

[Shri Bhupesh Gupta]
connected with it because it is a very serious matter. Shri Moni Sanyal has been removed as a result of pressure. He wanted to give the contract to Engineers (India) Limited. Certain vested interests were in favour of helping a foreign firm.

MR. DEPUTY CHAIRMAN. That will do. Yes, Mr. Krishan Kant.

SHRI KRISHAN KANT (Haryana):
Sir, I beg to raise a discussion.

(Interruptions)

SHRI BHUPESH GUPTA. Not at all. You will say what you have to say. I wrote to him. Sir, I showed it to you.

MR. DEPUTY CHAIRMAN. You have made your point now.

SHRI BHUPESH GUPTA: I am surprised that I do not even get a reply to the letter. At least I should have got a reply to what I have brought to the notice of the Government. Is it because the discussion was coming up, the Minister did not reply? The presumption is that the reply will come after the discussion is over, but this is unfair. No assistance can be given till the matter is settled. I demand that the Central Government should have an enquiry into the terms of the Hooghly River Project Commission.

MR. DEPUTY CHAIRMAN. You have already made your point.

SHRI BHUPESH GUPTA. Sir, I demand that nothing should be done till the matter has been sorted out to the satisfaction of the Parliament. He can even tell me now. Why are you keeping silent?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR):
In the course of the debate I will certainly deal with it. But I can tell you that I have not been guilty of not replying. I have sent the reply. It might not have been received by you. There might have been some delay, but I have sent the reply.

SHRI BHUPESH GUPTA: Sir, this is very unfortunate. When you say that you have sent the reply, will you kindly instruct your officers to pass on a copy to me during the course of the debate?

MR. DEPUTY CHAIRMAN. Yes, yes. Now sit down. Yes, Mr. Krishan Kant.

DISCUSSION ON THE WORKING OF THE MINISTRY OF SHIPPING AND TRANSPORT

SHRI KRISHAN KANT (Haryana):
I beg to raise a discussion on the working of the Ministry of Shipping and Transport. It is good, at least in 25 years for the first time we are having a discussion on this Ministry. We have raised the discussion through questions and may be through other motions but not as a Ministry.

Indian ships have ruled the waves for thirty centuries. It was through Indian ships that Buddhism spread to South East Asia and to Japan. The dominant position of Indian ships continued till the British came on the scene. Even long after that the Britishers used Indian ships. In 1927 the last India Company used Indian ships in the battle of Navery.

We became slaves of British and so our shipping perished. As Mahatma Gandhi once remarked, "Indian shipping had to perish so that British shipping may flourish." The British laws were so framed as to make our overseas trade impossible. Some efforts were made during the British regime to build Indian shipping. One of the notable attempts was made by Shri Chidambaram Pillai who was jailed because of his patriotic activities. The first Indian ship built by M/s Scindia Steamship Co. came up in 1919, s.s. Loyalty.

At the dawn of independence we had only 92 ships with 1.92 lakh GRT. From 1947-1957 no help was given worth the name for shipping industry. Practically nothing was done and no attention was paid towards shipping industry.

After 1957 came the Merchant Shipping Board and the shipping development fund was started. There is no doubt we have made progress and creditable work has been made by the Shipping Corporation of India—of which all protagonists of public sector will feel proud. Here I would like to congratulate the Minister and the Chairman of the Shipping Corporation,

Shri Srivastava, for the good work that they have done to bring the Indian shipping on its progress. But in spite of that where do we stand in regard to the Indian shipping? The total tonnage of Indian ship constitutes about one per cent of the World shipping tonnage and we rank 16th in the comity of nations. Our seaborne trade is about 2 per cent of the world trade.

What fraction of Indian overseas trade is carried by Indian bottoms? Just 20 per cent. The long-term target is to carry at least 50 per cent of our cargo in our own ships. With the present pace of development of shipping, it seems difficult to achieve this target.

I would like to know from the hon. Minister as to what plan they have got for this purpose. Somehow the benefits of developing our own shipping seems to have not been seriously realised in spite of the fact that the development of our own shipping tonnage would go a long way in (a) saving foreign exchange, (b) providing stimulus to our foreign trade, and (c) it will be instrumental in reducing the economic cost of transporting our cargo. Sir, in the Fourth Plan the target was fixed at 4.5 million G.R.T. So far we have got about 2.5 million G.R.T. So there is a gap of 1.5 million G.R.T. which is not likely to be fulfilled. According to the present indication we may achieve between 3 to 3.5 million G.R.T. In the Fifth Plan the Government has been talking of a target of 10 million G.R.T. This is not a small task. This is a big challenge. During the last 25 years the number of ships has risen from 94 to 256. To achieve the target of 10 million G.R.T. it would probably mean about 700 more ships of various sizes. How do the Government propose to do it?

Our past experience has been rather disappointing. When we do not have the capacity to build our own ships to meet the current and prospective needs of the country the only alternative is to go in for purchasing ships. A few years ago it was a buyers' market but now it has become a sellers' market. At that time all that was required was a downright payment of 20 per cent of the cost while the rest of 80 per cent we

could earn and pay. Now the market has become very stringent. From that angle I feel that we have missed the bus may be by bungling because of hairsplitting by the Government in the various Departments. Now there is scramble for ships all over the world and conditions have stiffened.

After the Suez closure many countries have gone for bigger ships. Our capacity of shipyards is not sufficient to achieve the target. The Visakhapatnam Shipyard can build hardly 4 to 5 ships per year. Out of the total bulk trade we carry only 10 per cent in our ships and we pay about Rs. 160 to Rs. 170 crores by way of payment every year in foreign exchange. If some of it had been utilised for buying ships for ourselves we could have ultimately saved much. I feel there has been an unimaginative approach on the part of the Government and because of that it has remained a neglected sector.

One factor which has probably hindered our growth is the attitude of the big powers and other shipping countries which have been trying to bamboozle the developing countries not to go in for ships. The World Bank also has not been helpful. It is very much clear from the fact that it was after continuous efforts for six to seven years the World Bank gave a \$83 million dollar credit for the purchase of four tankers and two coastal carriers. Our experience earlier has also been very unfortunate when we wanted to expand the Calcutta port and Haldia port. The World Bank lingered on and ultimately refused to help. The World Bank dominated by USA and other powers wanted American engineers and equipment to be purchased along with the credit which India did not agree. How the World Bank has been discouraging developing countries from building up their tonnage is very much clear from a report which has been published. I quote :

"For example, the World Bank in its sector working paper on transportation has put forward the following counter arguments for the developing countries not going in for increased shipping facilities. First, fuel costs, ship capital costs, crew expenditures, repair and foreign port charges are often foreign exchange costs which cut significantly into expected

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foreign exchange savings or earnings. Second, the profitability of national flag shipping from an economic viewpoint often depends fundamentally upon rates being charged in the market; these can fluctuate widely from one party to the next, making investment decisions based on them especially uncertain. It is questionable whether capital poor countries can afford to run the risks of the shipping trade, unless the potential gains are commensurately large."

This shows how the World Bank does not want the developing countries to go in for shipping. It is obvious that those countries which enjoy near monopoly in shipping would take all possible measures to cut down competition or reduce its size. Naturally they are opposed to the acquisition of ships by poor countries such as ours and that is why they want to bamboozle us from going in for our own ships. We have to be very much aware of the attempts by big monopoly countries which have a monopoly in shipping. They would not like us to go in for shipping.

Even till recently—I do not know what the present position is and I would like the hon. Minister to tell me—a friendly country to us, the Soviet Union was allowing our ships only to certain ports in the Black Sea; on the other hand the Russian ships can go to any Indian Port. This, it seems to me, is an invidious discrepancy. I want to know as to whether they have approached the Soviet Union and asked that our ships should also be allowed to go to all the ports of the Soviet Union as the Soviet Union ships are allowed to go to any of our ports.

Sir, up till now we have got only one shipyard. Another shipyard is coming up in Cochin with Japanese collaboration probably. Now there is some talk going on about 3 more shipyards. We should have them as early as possible and I would request the Government that the story of the 2nd shipyard should not be repeated. We talked about it from year to year and we have delayed it for more than four years. We should take steps as early as possible to build ships of all sizes, the biggest and the smallest. It will be necessary for the

shipbuilding industry to develop standardisation in regard to engines, propelling machines and various marine stores. Another factor which I would like the Government to go into is the cost of Indian ships. I understand the cost in India is nearly double. Has something been done for finding out ways and means to reduce the cost of manufacture of Indian ships, so that they become cheaper? I would like the whole question of shipping, shipbuilding, ports and roads to have an integrated approach and it seems that the Government of India is lacking in that integrated approach. We have been talking about developing container traffic. We want to use big containers, which can be taken to the ports and later on brought to the interior of the country. Have we tried to see what is the position about it? We may have to carry them in bigger vehicles and then the road system should be such as to be able to carry the burden. We will have to develop the roads accordingly. I feel that there has not been an integrated approach in respect of this. I would like the hon. Minister to clarify the position and if there is any lacuna he should rectify it.

Addition of shipping tonnage and building up of bigger ships leads us to the need for having ports with a greater handling capacity. What is required is an integrated and intensive development of shipping and ports. Even in regard to the question of ports, how have we spent the money? Have we given attention to this problem? During the eighteen years of planning and before the commencement of the Fourth Plan only 64.14 per cent of the total allocation was spent on the development of major ports. The allotment was Rs. 396.20 crores and the spending was only Rs. 253.59 crores. After the mid-term appraisal the outlay for major ports was Rs. 325 crores, but actually only Rs. 277 crores will be spent. So, there will be an actual shortfall. You will find the same thing about shipping, shipbuilding and ports. I would like the Government to tell us why they could not spend the money allocated. One sector before I come to the other parts is coastal shipping. Even Mr. T. A. Pai said recently that there is no

integrated transportation policy in this country. He complained about non-coordination between rail and road transport. Salt from Gujarat and Rajasthan could be sent to Bengal and Eastern India and coal from Bihar and Bengal could be carried to Western India by coastal shipping. As far as possible bulk commodities could be shifted to coastal shipping. This would reduce the pressure on the Railways and also reduce costs. We would be able to release wagons for coal and other commodities. Could we not have a policy where bulk transport could be done by coastal shipping? I would like the Government to give attention to this. What have they done to coastal shipping? What have they done to the Sethusamudram project? I think nothing has been done up till now for the development of Tuticorin port. As regards shipyards some sort of thing goes on between the Finance Ministry and the Transport Ministry. They are not spending. Should we not develop self-sufficiency in regard to shipyards? If it could be achieved, we should sell ships to neighbouring countries in Asia and other countries. Can the foreign exchange difficulty be met in this way? I would like the hon. Minister to kindly see that there are a number of Indians abroad, Indians in the UK and other countries. They have got some foreign exchange. Can we not somehow make them invest in the Shipping Corporation of India on easy terms so that the foreign exchange difficulty that the Finance Minister faces can be overcome and those Indians would invest in the country and they may serve the country better?

What has happened to Neogi Committee's Report submitted a number of years ago? That was regarding transport policy and coordination, a long-term policy. May I know whether it is lying on the cupboards of the Ministry or some action has been taken about coordination? That was a very important Committee and the Report was very useful.

Sir, after these very important questions of shipping, shipbuilding and ports, I come to the question of roads. The Fourth Plan provided Rs. 418 crores for road development in the Central sector. That amount

of Rs. 418 crores included Rs. 43 crores for strategic roads, Rs. 25 crores for State roads of inter-State or economic importance, and the rest of Rs. 350 crores were for National Highways. If you see how much of the money has been spent, it is a dismal picture. During the first year of the Plan Rs. 28 crores were spent, in the second year Rs. 33 crores, in the third year Rs. 51 crores, in the fourth year Rs. 85 crores were spent. I do not know for what reasons Rs. 80 crores only have been provided in the last year of the Fourth Plan, when road-building is such an important activity whereby more employment can be provided for both the educated and the uneducated unemployed, engineers and others. In fact, more investment should have been there so that the backlog is filled. So, if we calculate, it means that there is a shortfall of Rs. 73 crores in the spending on road in the Fourth Plan.

The condition of roads in our country is not good. There are only 12 km. of roads for every 100 square kms. of area and only 73 km. for a population of one lakh. As against these meagre figures, the UK has more than 146 km. of roads for every 100 square kms; in New Zealand it is 3325 kms. of roads for every population of 1 lakh. Even in Sri Lanka, a small country, there are 62.59 kms. of road for every 100 square kms. of area and 328 kms. for every one lakh of population. The same position is in relation to Spain and the Philippines. Is it not a shame that after so many years of independence, we have not been able to build up an effective road system? Even though the surface roads have increased three times in kilometres since independence, we have not been able to reach the interior of the country. Even in many places it takes three or four days to carry the foodgrains to the mandi, particularly when it should be done at the earliest time, as we have taken over the wholesale foodgrains trade.

It is very necessary to build up a modern road system. Even the Keskar Committee had estimated that the annual operating cost of our road transport could be reduced by Rs. 160 crores if we develop a modern road

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system I do not know why the Government has not done anything about it I would like the hon Minister to throw light on this

Regarding roads, I would like to draw your attention to some of the specific points about the whole problem. As I mentioned earlier, the Central Road Fund was created in 1929 so that a part of the revenue derived from road transport could be ploughed back into the road system of the country. According to that 2½ annas of excise duty per gallon was levied on motor spirit and was credited to the Fund. Even today it is the same, even though the prices of petrol have increased, nearly 10 times. In order to develop roads, is it not necessary that the share of excise duty for road development should be increased proportionately to the increase in the price of petrol etc? Excise duty should be levied on diesel also and the money thus collected should be used for the development of rural roads.

As I have told earlier, there has been a shortfall on expenditure in the Fourth Plan. Many States have complained that the shortfall is also due to the delays in the Transport Ministry for 8-9 months for every clearance. I would like to know from the hon'ble Minister to tell us the correct position.

Another very interesting factor which must be looked into by the hon'ble Minister is the rise in the cost of shortfall in physical targets. If the shortfall in physical targets is 5 per cent, the shortfall in road construction should be only 5 per cent. But it is not so. The shortfall is much more. I am afraid that the shortfall in the backward areas and tribal areas is more than in relation to advanced areas. This is a drag on economy. Would it not be better if the public sector goes to the backward areas? What are we doing to see that the backward areas get better communication with the cities so that better development in the economy takes place? May I know if the Ministry has made any study as to the shortfall in the rural areas in road development or in backward and tribal areas as compared to advanced areas? This figure, I think, will be very much revealing.

Another very important factor which must be looked into by the Ministry is the question of leakage of revenue in public sector roads. Traffic has increased on the public sector road Corporations. May I know if the increase in the revenue is proportionate to the increase in the traffic? May I request the Minister to let us know the figures? They are available with the Planning Commission. What is the relationship between the increase of the traffic and the increase in the revenue? This would be revealing.

The spill-over of the roads of the State Plan from one Plan to the other is increasing. The physical targets are decreasing. If it is due to price rise, then with 5 per cent rise in costs the spill-over should be 5 per cent. But actually it is 50 per cent in many cases. What are the reasons?

There are certain aspects of road transport which need immediate attention to speed up road utilisation and vehicle utilisation. One of the studies in the Transport Ministry revealed that to collect one rupee of revenue in the form of octroi it costs the economy Rs. 6 in terms of delay costs and harassment. Why no action has been taken to evolve a system where octroi may be collected at one point which can be later on distributed to the States? That will make available more vehicles for taking cargo and other things. This was probably the recommendation of the Keskar Committee also.

