचाव के लिए यह 500 किलोमीटर का प्रतिबन्ध लगाया है। तो अभी तक आपने डीजल का कितना बचाव किया है ?

SHRI H. M. TRIVEDI: This question does not really arise from the main question. However, I think the hon. Member is quite right that in order to effect certain saving in diesel oil, certain restrictions were suggested to the State Governments. Probably the hon. Member will now from an answer to another question, when we come to it, that these restrictions are being reconsidered.

श्री इब्राहीम कलानिया : आपने जो रिस्ट्रिक्शंस रखी है, रेलवे मिनिस्ट्री के साथ इस मूवमेंट के लिए आपने कुछ प्रोग्राम रखा होगा। तो यह प्रोग्राम क्या है ?

SHRI H. M. TRIVEDI: The question of evolving any immediate programme of co-ordination with the Railways does not in fact arise. The subject which has been raised by the hon. Member is certainly important and I think it deserves a little more extended attention in the future.

SHRI KHURSHED ALAM KHAN: The hon. Minister has just stated that these two essential services are complementary to each other. But in fact to-day the position is that they are entering into wasteful and avoidable competition and this matter has been under the consideration of the Government for the last several years. I would like to know whether this will be decided within the next six months and will be made known to us.

SHRI H. M. TRIVEDI: To some extent the kind of picture which the hon. Member has indicated is correct I can only indicate the factors which really affect bringing about effective

†The question was actually asked on the floor of the House by Shri Ibrahim Kalaniya.

rail-road co-ordination. The hon. Member is aware of the pattern of roads which has developed over the years. He is also aware that passenger transport is only partially nationalised. He is aware that the goods transport is entirely in the hands of private sector, that road transport is a State subject and that all roads, except the national highways, are also State subjects, and so on. These are all factors affecting consideration of any long-term policy relating to rail-road co-ordination.

श्री सैयद अहमद हाशमी : यह सवाल जो आपके सामने पेश किया गया, उसके बारे में मैं यह कहना चाहता हूँ कि यह अपनी जगह पर अलग बात है कि जहाँ जहाँ रेलें गुडम को ले कर जाती हैं या तिजाराती सामान ले कर जाती है, वहाँ उसी रोड से या उसी रूट से बसें भी जाती हैं, जब कि यह पालिसी बनाई गई है कि पेट्रोल के महंगा होने के कारण फ्यूल को बचाया जाय। इसलिए मैं यह जानना चाहता हूँ कि क्या यह मुमकिन नहीं है कि मिनिस्टर साहब इस मामले में कोई न कोई कोअर्डिनेशन करके आपस में इस तफरके को, कम्पीटिशन को खत्म करे ताकि ईंधन को नेशनल काम के लिए बचाया जा सके ?

SHRI H. M. TRIVEDI: Sir, it is exactly with that end in view that certain restrictions were recommended to the State Governments for the purpose of economising on the use of diesel. The other part of the question relating to bringing about some measures to avoid wasteful competition between the rail and road transport systems is under consideration.

MR. CHAIRMAN: Mr. Arif. Not here. Yes, Mr. Lokanath Misra.

SHRI LOKANATH MISRA: Sir, the honourable Minister has been kind enough to express his sentiments that wasteful competition should be avoided. May I know from the honourable Minister whether he considers the railways to be a dependable transport

system in this country, to be relied upon for the transport of goods to the scarcity areas? May I know whether it is not a fact that the railways are responsible for creating scarcity at least to the extent of 50 per cent in this country because they are not able to carry goods from one area to the other? In view of this, is it not necessary that whatever complementary transport system is available in the country in the form of buses or trucks should rather be encouraged than curbed through restrictions?

SHRI H. M. TRIVEDI: Sir, the hon. Member must be aware of the fact that the railways, the Indian railways, are, in fact, one of the largest and the best organised railways systems in the world. . .

SHRI LOKANATH MISRA: Sir, I asked whether the honourable Minister considers the railway transport in India to be dependable.

SHRI H. M. TRIVEDI: Sir, taking the country as a whole. . .

SHRI LOKANATH MISRA: Sir, my question was whether the country can rely upon our railways. Sir, you would have seen in the newspapers that coal, after having been extracted from the mines, is not lifted because wagons are not available and the minerals cannot even be transported to the docks and, therefore, we are failing in our agreements with the foreign countries. In spite of this. Sir, if the honourable Minister says that this is one of the best organised railways, then we know what his organisation is.

SHRI RABI RAY: Sir, the Minister is quite new and only now he must come into grips with the problems.

SHRI LOKANATH MISRA: Sir, if this is the organisation, then nobody would rely on it.

SHRI RABI RAY: Sir, the honourable Minister is quite new and he must become familiar with the subject.

SHRI H. M. TRIVEDI: Sir, the question should really be answered by the Railway Ministry. But, Sir, that certain difficulties in isolated areas have been experienced in rail movement is a fact.

SHRI LOKANATH MISRA: That we know. What is the reaction of your Ministry to that? I said that there should be no restriction put on the issue of diesel to the truck owners or the other owners of vehicles. What is your reaction to it?

MR. CHAIRMAN: Your suggestion will be examined.

SHRI LOKANATH MISRA: Sir, let him say that. I did not expect it from the Chair. I expected it from the honourable Minister.

SHRI SANAT KUMAR RAHA: Sir, there has been a very old demand that co-ordination must be effected between the road transport and the rail transport in the country and there is a feeling that it is being delayed. I want to know whether the Government has framed any policy on co-ordination between these two transport systems and whether the economic side of the road and rail transports has been examined and, if so, whether any increased revenues are expected from the co-ordination between these types of transport systems. I would also like to know whether the Government would consider the necessity of providing more roads first in the areas where people want some industries and industrial development. Will these factors be taken into consideration while framing the policy on rail-road co-ordination?

SHRI H. M. TRIVEDI: Sir, following the Report of the Committee on Transport Policy and Co-ordination, the Government has taken certain steps to bring about continued co-ordination between the rail and road

transport systems. For instance, the declaration of National Highways is always done in consultation with the Railway Ministry.

SHRI H. M. TRIVEDI: The Transport Development Council, on which the States as well as the Centre are fully represented and the Railways are also represented, considers this subject from time to time.

Rehabilitation of refugees from erstwhile East Pakistan

*244. **DR. R. K. CHAKRABARTI:**
SHRI K. B. CHETTRI:
SHRI N. R. CHOUDHURY:†
SHRI NAMIN CHANDRA BURAGOHAJN:

Will the Minister of SUPPLY AND REHABILITATION be pleased to state:

(a) whether it is a fact that the refugees from erstwhile East Pakistan and now Bangladesh have not yet been properly rehabilitated;

(b) whether it is a fact that the Dandakaranya Project which was formulated for the rehabilitation of these refugees, has not solved the problem effectively; and

(c) if so, what other steps the Central Government are taking for rehabilitating these refugees?

THE DEPUTY MINISTER IN THE MINISTRY OF SUPPLY AND REHABILITATION (SHRI G. VENKAT SWAMY): (a) No, Sir.

(b) Dandakaranya Project is not the only institution set up to solve the entire problem of rehabilitation of refugees from erstwhile East Pakistan. These refugees have been settled in various States also. Whatever families were sent to Dandakaranya have been properly rehabilitated or are in the process of being rehabilitated.

(c) Plans for resettlement of 21,300 families during the Fifth Plan period have been formulated. Of these,

†The question was actually asked on the floor of the House by Shri N. R. Choudhury.