About the permit system, if you enquire from the truck operators you will come to the defects of the permit system. If you take the total amount of cargo taken from Kashmir up to Bangalore, then a certain number of vehicles should be used. But what happens is that the number of vehicles again is less and the cargo is much more. That means leakage of revenue somewhere because a truck owner told me that for going to Bangalore from Delhi one has to have a sum of Rs. 1,000 in his pocket which he has to spend at every point in order to reach Bangalore. So a truck can be plied even without permit. Therefore, trucks—both permitted and unpermitted—go in this way. This is how your permit system is functioning. Can you streamline the system so that this difficulty is avoided?

Another point is, what is the position regarding road-rollers and other road-making machinery? There is rampant corruption in the utilisation to road-rollers. Sir, some of the road-rollers which have been thrown off as junk by the Government officials, have been acquired by the private owners. After they get them repaired, the Government is paying them to the extent of Rs. 150 per day in these days of drought. Sir, two departments are known for corruption—the Public Works Department and the Roads and Buildings Department. May I know what the Government is doing about this corruption which affects road development?

Sir, I would like to refer to two or three points more. Now I want to mention about Border Roads. I know good work has been done on the development of Border Roads. But economic exploitation of these roads has not been done and no attention has been paid to it till now. The NEFA Border Road, for example, can be utilised for the transport of timber and for the establishment of timber mills there; not only timber, but various other forest products can be transported and industries can be established there. In the same manner, some tourist resorts can be established. The Joshimat Road and the Leh-Manali Road, for instance, besides being strategic border roads, can be utilised for building up tourism. In the Defence Department, there has been a curb on the maintenance expenditure on Border Roads. If you do not spend on the maintenance of these roads, they will not be useful. The same is the position in regard to the National Highways. They are not properly functioning. If they do not function properly, more of delay is caused and there is less development.

Then I come to a very important question—the public transport policy. At present 40 per cent of the road traffic is nationalised and 60 per cent is in the hands of private operators. We have to have a proper transport policy, whether we should have more of cars or more of buses and trucks. This policy has not been properly worked out. It is understood that 20 to 25 per cent of the vehicles of the State Road Corporations are more than 10 years old, though the technical

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and economic life of vehicles is six years. Why is this so? Has the Ministry of Transport discussed this question with the Ministry of Industrial Development and the Planning Commission? I know there is difference of opinion between the Ministry of Industrial Development and the Planning Commission regarding the number of vehicles and trucks to be produced. I would like to know what attempts have been made by the Transport Ministry in regard to evolving a public transport policy. Even now in the matter of double-decker buses, you do not have the proper type of engines and chassis. I think with great difficulty you had 160 chassis made for double-decker buses. The waiting list for the Ambassador car is getting longer; the waiting list for the Fiat car is becoming longer. But buses are not available for a proper public transport system. The gross revenue is not increasing at the rate at which the traffic is increasing. May I know from the hon. Minister what is the accepted Government policy in regard to a rapid transport system, whether they would like to have cheaper buses or they would like to have cars which help only a small vocal section? That is the basic question. Even the Fifth Five-Year Plan provides Rs. 280 crores for being given as loans, which would mean 50,000 cars per year. But what about the poor man? Should he not be given buses? So, a pattern of national priorities must be worked out. Is it going to be a public transport system with buses or smaller cars and Fiat cars and Ambassador cars? (*Time bell rings.*) I am closing. Sir, the production is not up to the full licensed capacity in the case of buses. Mr. Pai said a few days ago that he has asked Shaktiman to produce commercial vehicles for the Government. So, what is the attitude of the Government on the question of national priorities?

As regards the DTC, the Government has taken a very good and healthy step in taking over the DTC, and I congratulate them on it. But what are you doing about increasing the number of buses? And what are you doing about the roads on which these buses have to ply? If the roads are not good, the buses take a longer time and the wear and tear is more. So, what is the Government doing to put more buses on the

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road and to make the roads in Delhi much better for the buses? Thank you.

श्री मान सिंह वर्मा (उत्तर प्रदेश) : उप-सभापति जी, हम जहाज-रानी और परिवहन मन्त्रालय के कार्यकलापों पर विचार कर रहे हैं। देश की प्रगति में परिवहन का एक विशेष स्थान है। जिस प्रकार से शरीर में धमनियां होती हैं और उनमें रक्त का प्रवाह होता रहता है और तब ही यह शरीर ठीक प्रकार से चल पाता है, उसी प्रकार से परिवहन एक ऐसा विषय है, जिस पर देश की प्रगति, जनसाधारण की सुविधाएं और देश की अर्थव्यवस्था निर्भर करनी है।

श्रीमन्, मैंने 1972-73 का प्रतिवेदन पढ़ने का प्रयास किया और उसमें मुझे बहुत ज्यादा सामग्री नहीं मिल सकी। मैं जरा यह सोचता रहा कि माननीय राजबहादुर जैसे योग्य मन्त्री के अन्तर्गत तथा उनकी देख रेख में यह मन्त्रालय चल रहा है, उससे यह आशा की जा सकती थी कि 20 वर्ष की इस अवधि में परिवहन की व्यवस्था में काफी सुधार हो जाना चाहिए था। परन्तु मुझे दुःख के साथ कहना पड़ता है कि जिस प्रकार सुधार की आवश्यकता थी, उस तरह से नहीं हो पायी और उसका सबसे बड़ा कारण मुझे यह प्रतीत हुआ कि तीन प्रकार के जो परिवहन के साधन हमारे वहां हैं, जैसे रेल, सड़क और पानी, तीनों का आपसी सम्बन्ध, तीनों का समन्वय और तीनों का समन्वय के साथ काम करने की व्यवस्था जिस प्रकार से होनी चाहिए थी वैसी नहीं हो पाई है और उसी का यह परिणाम है कि क्यों वे एक दूसरे से दूर हैं? उसका कारण यह है कि एक की कठिनाई को दूसरा अनुभव नहीं करता है और इसी कारण से गत्यावरोध हो जाता है और जो उपलब्धि होनी चाहिए, वह उपलब्धि नहीं हो पाती है। इसके सम्बन्ध में केवल एक ही उदाहरण दंगा। चम्बल

पुल लगभग 50 लाख रुपए लागत से तैयार हुआ था और 1961 में स्वर्गीय नेहरू जी के कर कमलों द्वारा उसका उद्घाटन हुआ था। इतनी बड़ी धनराशि इममें खर्च हुई और 12 वर्ष के पश्चात् वह पुल गिर पड़ा। वह पुल 52 लाख रुपया खर्च करने के बाद केवल 12 वर्ष ही रहा और उसके गिर जाने के बाद माननीय मंत्री जी स्वयं मोच सकते हैं कि किस प्रकार से ट्रान्सपोर्ट और परिवहन में दिक्कत आई होगी, किस प्रकार की रुकावट आई होगी, इसका अन्दाजा वे स्वयं लगा सकते हैं। आज तक भी उसमें इस प्रकार का सुधार नहीं हुआ जैसा कि होना चाहिए, जहां तक कि मेरी सूचना है।

यद्यपि पुल का बनाना, सड़क बनना यह दूसरे मन्त्रालय का कार्य है, परन्तु परिवहन भी सुचारू रूप से नहीं चल सकता, जब तक ठीक प्रकार से सड़कें नहीं होंगी, वैसे मन्त्रिमंडल की सामूहिक जिम्मेदारी होती है एक दूसरे के कार्यकलापों की जानकारी रखना और एक दूसरे को सहयोग देना, योगदान देना ताकि देश की सम्पूर्ण व्यवस्था, चाहे वह किसी भी मन्त्रालय से सम्बन्धित हो, सुचारू रूप से चलती रहे, परन्तु दिक्कत यह है कि माननीय मन्त्री जी यह कह कर अलग हो जाएंगे कि सड़कें नहीं हैं, हम बसें कैसे चलाएंगे।

नौवहन और परिवहन मंत्री (श्री राज बहादुर) : मैं यह नहीं कहूंगा।

श्री मान सिंह वर्मा : तो ठीक है। मैं पहले ही कह चुका हूं कि आप सब बातों को ध्यान में रखते हैं और सब बातों को ध्यान में रखने के पश्चात् आप सुधार नहीं कर पा रहे हैं, इसको देख कर थोड़ा आश्चर्य होता है। आपकी योग्यता में मुझे सन्देह नहीं है।

श्रीमन्, परिवहन में सबसे बड़ी चीज सड़क परिवहन है। शिपिंग के विषय में मैं थोड़ी सी बात बाद में कहूंगा। पहले मैं सड़क परि-

वहन की बात कहता हूँ। 25 वर्ष की अवधि समाप्त हो गई, देश को स्वतन्त्र हुए, लेकिन अभी तक भी जनसाधारण को जिस प्रकार की सुविधा परिवहन से मिलनी चाहिए थी वह मिल नहीं पाई और उमका सबसे बड़ा कारण यह है कि जनसाधारण की इस सुविधा को सम्मुख नहीं रखा गया अभी तक। परिवहन पहले मे बढ़ा है इसमें कोई सन्देह, लेकिन वहाँ पर बढ़ा है जहाँ पर इस प्रकार के लोग रहते हैं जिनका प्रभाव है, बिजनेसमैन है, गवर्न-मेंट सर्वेन्ट है, उनके आने-जाने में असुविधाएं होती हैं, वहाँ पर सुधार हुआ है, पहले से अधिक रोड्स भी बनी हैं, परिवहन भी होने लगा है, बसेज भी चलने लगी हैं। लेकिन जनसाधारण जो गांवों में रहता है, ऐसे गांवों में जो सड़कों से भी दूर है, जहाँ पर अब तक सड़कें भी बन जानी चाहिए थी, कुछ बनी भी हैं लेकिन उन बेचारों को कोई सुख और सुविधा नहीं मिलती है। जहाँ पर सड़कें अच्छी हैं, वहाँ पर भी परिवहन ठीक प्रकार से नहीं चल पा रहा है। उसका कारण मैं यही समझता हूँ कि सरकार के दिमाग में एक बात आ गई है कि हर चीज को हम अपने हाथ में लेकर चले। इसके कारण से भी व्यवधान पड़ रहा है। इस पर गम्भीरता से विचार करें। ठीक है सरकार की जिम्मेदारी हो जाती है। परिवहन का तो विषय ऐसा है कि स्टेट का भी है और सेक्टर का भी है, कानकरेंट लिस्ट का विषय है। जहाँ पर देखते हैं कि ठीक प्रकार से परिवहन नहीं चल पा रहा उसको आप केवल अपने हाथ में लेने की व्यवस्था करने हैं और फिर जो आप करते हैं उसके कारण व्यवधान होता है। अगर स्वयं सम्पूर्ण सुविधाएं नहीं दे सकते तो दूसरों को क्यों नहीं करने देते। उसका परिणाम जो हो रहा है। माननीय मन्त्री जी स्वयं इस बात को जानते हैं और स्वयं इसको स्वीकार करेंगे—जहाँ पर स्टेट ट्रांसपोर्ट चल रहा है, कहीं पर भी ऐसी स्टेट नहीं है कि आसानी से लोगों को बस में सफर करने को

मिल जाए। अनेक प्रान्तों में जो स्टेट ट्रांसपोर्ट है, उमकी बसेज में बैठने का मुझे अवसर मिला है और विशेष रूप से उत्तर प्रदेश की परिवहन व्यवस्था को देखने का अवसर मुझे मिला है परिवहन मन्त्री के नाते

1. P.M.

यह स्थिति थी कि जो बसे प्राइवेट आपरेटर्स चलाते थे, उनके द्वारा जो परेशानियां होती थी उनको दूर करने के लिए सरकार ने रोडवेज चलाया। इस उद्देश्य से चलाया कि जनता को सुविधाएं दी जायेंगी, किन्तु उममें भी वैसी ही असुविधाएं जैसी कि प्राइवेट आपरेटर्स के द्वारा चलाने पर होती थी। तो मैं समझता हूँ कि उममें विशेष अन्तर नहीं पड़ा। आपने जगह-जगह पर परमिट सिस्टम लगा रखा है स्टेट्स में, उस परमिट सिस्टम में किस प्रकार का भ्रष्टाचार चल रहा है, माननीय मन्त्री जी संभवतः उसको मानते होंगे। उत्तर प्रदेश का मुझे मालूम है। एक-एक बस परमिट का मूल्य कई रूट्स पर एक-एक लाख रुपया है और डेढ़ लाख रुपए में उसको बेच कर अलग बैठ जाते हैं। इसके लिए आपने कमेटीज बनाई हुई हैं, वह परमिट्स देती हैं लेकिन सब जगह रुपया चलता है। बिना रुपए में परमिट नहीं मिल सकता है। एक-एक व्यक्ति के पास कई-कई परमिट्स हैं। एक कारपोरेशन बनाया गया। नवल किशोर जी ने कहा कि खत्म हो गया, लेकिन परमिट सिस्टम अभी भी चल रहा है। मैं जिस समय था उस समय इस बात का विचार किया गया था कि परमिट सिस्टम खत्म कर दिया जाए; क्योंकि यह सोर्स आफ करप्शन है, भ्रष्टाचार की जड़ है। इसलिए सरकार यदि सम्पूर्ण रूप में बसेज नहीं चला सकती, सम्पूर्ण रूप से सुविधा प्रदान नहीं कर सकती तो दूसरों को अवसर दिया जाए। उसके लिए किसी प्रकार की रुकावट नहीं होनी चाहिए। हमने यह

[श्री मानसिंह वर्मा]

कहा था कि जितने परमिट्स मिलते हैं उनको समाप्त कर दिया जाए और जिस प्रकार से ट्रक्स चलते हैं, किसी जमाने में ट्रक्स पर भी परमिट सिस्टम था, उसमें भी उसी प्रकार का भ्रष्टाचार था जो आज बस में हो रहा है। वह सिस्टम हटा दिया और केवल लाइसेंस दे दिए तो वह चला आ रहा है और आज रोड ट्रांसपोर्ट, ट्रक्स का इतना बड़ा बिजिनेस है कि वह रेल से मुकाबला करने लग गए हैं और बड़ी सुविधायें हैं लोगों को। लोग रेल से माल न भेज कर ट्रकों से भेजना चाहते हैं, दूरस्थ स्थानों पर भी, जैसे कलकत्ता, बम्बई, मद्रास, त्रिवेन्द्रम वहां पर भी ट्रक्स का जाल बिछा हुआ है। जब परमिट सिस्टम था तो लोगों को ट्रक्स नहीं मिलते थे और जिसको वह मिलते थे उसको वह रुपया खर्च करके मिलते थे।

इसी प्रकार से हमने प्रयत्न किया था कि बसों का भी यही होना चाहिए। जो बस चलाना चाहे वह चलाये, उसमें सुविधायें मिलतीं, लेकिन ऐसा नहीं हो सका। उसका परिणाम यह हुआ कि जो कारपोरेशन आपने बनाई है, उसमें भी परमिट सिस्टम आज भी चल रहा है और आज कारपोरेशन के मालिक इस बात पर आये हैं कि हमने जो स्कीम शुरू की थी कि या तो सरकार स्वयं चलाये और यदि नहीं चलाये तो दूसरों को बिना किसी प्रतिबन्ध के मौका मिलना चाहिए। उन्होंने परमिट सिस्टम काफी लिबरल कर दिया है, उदार कर दिया है जैसा कि मुझे मालूम हुआ है। उसके कारण से प्राइवेट लोगों को कई रूट्स मिले हुए हैं।

श्री उपसभापति : आपके केवल 1 मिनट बाकी है, 14 मिनट आपने ले लिए हैं।

श्री मानसिंह वर्मा : ऐसा नहीं होगा, पूरे दिन का डिस्कशन है, उसमें हमको कितने मिनट मिलने है ?

श्री उपसभापति : सबको 15 मिनट मिलने हैं, 15 मिनट से ज्यादा नहीं मिलेंगे।

श्री मानसिंह वर्मा : कुछ कह नहीं पाऊंगा तो लाभ क्या होगा ?

श्रीमन्, मैं यह कह रहा था कि यदि आप सचमुच जन-साधारण को सुविधायें प्रदान करना चाहते हैं तो इस बात पर भी विचार करना चाहिए था कि मस्तिष्क में जो नेशन-लाइजेशन की, सरकारीकरण की बात है, उसको निकाल दें। श्रीमन्, दिल्ली की मिसाल लीजिए। पहले जब जनसंघ की एडमिनिस्ट्रेशन था, बार-बार इस बात को कह कर बदनाम किया जाता था कि इतने दिन रहने के बाद जो ट्रांसपोर्ट की समस्या थी वह हल नहीं कर सके और हम करके दिखायायेंगे। इसकी जो बाड़ी थी उसके लिए कारपोरेशन बनाया गया और एडमिनिस्ट्रेशन से उसको निकाल दिया। अब कौन सी सुविधायें लोगों को मिल रही हैं ? किस प्रकार की सुविधाएं मिल रही हैं ? यहां पर श्रीमन्, देखिए डेली रोड ट्रांसपोर्ट कारपोरेशन की 1514 बसेज। Had a fleet of 1514 buses as on 28-2-73. In addition, there were 189 buses of private operators. इसमें केवल 189 प्राइवेट आपरेटर्स को दी गई हैं। अब देखना यह है कि कितनी बसेज की आवश्यकता है। यहां लम्बी-लम्बी क्यूज को माननीय मन्त्री जी ने स्वयं देखा होगा कि लोगों की कैसी दयनीय दशा होती है। जिस समय सुबह पीक आवर्स होते हैं 10 से 11 बजे तक और शाम को 5 बजे से लेकर 7 बजे तक, बल्कि मैंने रात के आठ-आठ और नौ-नौ बजे तक गवर्नमेंट आफिसों के कर्मचारियों को खड़े देखा है। स्पेशली स्त्रियों और बच्चों की तो बहुत ही दयनीय दशा होती है।

आपने अपनी रिपोर्ट में लिखा है कि अभी बसेज आ रही है, 400 से अधिक बसेज का आर्डर दिया गया है, इसमें से केवल 80 आई है, 80 अभी और आनी है, फिर 80 और आयेगी, इस तरह से मेरे खयाल में दस बीस साल लग जायेंगे जब कि यह 425 का कोटा पूरा हो पायेगा।

श्री ओइम् प्रकाश त्यागी (उत्तर प्रदेश):
हाँ, तब तक पहली खराब हो जायेगी।

श्री मान सिंह वर्मा : तब तक पहली खराब हो जायेगी। यह सही बात है कि यह भी उसी रेशो से खराब होती रहती है। मैं यह समझता हूँ कि यह समस्या हल हो सकती है। सरकारी-करण की बात को थोड़ा एक तरफ रख कर यदि आप प्राइवेट आप्रेंटिस को मौका दे, तो इस समस्या का समाधान हो सकता है। प्राइवेट आप्रेंटिस में ऐसे भी मिल जायेंगे जो कि बेचारे मध्यम श्रेणी के हैं, कुछ मध्यम श्रेणी से भी नीचे के हैं। सरकार ऐसे लोगों को आजकल लोन दे रही है। सरकार उनको लोन दे कर प्रोत्साहन दे तो वे सड़क पर आ सकते हैं। अगर आप चाहे तो एक हजार बसेज सड़क पर आ सकती हैं और आपकी दिल्ली की समस्या हल हो सकती है। लेकिन सरकार स्वयं कर नहीं सकती और दूसरों को करने नहीं देती। उसमें सफर कौन होता है, कष्ट किस को होता है। कष्ट उसी जनता को होता है जिस का नाम ले ले कर के सरकार दुहाई देती है कि हम जनसाधारण के लिए सब कुछ कर रहे हैं, सरकार गरीबों के लिए चल रही है, लेकिन गरीबों को सुविधा मिल नहीं पाती। मेरे कहने का अभिप्राय यह है कि इसमें सुधार तब हो सकता है कि जब तक स्वयं आप में कैपेसिटी इतनी नहीं है, आप की क्षमता इतनी नहीं है, आप की समर्थता इतनी नहीं है कि आप पूर्ण सुविधाएं दे सके, तब तक आप दूसरों को चलाने दीजिए।

उत्तर प्रदेश में टैक्सी सर्विस चल रही है। मैंने अपने जमाने में टैक्सी सर्विसेज का आर्डर दिया था। आज भी आप देख लीजिए कि प्रत्येक रोड पर वहां टैक्सीज चल रही है। जो ड्राइवर और इसी प्रकार के गरीब लोग थे उनको टैक्सीज के परामेंट्स मिले और वहां आज हजारों की तादाद में टैक्सीज चल रही है। वहां पांच मिनट भी यात्री को खड़ा नहीं रहना पड़ता है। जो पैसा खर्च कर सकता है वह टैक्सी में चला जाता है। (Time bell rings.) माननीय उपसभापति महोदय बराबर घंटी बजाये चले जा रहे हैं। इसलिए बहुत सी बातें जो कहनी थी वे रह गईं। मैं यह समझता हूँ कि इस बात पर गम्भीर चिन्ता करने की आवश्यकता है।

दूसरी बात थोड़ी सी मुझे यह कहनी है कि बार्डर ट्रास्पॉर्ट डेवलपमेंट बोर्ड जो है, इसमें भी यह बात आनी है कि इसके अन्दर जो डिफेंस के द्वारा सड़कें बनाई जाती हैं, जिसमें ६० पी० ओ० और ग्रैंड के लोग जाते हैं और आपका बार्डर रोड आर्गनाइजेशन है, इस सब में आपस में कोऑर्डिनेशन होना चाहिए। इसके अन्तर्गत जो सिविलियन काम करते हैं, विशेष तौर पर से जो छोटे कर्मचारी हैं, जिनमें कोई तेजपुर में बैठे हुए हैं, कोई लहाख में बैठे हुए हैं, उनकी सर्विस कंडीशन्स का आज तक किसी प्रकार से कोई माध्यम ठीक प्रकार से नहीं बन पाया। अपने-अपने घरों को दौड़ कर दूर स्थानों पर वे रहते हैं और ऐसे-ऐसे स्थानों पर रहते हैं जहां की जलवायु उनके माफिक नहीं आती है, मगर उसको भी बरदाश्त करते हुए वे वहां पर रहते हैं, फिर भी न उनको ठीक प्रकार से मेडिकल ऐड मिल पाती है और न ठीक प्रकार से भोजन मिल पाता है।

लहाख के कई व्यक्ति ऐसे हैं जिनको मैं स्वयं जानता हूँ। वह दूर रहते हैं और

[श्री मान सिंह वर्मा]

सड़कें बनाने का काम उन्होंने किया है। उनकी दशा बहुत दयनीय है और विशेष रूप में इसलिए कि वहां मिलिटरी आफिसर भी रहते हैं और सिविलियन आफिसर्स भी रहते हैं और मिलिटरी आफिसर्स तो यह समझते हैं कि यह सिविलियन है, और इसलिए वे उनकी कोई कद्र नहीं करते और न उनकी कोई जिम्मेदारी होती है कि वे ठीक काम करते हैं या नहीं। उनके साथ व्यवहार भी उनका अच्छा नहीं रहता। तो मैं माननीय मन्त्री जी से चाहूंगा कि वह इस पर थोड़ा सा विचार करें और इस प्रकार से जो सरकारी कर्मचारी वहां रहते हैं, जो बहुत दूर दूर रहते हैं उनकी सर्विस कंडीशन्स तो अच्छी होनी चाहिए, इस बारे में भी आप विचार करने की कोशिश करें यह मेरी प्रार्थना है।

MR. DEPUTY CHAIRMAN: You will have to wind up now.

श्री मान सिंह वर्मा : अभी दो, एक चीजें और रह गयी हैं लेकिन आप आज्ञा नहीं दे रहे हैं। और आप की आज्ञा मानना मेरा कर्तव्य है इसलिए मैं इतना ही निवेदन कर के बैठ जाता हूं।

MR. DEPUTY CHAIRMAN: The House stands adjourned till 2-00 P.M.

The House then adjourned for lunch at eleven minutes past one of the clock.

The House reassembled after lunch at two of the clock, Mr. Deputy Chairman in the Chair.

SHRI H. M. TRIVEDI (Gujarat): Mr. Deputy Chairman, Sir, before I come to the major part of my comments I would like to reiterate some of the points which were made by my hon. colleague, Mr Krishan Kant with regard to road transport. Briefly, they relate to rural roads, the policy in relation to inter-State transport, the proportion of excise duty

which should be credited to the Central Road Fund in order that greater amount of funds are available for the construction of roads. More particularly, I would really like to stress the last point which my hon. colleague made, namely, what is really the over-all national transport policy in relation to roads and inter-State transport. Sir, I am aware of the difficulties of the Central and the State Governments in coming to an understanding about inter-State transport, but surely it should not be beyond the ingenuity of the Central and the State Governments to be able to get the Inter-State Transport Commission to get over some of the difficulties which are at present being experienced in relation to road transport. I would like to strongly support also the suggestion that a greater proportion of the Central excise duty which is collected on petroleum should in fact be made available to the Central road transport.

Sir, coming to shipping, there are several aspects which I would really like to touch upon. Firstly, with regard to coastal shipping I would like to refer to the fact that coastal shipping was reserved to national shipping in 1952. At that time we had something like 200,000 G.R.T. tonnes of coastal shipping. After coastal reservation, in another decade coastal shipping reached something like 400,000 G.R.T. In another decade, by 1972-73, again it has come down to 200,000 G.R.T. Sir, these are figures indicative of the manner in which coastal shipping has been allowed to languish. While there is complete control on coastal freight rates—complete control—there is no machinery available for periodical review of coastal freight rates in order to make them economic for coastal shipping. The two cargoes on which coastal shipping primarily depends for its survival, namely, the movement of coal from Calcutta to the west coast and the movement of salt from the west coast to the east coast have not yet been assured, in any quantity, for coastal shipping. There has been a running argument for practically 15 years between the railways and coastal shipping for the allocation of a certain quantity of coal for movement from Calcutta. Now coal is nationa-

lised, railways are also a public sector undertaking. The movement of salt from the west coast, if I may say so, Sir, can in fact, if necessary even by coercive methods as between the salt manufacturers and coastal shipping, be done by coastal shipping. Except for that, coastal shipping will continue to languish.

At the time when the Railway Budget papers were submitted, the Railways themselves admitted

"The present rates are not only 17 to 25 per cent lower than the corresponding rates for other minerals like limestone, iron ore, etc., but are insufficient to cover the cost of transport over distances beyond 1100 kms. Level of coal rates have to be raised to reduce, if not to eliminate, the present loss on transport of this commodity which constitutes about 29 per cent of the total originating freight traffic but accounts for only 18 per cent of the earnings from total goods traffic."

In other words while the Railways continue to carry coal at uneconomic rates coastal shipping which is looking out for allocation of coastal movement of coal is allowed to languish. If we allow coastal shipping to languish in this manner we will be doing so at the cost of grave national peril.

The second aspect that I would like to touch upon is overseas shipping. We have succeeded in carrying something like 45 per cent of our liner trades in general cargoes but we are carrying only less than 10 to 12 per cent as far as bulk cargoes are concerned like fertilizers, ores, grains etc. And as far as oil is concerned we carry an insignificant percentage. Overall we are carrying hardly 20 per cent of our own overseas trade. And this is after 25 years of independence.

There are four particular aspects that I would like to touch upon in respect of overseas shipping: (1) Operation of the licensing policy, (2) Operation of our bilateral shipping agreements, (3) Participation of our tonnage in cross trades and opening of services to destinations not served by Indian shipping so far, and (4) Catching

up with the technological revolution in shipping which has overtaken the world.

Sir, there is no developing country not even the East European countries, which operates a restrictive licensing policy. It has been contended—I am sorry I disagree with that contention—that the licensing policy is being operated in order to make rationalised use of Indian tonnage. Sir, the result is exactly the opposite. Rationalised use of Indian tonnage would necessarily imply employment of the aggregate Indian liner tonnage in the established overseas trade routes as a consortium. The Rights which Indian shipping has acquired in organised international trade routes are the rights of Indian shipping and not those of any individual company. The present restrictive licensing policy in fact insulates the Shipping Corporation as well as other Indian lines from competition. I would not like to suggest the promotion of competition between Indian lines but I would suggest even if necessary with the acquisition of further statutory powers we must get to the stage when shipping rights of Indian lines in overseas liner trade are reserved by Indian lines as a consortium. It is only in this manner that the two further objectives of our national shipping policy viz., participation in cross trades and services of new destinations can be achieved. We have to rationalise use of our tonnage to establish services to destinations which are not served by Indian shipping so far. It is only in this manner, and not by the operation of the present restrictive licensing policy that we shall be able to achieve our targeted objectives. The second point is that the consortium approach is also needed for opening out avenues of trade to destinations like South America, West Africa, East Africa, Pacific, etc. on the basis of a service with transshipment scheme which was pronounced practically two years back. Nothing has been done with regard to that for practically two years. The scheme was based on the establishment of a National Shipping Corporation for freight equalisation and on the basis of transshipment services from strategically located transshipment ports on the world sea trade routes. This scheme has not yet progressed but I would suggest that it is only on the

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basis of a programme of rationalised use on the basis of Indian lines working as consortium in international trade that we shall be able to open out avenues for trade.

The third aspect I would like to touch upon is the bilateral shipping agreements. We have bilateral shipping agreements with several East-European Countries. So far so good. The right of Indian shipping is practically to half of the trade which is moving between the two countries. Our bilateral partners, I am afraid, have been encroaching upon India's trades to other destinations where Indian lines have succeeded in establishing something like fifty per cent or forty-five per cent share as their right. They are encroaching, for instance, on India's trade to the United Kingdom, to Europe and they are encroaching on Trade even to third countries like India to East Africa, India to West Africa, India to South America, etc. I suggest that it should be open to us to persuade our bilateral partners to join with us so as not to encroach on the established rights of Indian lines in the trades India has established either by competition or by agreement. Now, what is coming to be practically accepted as the international formula of 40 : 40 : 20 participation of lines of national and foreign flags should be the criterion on the basis of which we should persuade our bilateral partners to operate.

The fourth aspect I would touch upon is catching up with the technological revolution in shipping. It is a generation since independence. I will come to the growth of Indian tonnage later, but even in terms of the technological revolution which has overtaken the world, we are a generation behind. As you know, world bulk trade now is carried in bulk vessels of 65,000 tonnes or 70,000 tonnes. Tankers of practically 400,000 tonnes are in the building yards. Containerisation has overtaken the world in terms of movement of general cargo. We have had a study group which after a year and a half's labour has told us that India has in its international trade several 'containerisable' cargoes. It is not sufficient that we are going to build two container terminals at Haldia and Nhewa-Shiva. These are yet to come up.

These will only be sufficient to receive the containers which, in fact, are going to be thrown at us by international shipping. But a total transformation of the methods of carrying Indian cargoes economically has yet to be brought about. Containerisation may be one answer. I am not satisfied that that is the answer. In a country in which the employment potential is so great, in a country in which unemployment is so great, I am not satisfied that containerisation is necessarily the answer, but even if partial containerisation is the answer, we have to move quickly towards it. It may well be that even containerisation has been overtaken by Lash ships. Even that might well be the answer as far as Indian conditions are concerned. If by the end of the Fifth Five Year Plan we are not able to move forward to adopting some of these revolutionary methods for the movement of general cargo, we shall be not a generation behind but two generations behind.

The next aspect I would like to touch upon is shipbuilding. As far as the present capacity is concerned, Hindustan Shipyard can build only 4 to 6 vessels roughly aggregating 80,000 dwt. Regarding the Garden Reach Workshops they can build only two vessels aggregating 30,000 to 50,000 dwt. The Mazagon Dock can build one vessel of 12,000 to 15,000 dwt. The Cochin Shipyard, which is still under construction, can build two ships probably aggregating somewhere about 170,000 dwt. The maximum of Cochin shipyard is 80,000 tonnes vessel. Thus the overall capacity available in the country for shipbuilding is roughly about 200,000 dwt. If we are to catch up with the technological revolution it is obvious that what we need not only now but in the future, at the end of the Fifth Five Year Plan, are at least two major shipbuilding yards for the construction of vessels of 250,000 tonnes and 300,000 tonnes and over. With the foreign exchange needed by the Shipping Corporation for building the two container terminals a shipyard could be constructed in this country. A technical group for examination of sites, etc. has been set up. I suggest an overall assessment be made and at least two major shipbuilding yards be constructed; one for the construction of coastal ships and other for the

construction of fishing trawlers, and this is something which is immediately called for. The proportion of expenditure in foreign exchange as between having to acquire from foreign countries ships in order to fulfil a certain tonnage target and the cost of building a shipyard even of the dimension that I have suggested, is so staggering that any Government would almost overnight take a decision that what we want to do is to go in for indigenous ship-building capacity on a certain scale.

Then, Sir, I come to the tonnage targets, about the manner in which we are proceeding. The Reconstruction Policy Committee's Report, 1947, suggested a tonnage target of practically two million tonnes to be acquired in seven years. It is 25 years since then, and at the end of 1972 according to the Lloyd's Register of Shipping, we had 2.6 million tonnes. While it is quite true that as far as Indian shipping is concerned, we have been able to fulfil most of the Plan targets, the targets themselves have been meagre. We are proceeding, I am afraid, on false indices. We say that we are the second maritime nation after Japan in Asia. Japan has 35 million tonnes. We have 3-1/2 million tonnes at the end of the Fourth Plan. We say that we are the 16th maritime nation in the world. The first several leading maritime nations of the world own over 80 per cent of the tonnage and we own/per cent, we are carrying less than 1 per cent of the growing volume of the world's sea-borne trade, less than 1 per cent in value. We are carrying hardly 2 per cent by metric tonnage and by 1980 we will still be in the same position. Unless there is a massive effort made during the Fifth Five Year Plan for the increase of our tonnage to 10 million tonnes suggested target—I heartily welcome it—it will be difficult. But we must be firm.

As far as the financial pundits in the Finance Ministry and the Planning Commission are concerned, I would like to illustrate the manner in which world shipping operates and the manner in which a nation pays for not being able to take action in time. If this country had a million tonnes of shipping more than it had at the time of the closure of the Suez Canal, it would

have been able to acquire another two million tonnes. When we had planned to obtain seventeen million tonnes of foodgrains, if we had only ten more vessels we should have been able to acquire twenty more with the foreign exchange that we would have earned and saved. Only today we read the news that 20 thermal stations including the plants in the maritime States were starving for coal. We are permitting foreign vessels paying in foreign exchange, to carry coal around the coast. We are going to have to pay even for the carriage of 130 million tonnes of oil in ten years which we are contracting to buy from Iraq. I do not see how decisions on the acquisition of tonnage can in fact be made as investment decisions because those are not investment decisions for creating capacity for meeting domestic demands. International shipping operates entirely on a different basis.

Sir, timely, precise and comprehensive action at a point of time is called for. I would therefore suggest that the Ministry of Finance and the Planning Commission look into this problem in this manner.

There are only two more small points which I would like to make in this connection. The National Shipping Board has made certain unanimous recommendations, about the type of action which is required to be taken. No action has been taken on any of these recommendations. It is a statutory body. It is nine months, and the unanimous recommendations of the Board have not yet been processed. Sir, the Board has proposed that there must be consistent assistance to national shipping in terms of loans at concessional rates of interest, and the terms must be standardised. I would however like to come to the most important recommendation and that is about development rebate. The Finance Minister in his Budget Speech had suggested that he is going to substitute the Development rebate by an initial depreciation of 20 per cent.

As far as I can read it, it does not apply directly to shipping because of the talk about plant and machinery being installed in shore industries. But I would like to say

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Sir, that this is entirely inadequate as far as shipping is concerned. I would, therefore, strongly recommend that the Ministry of Shipping should plead with the Ministry of Finance for the continuation of development rebate as such. Sir, 40 percent was being allowed to shipping even when the development rebate was otherwise 20 percent for other industries and the alternative which has already been suggested by the National Shipping Board is that depreciation on replacement costs be permitted to shipping.

With regard to development of ports, several of my colleagues have already referred to that. I would like to say that because of international competitiveness of bulk Indian cargoes like ores, general cargoes etc. are terribly affected. It is because of the fact that we do not have certain modern conditions on our ports. There is a spiral of rising costs of international shipping leading to rising freights because the conditions at our ports are not what one would desire them to be.

MR. DEPUTY CHAIRMAN : Please wind up.

SHRI H. M. TRIVEDI : There is one other point and I am done. This is a subject with which I am intimately familiar, that is operation of international shipping conferences in India short of statutory regulation of international shipping conferences. Then there are several other methods or devices by which we can get international shipping conferences to listen to what we want to say, namely regular tariffs, regular services, regulated rules for carriage and heavy and long cargoes etc., determination of freight rates for major commodities in our export trade as distinct from what is called in international shipping conferences the operation of the general cargoes.

Sir, as I said there are cyclical fluctuations in the prices of ships. It would be impossible for any financial pundits either in the Finance Ministry or the Planning Commission to be able to judge the cost of national economy in terms of exports, international trade, the foreign exchange that we are able to earn or save—it would be impossible.—They are able to reckon these costs because

they are certainly unable to control international freight rates because of the manner in which world wide shipping operates.

SHRI M. RUTHNASWAMY (Tamil Nadu) : Mr. Deputy Chairman, it is to emphasise the importance of coastal trade in coastal shipping that I rise to take part in this debate. It is almost a disgraceful position in which our coastal trade and coastal shipping is at present. With a coast line stretching over nearly 3,000 miles and with the historic ports like Kakinada, Machhlipattam, Pondicherry, Cuddalore and Tuticorin on the East Coast and Cannanore, Mangalore Telicherry, Goa and Gujarat ports, the position of coastal trade in coastal shipping is miserable. In 1947 it was calculated that while the total amount of internal trade amounted to a value of Rs. 7,000 crores, our coastal trade was only Rs. 850 crores. There must have been some developments since then and I should imagine that the coastal trade would not be more greater value than Rs. 500 crores out of a total internal trade of the value of nearly Rs. 10,000 crores.

And what is the total amount of tonnage carried by coastal trade? One million tonnes. And the number of vessels on the east coast is 90. Adding the number of vessels on the west coast, it would not be more than 150 vessels operating on the 3,000 miles of coast. It is so necessary to develop the coastal trade on account of the failure of the Railways to carry the internal trade of India. Almost every day recently we had been hearing how coal could not be transported across the country in order to feed the thermal power stations. Coastal shipping is an alternative to railroad transportation; it is supplementary. It is especially valuable in regard to carrying goods in bulk like coal, fertilisers, manganese ore and so on. It is specially in regard to these items of traffic that the coastal shipping would be so valuable and so necessary. And what stands in the way of the development of coastal traffic is mainly the competition of the Railways. I have heard from owners of shipping companies who specialise in coastal trade, that the freight rates of coastal shipping are to be in conformity with the rates that prevail in regard to

railway freights. The shipping companies were not able to lower their freight in order to attract coastal traffic. Now, it seems to me that the Minister for Shipping ought to fight against this competition from the Railways. The shipping companies ought to be free to charge their own freight rates in order to be able to develop the coastal traffic. As I said, it is so necessary as an alternative or supplementary means of traffic from one coast to another. Of course, coastal traffic is much slower, but then it is able to carry larger bulks and also at a cheaper rate than the railways or roads. Therefore, it is absolutely necessary to develop coastal trade and coastal shipping.

The neglect of coastal shipping is almost criminal because we have reserved coastal shipping for national enterprise, foreign companies are excluded. But what further action have you taken after reserving coastal shipping for national enterprise? Look at this Report of the Ministry of Shipping and Transport. All the emphasis is on foreign trade, on the development of major ports, on the earning of foreign exchange through foreign trade in order to finance their fanciful and expensive projects, on the earning of foreign exchange that will help them in the financing of these prestigious projects. Very little is said about minor ports, about the development of minor ports. As for the development of minor ports, although in the Fourth Plan nearly Rs 30 crores were allotted, the Ministry reports that only Rs 45 lakhs have been used out of this large amount. That shows the way in which the Ministry has been paying attention to the development of coastal trade and coastal shipping.

Now, this state of things must be altered. As I said, and I would like to point out again, coastal shipping is a nursery of a merchant navy. In fact if our navy with large numbers of sailors and captains are employed on the coastal trade and coastal shipping, they would serve as a feeding ground for the merchant navy, transoceanic merchant navy and the navy itself. The Minister of Shipping, in neglecting coastal trade and coastal shipping is doing a great disservice to this country. I would appeal to the present Minister of Shipping

that unless he makes a determined effort during his term of office to improve coastal trade and coastal shipping, things in this respect will not change. Those of us who hail from coastal States must pray for the coming of a Minister from one of the coastal areas in order to improve the state of affairs in coastal shipping and coastal trade. The Shipping Board, of which I happen to be a member, has appointed a sub-committee in order to go into this question of development of coastal trade and coastal shipping. The sub-committee has not yet submitted its report. But as soon as its report is received by the Ministry, I hope the Minister will take active steps in order to develop this important sector of maritime enterprise in our country. He will be doing a great service not only to coastal shipping but he will be doing a great service to the economic development of the country. The coasts have been neglected all these 20 years, comparatively neglected. Only nominal attention has been paid to the development of coastal shipping. That stigma must be taken away by the present Minister if he wants to justify his position as Minister of Shipping and Transport.

DR. R. K. CHAKRABARTI (West Bengal) Sir, it is encouraging to go through the annual report of 1972-73. For example, it says that the traffic handled by the major ports was over 60 million tons during 1971-72 and it is supposed to be increased by another 6 million tons before the end of 1973-74. It is also encouraging to see that our ports are being modernised to sustain the increasing exports of our country and to adopt themselves to the fast-changing technology in shipping the world over. But very distressingly, I would like to point out to the honourable Minister of Shipping, the plight especially of the Calcutta port. Just now we have heard the conditions of coastal shipping mentioned by my colleagues from both sides of the House. Here if we look at the annual report, we find that during the last one year, the period 1971-72, only, on an average, five ships touched the Calcutta port for carrying coal and then bringing salt from the other western coast. Also if we look at page 39 on "Traffic Trends" we find that the number of ships handled at the major ports is given in

[D R K Chekraberti]

Appendix IV and the total amount of tonnage is given in Appendix III. But surprisingly here we find that in Appendix III and the table, it is mentioned that from Calcutta including Haldia port—if you look at the tonnage figure in terms of million tons—it has declined over the last few years from 7.86 to 6.82 and then to 5.96 and then an increase is shown to 7.3—this is probably by including the tonnage carried from the Haldia port. But then this is not taken into account in Appendix IV where it is mentioned that the Calcutta port is expected to handle 683 ships up to the end of October 1973. But whether the figure has included for the Haldia port or not, is not mentioned over here. Now it is very revealing and I would like to quote a few lines from the editorial of a Calcutta daily newspaper—it has appeared on 12th May, *Hindustan Standard*—and it says—I am quoting a few lines from the editorial—

‘It is time Authority understand that Calcutta port’s decline in customs is rooted in its inability to move with the times. Calcutta Port is not doing even what it could. It could handle coal for the entire littoral extending over 3,000 miles. The ships did not have to come empty—they would come laden with salt. This had to be discontinued when the railways developed because of faulty planning, a lot of idle capacity. To put to use this idle capacity the railways offered low freight to coal and other bulky commodities.’

They are already running at a loss.

And this practice continues even when the railways cannot carry all the goods it is now called upon to. Can inertia be more criminal?”

That is the question posed by the editorial.

Carriage of coal from Calcutta to Bombay and other ports *en route* and of salt from the Bombay area to Calcutta will kill more than one bird with one stone. It will provide business to Calcutta port and help it become economically viable.

It should also handle iron ore which is coming from the eastern part of the country.

“It will give a big boost to coastal shipping, another mode of inland transport. The case for hauling coal and salt by coastal ships is in fact, a cast-iron one and needs no special pleading. Will New Delhi care to consider this suggestion of the Calcutta Port Commissioners?”

Coming to Haldia port we find on page 40 of the Annual Report as follows:

A contract for the construction of a second estuarian dredger has been awarded to Garden Reach Workshops, Calcutta. It is intended to carry out intensive dredging in the channel between Haldia and the sea to enable deep-draughted vessels to come to Haldia.”

My complaint is that even the first dredger has not been completed. Will that be completed or not? In this connection I would like to mention one or two things, because Haldia is very important because of the oil refinery there and large tankers have to be taken to the port. If there is only 26’ draught, then a ship of 18,000 tonnage cannot be brought to the port. Before coming to the port it will have to dislodge much of its cargo somewhere. Therefore, my suggestions in this connection are as follows:

For constant dredging operation, we must get one or two high capacity dredger, either we build these or temporarily get it on hire system or get it on a hire-purchase system from abroad so that work can start immediately. My second suggestion is this. We have purchased oil tankers of higher tonnage, but the draught near Haldia is very low and so the whole scheme for the development of Haldia port as an industrial complex will be a complete failure unless we increase the draught in the river. Otherwise, we cannot bring ships there. An alternative to this will be to lay pipe line under water for some distance away so that large oil tankers may discharge oil at an outer point and these may be carried through the pipe line to the port.

It may be difficult to put the pipeline on the river-bed because the river-bed is very silty and the silt will cover the pipeline and ultimately the pipeline will crack. But an

alternative arrangement can be made. Pipelines can be placed on pillars with raised supports so that there is no chance of silt covering the pipeline. Or, pipeline can be suspended from outer structure and it can be laid along the coastal line.

In this connection, I want to mention that though we are treating Haldia as a major port, yet we have not opened a customs office. Customs office is very essential for handling any cargo going out of the port or coming into it. Even when we talk about the development of Calcutta port, we find that there is so much dissension among the staff over there and still no action has been taken so far. As I understand there are two divisions there—one design office cadre and the other outdoor cadre. It is mainly the outdoor cadre which is controlling the whole thing from the topmost position to almost the bottom. There were several meetings and representations from the design Cadre. Design office is a very important part. It is also important as the outdoor cadre. Whether a dredger has to be designed or a bridge has to be designed, it is the Design Office and the Research and Development section which are very essential. They are, therefore, very important from the point of view of development of any port. I would request the hon. Minister to kindly look into this matter deeply.

And, Sir, they should give equal weightage to the Design Office and also the outdoor cadre and also start thinking in terms of developing the R & D Department of the Calcutta Port Authority.

Sir, I will not take much time and I will finish by mentioning one or two points more. Regarding the construction of the Second Hooghly Bridge, we find that there is so much of controversy going on about this. The first question that we have to decide is whether we are to go in for a rivet design or welded design. This issue has been talked about for a long time and has been discussed between the Central and the State authorities and the Bridge Commissioner and the port authorities. It is a very funny thing that there is already one consultant appointed by the Port Commissioner, one by the Hooghly Bridge Construction

authorities and now I understand that another consultant is going to be appointed by the Central Government. Are you going to waste so much foreign exchange by appointing continuously one consultant after another? Can't you depend on the people working there already? Are they going to sit and sign the papers only? They should also be entrusted with the job of rendering consultancy services.

Now, the other question is whether it is the rivet-type design or welded-type design. Sir, as an engineer I prefer and I still prefer that we should go in for a rivet-type design. It is not a question of whether the work or the contract is given to the Bridge Commissioner or anybody else. The question is whether it should be of the rivet-type or of welded-type design. Our engineers are very competent in doing the rivet-design bridge and they are so competent that they have raised the third span of the Shiera bridge in Bangla Desh which, some foreign experts said, could not be done. They have performed a marvellous engineering technique by loading a boat with sand bags, putting it below the river and gradually unloading the boat, thus being able to do what they wanted to do for raising the third span. If our engineers can do that job excellently, why can't they be entrusted with the job of doing the design and construction work for the bridge? It is very distressing to see that in the country where the Prime Minister laid the foundation-stone of a bridge, the design work of that bridge could not be started within one year and I understand that ultimately it will not be done at all. The way the dialogue is going on between the Central Government and the authorities there indicates this and my special request to the honourable Minister is to see that the work is taken up immediately and the design and construction work started without any further delay.

It is a matter of disgrace that the work for the beginning of which the Prime Minister laid the foundation-stone could not be started at all. Thank you, Sir.

SHRI SALIL KUMAR GANGULI (West Bengal) : Sir, as a member from the Eastern Region, I am worried about the future of the Calcutta Port and the navigability

[S]ri Salil Kumar Gangulij of the Hooghly river. At a cost of 19.40 crores of rupees the Haldia port is being built. But, Sir, no serious steps have been taken to dredge up the silt which is accumulating every day jeopardising the navigability of the river and the manoeuvrability of the port.

Sir, the oil jetty at Haldia was commissioned in August 1968. At page 45 of the Report of the Ministry it has been stated that the Haldia oil jetty was commissioned in August 1968 and that as against the available draught of 30' to 31', the draught at Haldia is expected to increase progressively to 39' in 1978. This is not a correct statement. Sir, the available draught is now not more than 26' and it cannot accommodate ships of over 20,000 tonnes.

Then, Sir, at page 24 of the Report, it has been stated that the Shipping Corporation was able to secure a loan of US \$83 million during the year 1971-72 from the International Development Agency, an affiliate of the World Bank, and that this is the first loan sanctioned for shipping by the IDA. It has also been stated that the loan has been utilised for placing orders for 4 tankers of 87,500 DWT each and 2 product carriers of 24,114 DWT each. Now, Sir, I want to ask what the use is of having these large tankers which cannot use Haldia port.

Why no serious attempts are being made to dredge up the silt which is accumulating every day? Why that money was not utilised to get immediately large capacity dredgers to clear up the silt?

The next thing, Sir, I want to ask is this. Why has the number of seamen available at Calcutta for employment with foreign going ships, come down in the recent years? Why have the jobs available at Calcutta on foreign going ships also come down? Sir, in 1957 the number of registered seamen available at Calcutta was 29,309 and jobs available at Calcutta were 15,500. In the Report of the Ministry of Shipping and Transport this year it has been stated that in 1972 the number of sea-men available for employment on foreign going ships was 11870 and the jobs available on foreign going ships came down to 6384. Now, this is a serious problem, so far as the

employment situation is concerned in the eastern region. It is not merely the State of West Bengal which suffers but the whole eastern region suffers, because sea-men are recruited from Bihar, Assam and West Bengal through the port of Calcutta.

The last question I want to ask is : Why only the National Union of Seamen of India is allowed the facility of entering the Marine House at Calcutta for the purpose of collection of subscriptions and donations? Why not the other Unions? How can the Government discriminate between one Union and another in matters of collection of donations and subscriptions in such a government building? The seamen are working on contract basis on ships owned by employers of various nationalities. How can the Government discriminate between them? I want to ask : Is it not a violation of Article 14 and Article 19C of the Constitution?

Thank you.

MR. DEPUTY CHAIRMAN : Mr. Alva.

SHRI JOACHIM ALVA (Nominated) : Sir, this morning there were questions about Company and their wives or their sisters. We have seen what a nasty thing is happening—the wives of Company Directors and monopolists being employed as Directors, drawing very large salaries of three or four thousand rupees per month. I was about to put a question, when the Chairman passed on. Mrs. Dharma Teja has paid a very heavy penalty for joining her husband who has been suffering in jail for the offences which he has committed, and she is far away awaiting perhaps punishment which she may have to suffer. Well, I wish the Minister had put up a large list of woman Directors and employees drawing over Rs. 3,000 per month. Here is an example of how the wife suffered while her husband is also suffering.

This leads me to another point. I remember very well, when I came to Bombay I read headlines that one Narasimha Rao committed suicide. He jumped from the top of the Lonavala Hill and committed suicide. I pay my eternal honour to him because he committed suicide since he could not pay some debts, which he was not able to pay. I pay my eternal honour to him,

On a last occasion, Sir, I frankly said that there are large number of monopolists in India who should be prosecuted and put in jail. The Birlas have committed so many frauds, and yet we have slept over this matter. Dr Teja had to pay a heavier price than others. I must say, Sir, that a large number of our ships are a pride of the land.

These ships were about a dozen or twenty in number. They were very fine ships. He was an adventurer, but he went the wrong way. He did not know anything about accounts. I received no benefit from him. When I met him, I told him that he should have a bank accountant. He knew how to collect money. But he could not keep accounts. He got into trouble. So, Sir, the Jayanti Shipping Corporation has been a great unit. It beat all the other companies. There were other companies which had so much money support. There was swindling in those companies also. Here is an adventurous man. He built ships. It is to his credit. He has already suffered substantially. It is time that he should be released and we let him have his chance of making good in another kind of life in the country. I do not know why Birlas should be introduced into shipping. In Addis-Ababa, they were prosecuted. The others are not so willing to do it. Why should this Minister allow it? They make any amount of money as they like. Their employees cannot get enough salaries. They have their wives and daughters as Directors. They have found out a new kind of way. They may not know anything, but they are good enough to be Directors.

When I talk in this House, my mind goes back to Poland which I visited. Poland and Czechoslovakia suffered terribly at the hand of the Nazis. But they are leaders in building ships. I saw the young engineers building ships. Their ships are sold to many powers. Today we are still third-class builders. How some of the people — I won't name them — have built fortunes. They have nice houses at Zuhu. Our shipping companies never grew up.

Our ships are still third rate. I will challenge the present Minister. Is he

going to build any ship line from Bombay to Mangalore and Cochin? Even the poor people can afford 35 to 40 rupees and they can bring a great load with them. Now they have to take to the bus. I want ask the hon Minister whether it is right that people should go from Mangalore in the midnight with their backs broken with the load. Why is the Minister now running a shipping line between these places? I asked him 3 or 4 times. People have to travel in small boats. I go into the ship at 2 o'clock and sometimes I felt that I would be drowned. Nothing is done about it. They have to leave Bombay at midnight.

They can do anything they like but why is there no provision at all for the poor passengers of the west coast, especially of South Canara and North Canara? The Chowgole Steamship Company runs ships from Bombay to Goa and Goa to Bombay only. No reply is coming from the Minister as to why there is no ship running from Bombay to Mangalore, to Cochin which will touch Malpe, Karwar and other places. You have to see to the sufferings of the poor people. By ourselves, we may have large amounts of money, we may have a lot of property but we never think of these poor passengers. I am here, representing North Canara for the last 16 long years and I belong to the west coast. I know the hardships of the poor people living there.

My friend talked about not having another bridge over Hooghly—that is another scandal. Why should not another bridge be built there? The existing bridge cannot cope with the traffic. Some people are held up for an hour while going from one side to the other. The British have built wonderful bridges in Budapest, Hungary. What lovely bridges have they built there? The Hooghly needed one more strong bridge immediately. Who are the engineers, contractors and bureaucrats coming in the way? I enquired—this was my question—of the last question the Lok Sabha when Pandit Nehru was present. The contractors were there the builders, engineers

[Shri Joachim Alva]

and Ministers were there. They put up a bill of crores of rupees. The structure at that time was worth only lakhs of rupees and then you have the horrible falling building. And who profits by that? We go on wasting time, tampering with the bureaucrats, officials and the whole racket. My friend, Mr. Krishan Kant, also talks of the racketeering between the road builders and the contractors.

Now, let us go the Yugoslavia. We allowed them to build ships and ships and the ship-building yards. And now they are dictating terms. We cannot imitate Poland or Yugoslavia. We have too many men hankering after the richmen—whether they are here sitting downstairs or the upstairs. Unless this kind of thing is removed, we cannot set our things right.

When we went to Visakhapatnam with the Defence Ministry, we saw the great submarines, the great submarine commanders, wonderful men. I told them to come along to Delhi. They are doing a wonderful job. They are the saviours of the Indian Navy and of our ships. They are going to look after the Indian shipping when it may be in danger. They will look after the Indian shipping and put the Pakistan submarines in danger. After I saw the submarines, I demanded that we should have 50 submarines and not less than 100 submarines by the end of this century. We should have our own ship tonnage. There was a big seminar on the Indian Ocean. I suggested that we should have tonnage of 100 million by the end of the century. You have to think on those lines and not merely have close connections with the rich monopolists and others. Why should the things be allowed to go in the hands of the industrialists? The people, who are the ship-builders, should be allowed to grow and they can put the things right. The Visakhapatnam Ship-Building Yard is a very fine one but why a police officer was put incharge of the Ship-Building Yard, I do not know. Well, the organisation is running well but I would like to know why a police man has been allowed to look after such a national project. The present imaginative young fellow,

Mr. Sethi, has been running the organisation very efficiently. I have nothing against him but I was against the principle of having a retired C.I.B. man incharge of the Ship Building Yard. The ships should ply, the labour should be contented, their housing must be looked after and there should be reasonable return for the General Revenues. All that is all right but when Indian Ocean grows in importance, when either Japanese or the Americans or the Indonesians or anyone for that matter gets through the Malacca Straits and threaten our very existence, we cannot ignore that and we shall have to manage the danger which may be there before the end of the century. By that time we should strengthen our shipping. The dangers are already there and we cannot feel ourselves strong until our shipping goes up to 100 million tonnes by the end of this century. There is not provision for even 10 million tonnes.

3 P.M.

Now, Visakhapatnam is very important and when a Pakistan submarine penetrated there Admiral Krishanan did a very good job of it. Out entire source of defence is there. It is very necessary that our naval strength has to be built up. There is no use being in existence for more than 25 25 years if we cannot run our own shipping.

Now I want to talk about the Director General of Shipping. There is a young man. I am getting old, I forget his name. He is from Coorg. He was the Director General of Shipping. He was young, he was capable. In selecting men for shipping careers I found that in Dufferin they are very strict though some people were being pushed in through money. Now this young man was capable but he is being removed from that job. I wrote a very strong letter to the Minister of Home Affairs. Now he was to be followed by an old man because he had to be given some job. Now I remember, Ayyappa, was the young man's name. This sort of thing you should not do. When he has done a good job, why shift him and take a man perhaps he was a local man.

Then in regard to lighthouses, there are many big lighthouses but I want to ask the

Lighthouse Department of the Government of India in what way they have educated our boys and girls and made them take interest in lighthouses. I was staying near Malpe Lighthouse. I never went there ; nobody took me there. It does not matter to me but school children should be made to take interest in these things. They should be taken there and shown round. That is how one lone Britisher went round in a craft alone all over the world and returned to England. We have got big lighthouses; we should have more and better ones too but they should be shown to our youngsters so that they may see. They should arrange for boats to pick up the youngsters and take them to the lighthouse. Let them go up and see the glory of our land, the glory of the Indian Ocean spreading far across to Africa and other foreign lands.

Now I find there is a Shipping Development Fund Committee. It has given Rs. 61.14 crores and also another Rs. 3.80 crores. But why don't you give us the list of companies. What is the secret there? They take away the Government's money and why should not their names be given? I suggest that it should be printed, next time if not this time, and circulated to us. We want to know how much money each has got, what each asked for, how many applications have been received and how many have been granted and all these details we would like to know.

Now, we have to have more ship building yards, real big ship building yards. The British Mission came. There were about ten people in the British Ship-building Mission. They were experts who came here. I was with the Mysore members who came to West Coast and other places. They said they would never go to Karwar. Karwar is one of the most beautiful harbours in the world. The late Mr. Mallaya and his friends gathered together. They were taken to Mangalore. Mangalore port is buried under water. You cannot build a shipyard there. Nothing is coming out of it. You cannot even dredge it. As I said, Karwar is a very beautiful site. Mangalore has been filled up. There the rich can become richer. Blackmarketeers are there. They want

a place of their won. Even the British Mission was not taken to Karwar. I would not use a strong word like 'fraud' but it was grossly wrong on their part not to have gone to Karwar. I hope I am correct in saying that ten years have elapsed since then and nothing has been done to Karwar. They never said anything about Karwar. You wrote about Mangalore. Mangalore has been a very big mistake. It was a very big mistake in building up Mangalore. Big ships will not land there. The water is not deep. Tuticorin has not brought any return. For our ship-building yards we must find the money. We must find honest men and then we can build them.

Lastly, I am thinking of the Shipping Corporation. The Chairman is a capable man, but I think he has put up a large building. They cannot vie with Air-India which has got a bigger building. We should be content with smaller things.

The State Bank has spent lakhs and lakhs of rupees to buy buildings. Why should the Shipping Corporation of India have such a large building and no ships from Mangalore or Cochin to Bombay? Thank you.

SHRI K. CHANDRASEKHARAN (Kerala): Mr. Deputy Chairman, one very important thing that I miss in this Report for 1972-73 is any reference whatsoever to oil tanker berths and super oil tanker berths. Particularly after the closure of the Suez Canal, the international shipping lines have gone over to tankers of 2 to 3 lakh dwt. We are able to receive in our major ports, in the berths existing there, only tankers of 30,000 to 40,000 dwt.

[THE VICE-CHAIRMAN (SHRI V. B. RAJU) IN THE CHAIR]

Even at present tankers of 85,000 dwt are coming and we are unable to receive them in the big harbours of Bombay, Calcutta, Cochin, etc. The super oil tankers are not able to come at all. Even in Bombay these super oil tankers are receive one or two mile away and this leads to wastage of time, big expenditure being incurred in the despatch of oil. I would, therefore, tell the

[Shri K. Chandrasekharan]

Government that we must give serious thought to it hereafter in the matter of building berths for super oil tankers of 2 to 3 lakh dwt. Particularly when we are thinking in terms of a new oil tanker berth, I do not know why we should go in for a tanker berth to hold tankers of 85,000 dwt. I am making this particular reference to the proposed new oil tanker berth at Cochin. Sir, I understand that till the matter was recently decided by the Cabinet and then announced by the hon. Prime Minister during her lightning tour of the State recently, the Ministry of Petroleum and Chemicals was not in favour of any tanker berth anywhere being newly built, including Cochin, which would take in only tankers of 85,000 dwt or so. But a decision has since been taken to have it at Cochin, an oil tanker berth but not a super-tanker berth; and the tanker berth is also to be located at Golghatty, while the present tanker berth is located in the Ernakulam Channel. I do not want to go into the controversy about where exactly it should be. But certainly I would appeal to the Government even at this late stage that not much propose is likely to be served by building an oil tanker berth to receive tankers of 85,000 dwt when in another five or ten years oil tankers of 30,000; 40,000 and 80,000 dwt. are going to be obsolete, and we will have only oil tankers of two or three lakhs dwt. The Ship-building Yard at Cochin is still in a nascent stage; it is years since now it has been heard of, and some years now since it has been worked up, that there has been a change of collaboration, and now we are having collaboration with two countries for two aspects of the matter. It is stated in the Report of the Ministry for 1972-73 that it is expected that the keel of the first ship to be built in the Cochin Shipyard would be laid in 1974. I would like to know from the hon. Minister whether at this stage he still holds forth that expectation; particularly it is stated in that Report that the work on the ship-building yard as a whole has not yet been completed no indication is available anywhere as to when the work of the construction of the shipbuilding yard as a

whole would be completed. May I know from him whether any dates have been fixed in this regard and whether there are any expectations of completion by any target date which, if so, would probably have been mentioned in the Ministry's Report. But it is not there at all.

Sir, the third thing that I would like to stress is the expansion of the Cochin Port. The Cochin port has been for some years in a neglected condition. Sir, the existence of the Cochin port depends, to a very large extent, on the continuous use of good dredgers and it has been the misfortune of the Cochin Port Trust not to have been able to receive any new dredger. Even now, even though for two or three years back a small dredger only has newly come, the work of dragging by and large is being done by dredgers which are 40-50 years old. The cost is tremendous. The outturn of work done is little and the result is that silt and mud cannot be removed and bigger ships cannot come. And as a result, on many occasions there have been diversions of ships due to arrive at Cochin; they could not come to Cochin. They have gone to other ports. The result is that commerce and business at the Cochin Port have been adversely affected thereby.

Sir, I completely associate myself with the demand that has been made by Mr. Joachim Alva for a passenger service from Cochin to Bombay via Mangalore. Many passenger ships are also likely to call at Cochin Port if there had been in the Cochin Port a passenger berth but a major port like Cochin has been without a passenger berth since the last more than a quarter of a century, and the insistent demand that has been made in this regard has been continuously ignored. if I may say so, by the Ministry.

Sir, the fourth and the last point that I would like to touch is on the development of national highways particularly in the South with special reference to my State of Kerala. Sir, years back, late in the 1950s when the hon'ble Minister, Mr. Raj Bahadur, who had long been associated with shipping and transport, was a Deputy Minister in the Central Council of Ministers and I was a Member of the Kerala Legislative Assembly I had

called on him once or twice when he had come to Kerala. I had corresponded with him on the necessity for upgrading the West Coast road into a national highway. Sir, the hon'ble Mr. Bhupesh Gupta this morning stated that he did not receive any reply from Mr. Raj Bahadur to a letter that he had given. It has been my good fortune over the last fifteen years even when I was an M.L.A. in Kerala to receive by the next post a reply to any letter that I had written to Mr. Raj Bahadur, and that good fortune continues although that is not there so far as many other hon'ble Members in the States and at the Centre are concerned. But in spite of that correspondence the West Coast road remains a West Coast road and has not been upgraded yet as a national highway. I must take this opportunity of conveying on behalf of my State our gratitude and thanks to hon'ble Mr. Om Mehta when he was in charge of a section of this Ministry for some time previously for the development of the national highways in the State which had already existed in the State. Bends have been cleared. The hundred feet rule has been implemented to a large extent. But, then, Sir, Kerala State is having only one national highway, and that too in a portion of the State. That is national highway No. 47 with a branch line No. 47 A. For the remaining area there is no national highway. I would, therefore, plead that the Bombay-Kanyakumari Road which is still termed as the West Coast Road, portions of which have already been converted into a National Highway, should be completely and wholly turned into a National Highway so that the requirements of the South as a whole would be met by this conversion. I would plead that the hon. Minister, Mr. Raj Bahadur should take effective and early steps for this conversion. Thank you.

SHRI SANAT KUMAR RAHA (West Bengal) : Mr. Vice-Chairman, Sir, we are to-day discussing the subject of shipping and transport which is a very important subject. It has got much more importance to-day when you have got Bangladesh by our side as a liberated country, a country which is so friendly to us. Ship building, inland water transport and international

river service, all these subjects are very important to-day in our daily life as well as in the life of our nation in the modern age of communication.

Sir, we have got the River Service Committee to study the operation of river service from Calcutta to Assam via Bangladesh. It was set up in January, 1972. I would request the Minister to go into its recommendations and see that they are implemented expeditiously. Next we have got the Bhagwati Committee for inland water transport service. There are about 36 recommendations. In this connection I would like specially to draw the attention of the Minister to the development of inland water service in the district of Murshidabad from Farakka to Calcutta and the need to ensure that 40,000 cusecs of water will be available for the navigability of Hooghly river so as to save our important port of Calcutta, so that these things can be implemented expeditiously and we can have a bigger field of business, communication, trade, etc.

Sir, our Calcutta port has ever been neglected. Now we are getting the Haldia port. There was an approved plan for last year, but it is said that it has not been completed up to the mark. Sir, the traffic handled by our Calcutta port is very discouraging. It is decreasing day by day. The traffic handled by Calcutta and Haldia ports is gradually decreasing, from 7.86 million tonnes in 1968-69 to 5.96 million tonnes in 1970-71. In 1971-72, it rose to 7.30 million tonnes. When industry, trade and commerce are developing, when in every field India is going ahead as a developing country, our Calcutta port is decaying. This is a sad feature. It must be given serious consideration.

Sir, the number of ships which entered this port in 1970-71 was 1,070. In 1971-72, it was 1,244 and in 1972-73, up to October, i.e., in seven months, it is only 683. This is also a bad symptom for a port like Calcutta. If Calcutta port is not developed, West Bengal cannot develop. So the eastern business is not developing. Therefore, Calcutta port should be taken as an important port in the life of Indian business, trade and commerce. Sir, I find

[SHRI SANT KUMAR RAHA]

from the Report that in 1970-71, the Operating Deficit was 585.18 lakhs. In 1971-72 I find (—)113.69 lakhs. So, all these things together have created a havoc in the life of West Bengal and Calcutta which requires most urgent consideration of the Government and the Centre, which requires all sorts of help from the Centre, which requires all sympathies from the entire nation for its development because it is a main port and I would request the Minister to give sufficient attention to all these features so that we can have a better Calcutta port.

Now I come to National Highway No. 34. many major works have been undertaken in West Bengal on this National Highway. In my experience I find that in the district of Murshidabad the National Highway is connecting Farakka with Navagram. I am undertaking very frequent journeys on this line and am seeing that this road is very narrow, is not broad enough. There are many accidents taking place on this road. The Transport Minister should look into this National Highway which is connecting North Bengal. It should be seriously considered also for its proper case, its maintenance, its repairs and its expansion.

Now I come to a very obnoxious subject, and that is the second Hooghly Bridge. I raised the question of removal of our Chairman, Moni Sanyal. Our Chief Minister has given him a certificate and he eloquently praised him that he was an honest, good, chairman. But I do not know what the intrigue behind him was for which he was driven out of the chairmanship. I want the Minister to explain the details, the facts, which should be convincing to the people of West Bengal and the people of the country as to why Moni Sanyal has been removed from the chairmanship of Hooghly Bridge Commission. A lot of criticism is there in the public as well as in the press regarding Moni Sanyal's removal. It is also reported that there is some sort of a connivance and corruption in the distribution of jobs to contractors. So, whether contractors are involved in this matter or some big leaders from the Centre are involved,

who created such a situation that Moni Sanyal has been driven out of his post, should be explained to us. I draw the attention of the Minister to an article Ranjit Ray in the Hindustan Standard of April 26. "Hooghly Bridge—Centre's concern is disconcerting". In this article he said that "the Centre has unnecessarily intervened in this matter". He has given some facts in this article that on May 20, 1972 our Prime Minister, Mrs. Indira Gandhi, laid the foundation stone of the second Hooghly Bridge. Before that Rs. 8 crores were sanctioned for this project for making the second Hooghly Bridge in 1969. Four years have elapsed and what has happened regarding the materialisation of this project? It happened like this. Our Prime Minister laid the foundation stone of the Hooghly Bridge. After a year we find that it is back in Square one. The Roads Wing of the Transport Ministry entered into the subject. The Structural Engineering Centre of Rourkee has entered into the subject. The West Bengal Government has not been drastic enough and it has not been taken into confidence regarding these engineering and structural works. The Howrah Bridge Commission's recommendation was there regarding contractors and job distribution. It has been rejected by the West Bengal Government. The Railway Board also came into the picture. The Railway Board advised the West Bengal Government in this matter. So many advisers are there. The Central Ministers, the Transport Ministry, the Railway Board, the Structural Engineer in concern, all these things came into the picture of the second Hooghly Bridge. So long we were doing smoothly and perfectly well. But when the question of job distribution and allotment to contractors has come, when the final, green, signal is about to be given to the contractors, now all these troubles have come up. I do apprehend that same sort of vested interests are playing in this contract business.

For these things Moni Sanyal has been removed from the Chairmanship. So, he can explain all these details. Our view is that Indian engineers are equal to the task of constructing this bridge. I am not

a technician or an expert. But as a common man, my common knowledge tells me that our Indian engineers are not insufficient or inadequate to construct this Hooghly bridge

On February 24, this year our Finance Minister gave instructions to his Ministry to release 56,000 sterling. But the Ministry did not move in the matter. Then our Chief Minister, Shri Siddhartha Shankar Ray reminded again Shri Chavan. But the Transport Ministry intervened in the matter and asked them not to use foreign money till everything is scrutinised. All these things are happening regarding the Hooghly bridge. At one time Calcutta port was being neglected. Now hooghly bridge is going to be neglected I do not know how far the Centre or the State responsible for this.

I will draw the attention of the Minister to another point. I travelled in North Bengal through different regions such as Jalpaiguri, Silliguri and Malda and I found the transport system very bad. Buses are very inadequate and over-aged buses are being utilised. People are really suffering for want of proper transport. I would request the Transport Minister to pay special attention to the transport problem in North Bengal specially, because I personally found there that lots of people are undergoing tremendous difficulties due to shortage of buses and over-aged buses that are being used. With these words, I conclude.

SHRIBABUBHAI M. CHINAI (Maharashtra) : Mr. Vice-Chairman, I am thankful to you for giving me sometime to speak on this very important Ministry of Shipping and Transport because this is the only Ministry which earns heavy foreign exchange for the country and therefore my observations on this Ministry would be in concrete terms and I hope the hon. Minister will try to appreciate the suggestions that I am going to offer.

India was pioneer in shipping. The first ship of the world was said to have been built in India. Not only we had a powerful naval armada during 10th/17th century

but we had a number of merchant ships sailing on the high seas throughout the world. Shipping industry is different from other industries. It is cent per cent foreign exchange earning sector and also vital for Defence as the second line.

Have we cared to encourage this important sector? Our share in the world sea-borne trade by volume has remained between 2 percent to 2.5 per cent during the last decade although the world trade has expanded at about 8 per cent per annum. By the end of 5th plan our trade is expected to reach about 100 million tons. We are carrying hardly 20 percent of our overseas trade in our bottoms. Our modest objective should be to carry at least 50 per cent of our trade in our own ships. Thus, there is considerable scope for expanding out shipping tonnage. It is in the national interest.

Surprisingly, Liberia which is a small country owns the world's largest fleet comprising of 38.6 million GRT while we have yet to reach even 4 million GRT. Liberia, of course, is a flag of convenience. Japan is the second largest maritime nation having 3.5 million GRT while UK. comes third with 27.3 million GRT. Norway, United States, Greece, and Panama come next in the line. Several other countries also want to develop shipping by offering number of concessions. Even our own enterprising young men interested in shipping migrate to these countries of flags of convenience and/or offering various concessions.

The example of Mr. Tikku should be enough to convince anyone on this regard. Again, in this world trade, what are our incentives or disincentives? The rent of development rebate of 40 per cent is to be abolished from May, 1974 onwards. With effect from the 1st April, 1971, the rate of interest on the S.D.F.C. rupee loans has been increased from 3 per cent to 4½ per cent per annum. From the 1st January, 1971, the period of amortisation on loan has been reduced from 18 to 16 years in the case of foreign-built vessels and 19 to 17 years in the case ships constructed in the Indian yards and the period of moratorium

[SHRI BABUBHAI M. CHINAI]

on the repayment of the SDFC loan has been reduced from three years to two years in the case of indigenous ships and two years to one year in the case of foreign-built ships. The prices of the Indian ships are to be marked up at 5 per cent on the basis of international valuation. The Ministry of Finance previously used to release 20 percent foreign exchange for down payment while it is releasing now only 10 per cent of the price of the ships for acquisition abroad. All these steps are really disincentives to Indian shipping.

Moreover, we have added the burden of numerous formalities on the shipping companies under the MRTP Act of 1969. The Act is applicable to most of the Indian shipping companies and requires minimum 6 to 9 months to get clearance by which time the located ship, either second-hand or new, goes to some other party abroad.

Section 20 of the MRTP Act embraces all Indian companies with assets exceeding Rs. 20 crores. Everyone knows that a middle-sized ship today costs more than Rs. 10 to Rs. 12 crores and a large-sized one exceeds Rs. 20 crores. Thus, the limit of Rs. 20 crores under the MRTP Act hampers the growth of Indian shipping companies. The only solution is to exempt this cent per cent export-earning industry from the purview of the MRTP Act or enhance the limit to minimum Rs. 100 crores under the Act for a single or inter-connected companies. After all, a company or a group of companies having Rs. 100 crores of assets cannot be called a giant or a large company in today's world, especially when shipping is concerned.

A number of examples could be cited from various shipping companies as to how they had to miss now or secondhand vessels because they could not obtain clearance under the MRTP Act in time. If we are seriously interested in developing our shipping tonnage, I suggest that at least incentives which were prevailing before 1969 should be restored. Development rebate in case of this capital-intensive industry should continue. It should be exempted from the MRTP Act or the Act should be suitably amended as suggested earlier.

Apart from making our presence felt in the international seas and skies, this great maritime nation must devote attention to our coastal shipping. We are fortunate in having a long coast with a number of good natural harbours. We have, however, very little movement on the coast in spite of high costs and congestion in railways and road transport. The ports have generally low draft. Many of them are full of silt. The capital as well as maintenance dredging is neglected. Every port is short of dredgers and such other equipments. The loading and unloading operations are time-consuming. The management of ports is slow and sluggish. The relations between the port authorities and the labour deserve our immediate attention. Our ports really require all-round improvement. We have hardly 50 ships operating on the coastal line. Most of them are old and require immediate replacement. They carry coal, steel, salt, timber, etc. They can also carry crude oil, cement, fertilizers and such other bulky commodities. Planned foodgrain movement and use of small coastal ships as lighteners must be carefully examined.

The passenger coastal service is very much neglected in this country. No doubt, there is the general tendency to travel by air and road. But we cannot ignore the role of coastal passenger service. In this regard, I wish to bring to the notice of this House that private companies like the Bombay Steam Navigation Co. and Chowgule Navigation Co. who venture to run coastal passenger service have come to grief.

No new companies are likely to enter this field. I am afraid that even these companies will refuse to operate once the present fleet becomes old. M/s. Bombay Steam Navigation has stopped its passenger service from Bombay to Goa and Bombay to Mangalore. M/s. Chowgule Steamships Limited are running passenger service between Bombay and Panaji. They have represented to the Government a number of times to allow them legitimate increase in fares so that the service becomes economically viable. Alternatively, they have publicly offered the service to the Central Government or to the Government of Maharashtra because the company could

not go on suffering huge losses every year in absence of rationalisation of fares. We have accepted the norm of reasonable return on capital even in case of public sector undertaking. The cooperatives are run on no profit no loss basis. The Government, however, expects a private company to run a public utility service at perpetual loss. This is very strange. Either nationalise the service or rationalise the fares. Cornering or compelling the company is not understandable and not at all justifiable.

It is reported that the Government of Maharashtra is strongly opposed to any increase in fares. The State pleads that if such an increase is necessary, the Centre should grant subsidy. I am unable to understand this view point. I am also not able to comprehend why the Centre should consult the State Government on a subject which entirely falls within the purview of the Centre. I believe that the Centre must not be consulting the States when the Railway Ministry decides to increase train fares. The States must not also be consulting the Centre when they increase the fares of their transport buses. The very same Maharashtra Government increased bus fares from time to time and there were public agitations also. Whenever there is some increase in fares, some public resentment is expected.

In Chowgule's case, it, however, appears that the Government of Maharashtra wields the veto power. The Centre does not appear to be very consistent and logical because they have never consulted the other State Governments involved in this passenger service, i.e. Government of Goa, Daman and Diu. Chowgule Steamships touch Panaji as the last port which is in Goa.

Chowgule's were operating three ships on the coastal line. One of them met with an accident. Only two ships are running presently. The service has been, therefore, curtailed. The Government of India cannot expect the company to replace the third ship in the present condition. It cannot also legitimately ask the company to provide whatever amenities and facilities are demanded by the passengers since the company was suffering huge losses from

its inception. I agree that as the State Government should not be given veto power, the company should not also be given the right to decide its schedule and rates of fares. These decisions are taken by the D. G. Shipping. There should be a standing committee consisting of experts and related Government authorities. I understand that a Committee was appointed by the Centre under the chairmanship of the Director General of Shipping and it has submitted its findings long back. It is reported in the papers and is evident from the proceedings of the Maharashtra Assembly that the Committee had recommended minimum 20 percent increase in the passenger fares on Konkan coast. I do not know why the decision is not being implemented yet. Is the Centre interested in running this passenger service? If so, it has either to take over the service as the company has offered or allow the company to make it economically viable. There is no third course. The tactics to stifle a private service will help no one.

I understand that Chowgule's ships can carry cargo also and reduce their losses but the ports on way have not been provided with necessary facilities of loading and unloading. The Centre must have obtained the views of the public sector shipping companies on this question of Konkan service. It has been reported that the Public sector shipping companies had clearly indicated that minimum 35 percent raise in fares was absolutely necessary to make the Konkan service viable. If this is true why a private company should be deprived even of the 20 percent increase suggested by the Committee appointed by the Union Government? I would request the Hon. Minister to clarify the position and take immediate necessary action.

Coming to the larger issue of acquiring adequate fleet of merchant ships to carry minimum 50 per cent of our trade in our ships we have to increase the GRT to at least 6 million tons by the end of the Fifth Five Year Plan. As a matter of fact I suggest that even 10 million tons GRT would be a modest target by the end of the 5th Five Year Plan for such a huge country like ours. Whatever foreign exchange we may release for the 20 percent down payment and

[SHRI BABUBHAI M. CHINAI]

the 8% rate of interest on deferred payment would be more than compensated by 1980. Even the rough calculations show that we shall be breaking even by 1980 and there after we would earn more than Rs. 60 to 70 crores in free foreign exchange per annum by this additional tonnage. The Shipping Corporation of India alone has earned a net foreign exchange of Rs. 23 crores in the year 1971-72.

Our policy relating to ship-building industry also requires revision. There is only public sector shipyard at Vishakapatnam and another is being established at Cochin. There are other small boat-building establishments. But no Indian yard can be compared with any reputed yard abroad. The Government of India have announced that ship-building beyond 1000 DWT was reserved for public sector. I do not know whether private parties in India would be interested in establishing ship construction yards. I only feel that this limiting factor of 1000 DWT is unnecessary. We are purchasing huge ships from private yards abroad. We are importing not only steel, fertilizers, chemicals, etc. from private sector parties abroad but even food grains. We, however, placed an embargo on Indian private parties to produce steel and such other vital material. No doubt, the public sector should have commanding heights in our economy. Let us presume that everyone of us has accepted this position in our mixed economy, it is, however, illogical that we prohibit our own private sector and encourage private sector abroad in a number of fields. I certainly feel that this is a distorted notion of socialism. Even the mighty communist countries including Soviet Russia are collaborating with private enterprises abroad. Some of them are now rethinking about their concept of public sector. If any private party in India is capable of building ships or producing steel or establishing ship repair and dredging facilities, we should encourage them. It is quite creditable for the Ministry of Shipping and Transport that they allowed peaceful co-existence of Shipping Corporation of India and other private shipping companies till this date. I believe they

would continue this enlightened policy. The growth rate of SCI is praiseworthy.

The Government of India should also allow private shipping companies to grow with equal speed, if not more. Above all, we have to achieve, rather exceed as we have done in the past, our five year plan target in this vital sector. Thank you

श्री भूपेन्द्र नारायण मंडल (बिहार):

उपसभाध्यक्ष जी, जो अभी विषय सदन के सामने प्रस्तुत है वह शिपिंग के बारे में है और यह जो जहाज वाला काम है वह हिन्दुस्तान में बहुत पहले से चला आ रहा है। दुर्भाग्य की बात है कि बीच में हम लोग अंग्रेजों के गुलाम हो गये थे और उस समय हमारा शिपिंग इन्डस्ट्री का जो हलाम हुआ उसके बारे में अभी तक हम लोगों को होश नहीं आया है। आज स्थिति यह है कि जो हमारा कोस्टल ट्रेड है या जो फारेन ट्रेड है, इन चीजों पर हमें विदेशी जहाजों पर निर्भर रहना पड़ता है।

जब देश स्वतन्त्र हुआ था 1947 में तो एक कमेटी कायम हुई थी, जिस कमेटी ने सिफारिश की थी कि जो तटीय व्यापार है उसका 100 प्रतिशत हिन्दुस्तान स्वयं करे। लेकिन आज इतने दिनों के बाद भी यद्यपि उसमें तरक्की हुई है, पर इतनी तरक्की नहीं हुई कि सोलह आना हमारा जो कोस्टल व्यापार है वह हम लोगों के कब्जे में आ गया हो। ऐसी बात नहीं कही जा सकती है, क्योंकि अभी जो तेल ढोने वाले या बल्की चीज ले जाने वाले जहाज हैं, उसके लिए भी हमें विदेशी जहाजों पर निर्भर रहना पड़ता है। जहां तक विदेशी व्यापार की बात है, उसमें हिन्दुस्तान की बनी हुई चीज अब तक 20 परसेंट की बाहर हिन्दुस्तान के जहाज पर जा सकती है, बाकी के लिए अभी भी विदेशी जहाजों पर हमें निर्भर करना पड़ता है। इसका नतीजा यह होता है कि फारेन एक्सचेंज, जिसके लिए हम तरसते रहते हैं, उसका भारी खर्चा उसमें हो जाता है। अगर हम लोग इस माने में तरक्की कर सकते

तो काफी फारेन एक्सचेज इससे अर्न कर सकते थे, लेकिन वैसी स्थिति नहीं आई। यह बात सही है कि जब हिन्दुस्तान की सरकार ने निश्चय किया कि शिपिंग की उन्नति के लिए, उस समय से कुछ उन्नति जरूर हुई है। जो आकड़ा है उसको देखने से मालूम होता है कि 15-5-47 को हमारे पास 59 जहाज थे और टनेज 1 92 लाख जी आर टी था। फर्स्ट प्लान के शुरू में 1-4-51 को जहाजों की संख्या 74 हो गई और टनेज 3.72 लाख जी आर टी हो गया। फिर फर्स्ट प्लान के अन्त में जहाजों की संख्या 126 हो गई और टनेज 4.80 लाख टन हो गया। आर्डर दिया था 1.20 लाख टन का। सब मिला कर प्लान के मुताबिक 6 लाख टन का जो टारगेट था वह पूरा हो गया। दूसरे प्लान के अन्त तक 172 जहाज हम लोगों ने हासिल किए, हमारा टनेज था 8.58 लाख टन। उस समय आर्डर दिया गया था 65 लाख टन का और सब मिला कर उस समय 9.02 लाख जी आर टी का टारगेट हमने हासिल किया था। थर्ड प्लान के अन्त में हम लोगों के पास 221 जहाज थे और टनेज 15.40 जी आर टी तक चला गया। उस समय आर्डर था 5 लाख टन का। सब मिला कर 13 25 जी आर टी का जो टारगेट था उसे एक्सीड कर गए। 31-3-72 को 256 जहाज हमारे पास थे और टनेज 25 9 लाख जी आर टी का था। आर्डर दिया गया 14.32 जी आर टी का। 1-1-73 को जहाजों की संख्या 258 हो गई और टनेज था 26 16 लाख जी आर टी। आर्डर दिया गया 15.01 लाख जी आर टी का। हम लोगों का प्लान था 40 लाख जी आर टी प्राप्त करने का। इस तरीके से देखने से मालूम पड़ता है कि हम लोगों ने कुछ किया है, लेकिन जितना करना चाहिए उतना नहीं कर पाए हैं। सिर्फ जहाजों की संख्या, जो दूसरे देशों से खरीद कर प्राप्त करते हैं, बढ़ी है, लेकिन हिन्दुस्तान के अन्दर शिपयार्ड, शिप बिल्डिंग

विजनेस को बढ़ाने की जितनी कोशिश होनी चाहिए वह कोशिश नहीं हो पाई है और अभी भी हम लोगों को दूसरे देशों पर जहाजों के लिए निर्भर करना पड़ता है। मालूम हुआ है कि अभी हाल में कुछ जहाजों का आर्डर दिया गया है। यूगोस्लाविया को दो जहाजों के लिए आर्डर दिया गया है। पोलैंड को भी बल्क कैरियर के लिए, जो 55 हजार टी डब्लू टी का होगा, आर्डर दिया गया है। यूगोस्लाविया वाला, एक 75 में मिल जायगा और दूसरा हम लोगों को 76 में मिलेगा। अभी तक जहाजों के मामले में हमारा देश मेलफ-सफीशिएन्ट नहीं हो सका है और हम लोगों को इस पर काफी जोर देना चाहिए, क्योंकि यह एसेट तो है ही, उसके अलावा फारेन एक्सचेज, जिसके लिए हम लोग दिन रात चिन्तित रहते हैं, का भी इन्तजाम इससे होगा। इसलिए मैं चाहता हूँ कि जहाज वाली जो इंडस्ट्री है इस पर काफी ध्यान सरकार को देना चाहिए और इस पर जितना भी खर्च हो करना चाहिए और इसके लिए कर्जा बगैरह भी लिया जाय तो वह भी जस्टीफाइड होगा।

श्री जगदीश प्रसाद माथुर (राजस्थान): श्रीमन्, हमारी पार्टी से बोल चुके हैं, किन्तु मैं मंत्री महोदय से एक जानकारी लेना चाहता हूँ। आप की बार्डर रोड आर्गेनाइजेशन है। आपने 1965 की लड़ाई के बाद राजस्थान में सड़कें बनाई थीं और जो सड़कें आपने बनाई थीं उसके अन्दर बहुत बड़ा घपला हुआ। लगभग ढाई करोड़ रुपये का बार्डर रोड आर्गेनाइजेशन के सड़क निर्माण के अन्दर घोटाला हुआ, उस प्रकार के आरोप लगाये गये। सदन में भी मैंने इसके बारे में मवाल रखा था तो यह उत्तर मिला था कि सेट्रल पी० डब्लू० डी० और राजस्थान पी० डब्लू० डी० मिल कर इसकी इक्वायरी कर रही हैं। यह आज सात साल की बात हो गई लेकिन फिर भी कुछ पता नहीं चला। जो हमारी सीमावर्ती सड़कें हैं उनके सम्बन्ध में यह विश्वास निश्चित है कि जब

[श्री जगदीश प्रसाद माथुर]

बने तो उनके अन्दर किसी प्रकार के मैटीरियल का दुरुपयोग नहीं होना चाहिये, लेकिन फिर भी यह सवाल उठा। तो उपाध्यक्ष महोदय, जो ढाई करोड़ रुपये का घपला है उसमें सेट्रल गवर्नमेंट इनवान्ड है क्योंकि सारा पैसा सेट्रल गवर्नमेंट का लगा है। तो मैं माननीय मंत्री महोदय से चाहूंगा कि बार्डर रोड आर्गेनाइजेशन के द्वारा राजस्थान में जो सड़के बनी हैं और उसमें ढाई करोड़ रुपये का जो घपला हुआ है उसके बारे में आप स्पष्टीकरण दें।

दूसरा विषय आपकी कास्टिट्यून्सी का है। जो चम्बल का पुल गिरा है, उस चम्बल के पुल गिरने के सम्बन्ध में कौन दोषी है। राजस्थान की पी० डब्लू० डी० दोषी है या राजस्थान सेट्रल पी० डब्लू० डी० दोषी है। जिस कम्पनी ने उस पुल के निर्माण का काम किया था उसकी ये शर्तें थी कि चार खम्भे जो हमेशा पानी के अन्दर रहेंगे, उनके ऊपर उतनी काक्रीट लगातार डालनी चाहिये और उस पुल के दो मील के दायरे में से किसी प्रकार से कोई मिट्टी नहीं उठानी चाहिये। स्वर्गीय प० नेहरू ने उस पुल का उद्घाटन किया था। लेकिन जब से वह पुल बना है, तब से उस पुल की ठीक प्रकार से देखभाल नहीं हुई। यदि वहां से मिट्टी उठाई गई तो उसके लिए कान दोषी है।

तो ये दो बड़े घपले आपके डिपार्टमेंट के आप के अपने प्रांत और आपकी अपनी कास्टिट्यून्सी के अन्दर हुये हैं। एक ढाई करोड़ रुपया का घपला आपके बार्डर रोड आर्गेनाइजेशन का है और एक घपला चम्बल के पुल का है। इन दोनों के बारे में आप अगर सदन को जानकारी दें कि आपकी इक्वायरी का क्या हो रहा है तो बड़ा अच्छा होगा।

4 P M

SHRI RAJ BAHADUR Sir I am grateful to the Members who have participated in this very useful and illuminating debate. It has indeed brought out many issues that could have been realistically

brought out on a subject like this. It has been well emphasized that transport occupies a pivotal position in the scheme of development of any country and with transport goes shipping. Shipping constitutes the lifeline of our overseas trade and in fact we can hardly overemphasize the importance of it. Since the developmental aspects of this particular industry have been well made out by many speakers, I would not go into these facts and figures. Suffice it to say that our target was 4 million tonnes and we hope that by the end of this year we shall have an operative tonnage of 3.2 million or may be a little more and with the orders for additional ships that are already placed we are already in the vicinity of about 4.4 million tonnes. That means in physical terms we have achieved the target so far as the overall figure is concerned. We might be falling short so far as operative tonnage is concerned but it is a well known fact that there is a hiatus or a gap between the placements of orders and deliveries. Naturally therefore we have got to take note of the trends that have been building up during recent years. I may start by saying that over the last three years the additions by way of actual deliveries of orders placed have figured in the vicinity of about or even more than half a million tonnes every year. In 1972-73 itself as many as 17 vessels of 2.10 lakh GRT were added to the Indian merchant fleet. That means they became operative firm orders, including two very large crude carriers, which have been placed recently mount up to a figure of 7.98 lakh GRT, which is a very sizeable figure. This figure inspires in us hope and confidence that given the proposed target of 10.6 million tonnes that we have before us for the Fifth Plan, it would not be difficult for us to mobilise the necessary energy, the necessary initiative and even the resources for it given co-operation from all concerned. During 1973-74 itself 26 new vessels of 5.57 lakh GRT are expected to be added to our operative tonnage. That will make it 33.2 million tonnes. May I also take the House into confidence about the composition of the tonnage of that order? As has been well emphasised our total trade consists of 35 per cent general cargo and 65 per cent is bulk trade.

So far as general cargo carried usually by liners and tramps is concerned, we are more or less having our share, viz., 45 per cent, 50 per cent and in some cases 55 per cent. The bilateral arrangements and agreements with the East European countries have helped us a lot. Apart from this, in respect of bulk trade we are now carrying hardly 10 per cent. The result is that the overall percentage of traffic that we carry in our own bottoms is twenty. Hence our effort to build substantially our tanker tonnage, our bulk carrier tonnage and our OBO vessels. In This connection I should like to inform the House that the tonnage on order consists of :

Bulk carriers

(37,000 GRT to 83,000 GRT)	9	4.04	lakhs	GRT
Cargo vessels (9,000 GRT to 13,000 GRT)	50	5.16	lakhs	GRT
OBO (57,000 GRT to 72,000 GRT), VLCCs (2,69,000 DWT each)}	5	3.37	lakhs	GRT
Tankers (11,000 GRT to 50,000)}	2	3.00	lakhs	GRT
Passenger vessels (9,000 GRT)	18	5.58	lakhs	GRT
	2	0.18	lakhs	GRT
TOTAL	86	21.33	lakhs	GRT

Even in regard to the balance of payments, position instead of giving the overall figure, may I just say that the 'Shipping' Corporation alone has earned or saved foreign exchange equal to Rs. 35.04 crores? So far as the Central incentives for shipping are concerned, I quite share the feelings voiced by the two distinguished Members, Mr. Krishan Kant and Mr. Trivedi. I must congratulate both of them and also other Members for helping me by illuminating my thinking by the very useful observations they have made. May I say that the Shipping Development Fund has sanctioned total loans of the order of Rs. 551.85 crores. Amounts advanced total Rs 204.66 crores. Amounts repaid by shipping companies total Rs. 49.55 crores. This is how we have been able to build up our shipping tonnage. So far as shipping in the public

sector is concerned, the Public Undertakings Committee laid down for us as a guideline that it should occupy at least 50 per cent of the total tonnage. So far as the operative tonnage is concerned, the Shipping Corporation, the public sector shipping accounts for 46.5 per cent of the national fleet.

Out of the vessels ordered, they have got as much a share as 78·8 per cent of the total orders. This will certainly make the overall per centage of 60. Now we have been often accused that the Shipping Corporation is working or functioning for profit That is not so. We realise our responsibility towards our overseas trade and we have got to function not merely as an ordinary undertaking but also one which is dedicated to, and must serve the ends of our overseas trade namely, we have got, in specific terms to have certain promotional services also even though they are not always profit-making propositions. For example, I may mention the following eight promotional services that we have launched :-

West Coast of India—Australia

West Coast of India—East Africa

East Coast of India — West Asia (Gulf)

West Coast of India—West Asia (Gulf)

India—West Asia (Red Sea)

India—Mauritius

East Coast of India —New Zealand.

And finally, we have recently started offering direct calls to the Libyan ports. These are the eight promotional services and the loss incurred on these first five lines leaving the Libyan ports where we have yet to have experience is 93.05 lakhs so far.

Some points were made about the freight increases and what disciplines we can enforce so that our national interests are served. I must say that we have already got an organisation known as the Freight Investigation Bureau. I must take this opportunity to inform the House what it has secured for the national shipping and consequently for our foreign trade. In 1971, alone it secured deduction in freight rates of over 60 per cent in two cases, between 40 and 50 per cent in four cases, between 30 and 40 per cent in 11 cases and a large number of reductions by smaller percentages. In 1972, it secured deductions

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between 40 and 50 per cent in three cases, between 30 and 40 per cent in two cases and a large number of reductions by smaller percentages in many cases. In many cases they were able to obtain promotional trade for trade tariffs for non-traditional items such as small engineering goods, bicycles, M.S. steel bars, refrigerators, machine tools, etc. So, I would say that this institution is functioning well, and suffice it to say in this context of shipping how the Shipping Corporation itself has fared.

The equity capital of the Shipping Corporation is 27.95 crores. The cumulative net profits earned by it from 1961-62 to 1971-72 amount to Rs. 42.80 crores, and the cumulative earnings in saving foreign exchange up to 1971-72 since its inception, reckoned at 50 per cent of the gross foreign exchange earning, total up to 177.6 crores. It has got a reserve and surplus as on 31-3-1972 of Rs. 37.61 crores. This would show that the Shipping Corporation has fully justified our confidence and the compliments that have been showered over its management, particularly its Chairman, have been well deserved and well merited. The Parliamentary Committee, as I said earlier, asked us to have 50 per cent in the public sector. The Shipping Corporation has been able to do that. By 1976, we hope that the public sector total tonnage would be 60 per cent and by the end of the Fifth Five Year Plan, I think this might go up to 70 per cent. About the fears expressed by my friend, Mr. Babubhai Chinai, and the compliments that he paid to me, not for those fears but that this is not happening, we are going to take discretionary action about it at the moment and we are not .

SHRI BABUBHAI M. CHINAI : What I wanted to know is, compared to world traffic and world tonnage, what is the increase that we have made during the last 10 years? We are still -98.

SHRI RAJ BAHADUR : The world trade has also been increasing at a very rapid pace; the world trade is not stationary nor is the world tonnage stationary. In fact, even to keep the pace at 1 per cent

requires a tremendous amount of effort on our part. If we want to cater to from 2 to 2.7 per cent of the world trade, we will certainly have to have a target of 10.6 million tonnes. The Shipping Corporation of India has already provided a wide network of cargo liner services. It has number of 19 conferences including trade to U.K., Continent, U.S.A., Canada, U.S.S.R., Australia, New Zealand, Japan and Africa. Of the 19 cargo liner services seven are promotional. As I have already said, the S.C.I. have diversified fleet. In accordance with the recommendations of the Committee the S.C.I. is operating international passenger services for the benefit of Indian population living in Africa, Malaysia, Singapore even though these services, again, are causing loss.

Industrial relations in the Shipping Corporation of India have been completely throughout harmonious. I would like to quote just one instance to save the time of the House. That is the introduction of computers is not an easy task. The labour is particularly very suspicious about the introduction of any such new device or gadgets or mechanism for operational efficiency. But it redounds to the credit of the labour unions and the management also that they attained this harmony in the working of the Shipping Corporation of India without tears and without turmoil. Both sides deserve our appreciation for that.

Mr. Trivedi has been vocal about some thoughts that he has in regard to the licensing policy. I only recall to him that he has been voicing these views even as a member of the National Shipping Board at the meetings of the National Shipping Board. He would perhaps also recall the National Shipping Board has not recommended any change in this respect. In fact, the aim of our present policy is to ensure the maximum use of shipping to reduce heavy investment in foreign exchange. Trivediji accepts that *inter se* competition among Indian shipping companies has to be avoided. He has suggested a consortium. To a considerable extent we are already implementing this idea in so far as the S.C.I., the Scindias

and the Indian Steam are operating services to various places U.K. continent, U.S.S.R., Poland etc. under agreements concluded amongst themselves.

Again, the Shipping Corporation of India and the Scindias are operating services to U.S.A., Canada, Atlantic, Pacific Coasts etc. They are not insulated, however, against competition from other competing world lines. The Licensing policy is to avoid unhealthy competition between our own lines. That is the logical course today. I am quite conscious of the fact that we have got to start experimental services, promotional services to West Africa, to Latin America and some of the other ports on the other side of the continent. But, as I said, this can be done only after experiencing what amount of cargo and traffic can we get. We are getting to examine the whole question from the standpoint of not only direct services but also trans-shipment services. In this respect I think it should not be difficult for us but we must take some time before we can do something concrete. I cannot hold out any assurance of introducing a service at once. But, as you know, the Public Undertakings Committee itself and perhaps, the Public Accounts Committee also, so far as I remember, have said that if the Government wants to ask the Shipping Corporation to undertake a new service, then it amounts to a directive and whenever a directive and whenever a directive is issued, the Shipping Corporation is entitled to reimbursement in regard to the losses it might sustain. So we have got that point in our mind.

SHRI BABUBHAI M. CHINAI :
That applies equally to the existing services in the private sector also.

SHRI RAJ BAHADUR: In fact I would be very happy if I could say that the private sector shipping companies are also undertaking some promotional services even at the cost of some losses. If they are doing, well they would merit it. If they are not doing it, the question hardly arises.

But before I go on to the other subjects, may I say that Mr. Krishan Kant raised

a question that perhaps we have missed an opportunity because today it is a sellers market and not a buyers market. Well, these things fluctuate. Sometimes it is a buyers market, sometimes it is a sellers' market. Our handicap is not a buyers' market or a sellers' market. Our handicap is mobilisation of resources. Because these companies are running on profit, they do not find much difficulty in mobilising credit resources even from foreign countries, foreign banks, to the extent of 80 per cent. The exercise before them is, what about the 20 per cent which has to come from our national exchequer. That is exactly the exercise on which they are engaged today. I hope that just as they manage 80 per cent, they will also be able to manage the remaining 20 per cent and to that extent relieve the burden on our own foreign exchange resources. Therefore, I would say that as much of imagination as you can put in has been put in the formulation of our policies and programmes and I think by no stretch of imagination, with all respect to Mr. Krishan Kant, can we say that there has been any bungling or any unimaginativeness about our shipping policies. I know he is a valiant person, a young and enthusiastic person, and he must speak with that verve and with that zeal; is always not only exciting but goads us who are of a little older age.

He has also referred to our agreement with the USSR. He is correct that so far under the existing agreement, which was arrived at as far back as 1956, our ships could go to certain specified ports in the Black Sea. But I am happy to tell him that as a result of negotiations, one part of which was when I visited Moscow recently, in September last, the USSR Government—a friendly Government—a Government and people who have stood by us well at the most crucial moments of our destiny, in our history, and who we can call as friends not only in need but in deed, both in need and deed—have given us a hint that the new agreement that we might arrive at will take care of this and we will go not only to the Black sea but to Arctic and Pacific ports also.

[SHRI RAJ BAHADUR]

Then he has stressed the importance of shipyards which was done also by my friend, Mr Trivedi. Mr Trivedi has spelt out the need for two large shipyards, one shipyard for trawlers and the other for coastal vessels. As Minister for Shipping, I cannot afford to disagree with him. I wish that his pleadings with the planning Commission, when the Plan comes to be discussed here and at all relevant forums, will bear fruit.

So far as the high cost of construction is concerned Mr Krishan Kant should realise that even to-day we are able to mobilise 50 per cent of it indigenously and for the other 50 per cent we have got to go abroad, for components, parts, etc. Naturally the conclusion is clear. The conclusion is, if we have a sizeable demand, a viable demand for different parts and components the industry would be viable. We had only one shipyard. Now there are two more shipyards in the defence sector. The fourth one is coming up. So many shipyards will be coming up. Perhaps then the requirement of such parts and components would make that industry making those parts and components a viable industry and that will certainly bring down the cost also. That is the hope that I cherish about it. He then went over to roads, but before that I would like to finish this subject of shipping.

Mr Ganguly made the point that we are allowing some sort of discrimination between the National Union of Seamen of India and other unions, and that NUSI is being allowed to collect its subscriptions inside the offices. The position is as follows. At present there are two recognised unions not one. One is the National Union of Seafarers of India and the other is the National Union of Seamen of India. These unions have been in existence for more than a decade and have been given representation, both of them on the National Shipping Board, the National Welfare Board for Seafarers, the Merchant Navy Training Board, the Seamen's Employment Board, and the Local Management of Welfare Institutions. They have also been given the right, both of them, to collect union dues within the rooms allotted to them in the

shipping offices, and have been recognised by the ship owners. The question of rights to recognised unions was discussed by the Indian Labour Conference at its 16th and 20th sessions, and one of the rights allowed to recognised unions is the right to collect membership fees and subscription payable by members of the union within the premises of the undertaking. Unrecognised unions, of course, do not enjoy such a right, he should not, therefore have any suspicion or doubt in regard to this. We are doing what has been decided at the Labour Conference with the mutual consent of the employer and the employee.

So far as jobs in Calcutta are concerned, may I say the total number, of jobs of seamen in West Bengal has come down from 9317 on 1-1-63 to 6787 on 1-1-73. This I am reading from the reply to a question made in the Lok Sabha. The decline in the number of jobs is mainly due to withdrawal of foreign ships which used to recruit crew from Calcutta. To improve the situation, however, Indian ships are being persuaded and encouraged to recruit crew of their ships in Calcutta and some of the companies have cooperated in this respect. They have in fact diverted themselves to Calcutta. Transfer of registration of seamen from Calcutta to Bombay is also allowed to applicants in cases where there is shortage of crew in Bombay. This is a matter which is harmoniously settled between the seamen in Calcutta and the seamen in Bombay, and in fact, we should like to allow them to work it out that way.

SHRI BABUBHAI M. CHINAI. Please say something about development rebate?

SHRI RAJ BAHADUR. May I say something about ports now? About development rebate I have dealt with already broadly and if you want, I will repeat it. In regard to development rebate I would say that this facility will extend only up to 1-5-74—I do not remember the exact date. The National Shipping Board made a unanimous recommendation, and Mr Trivedi has rightly emphasised thereon that this is a statutory body and its recommendation must be given the fullest weight possible. I am using the word "possible" he did not

use the word "possible" and I am using it because we have got to consult the Ministry of Finance and we have to talk to them....

SHRI BABUBHAI M. CHINAI : You should try at your level and do your best.

SHRI RAJ BAHADUR : Yes, I shall try my level best to do that. Now, may I come to coastal shipping?

SHRI SALIL KUMAR GANGULI : What about Haldia port?

SHRI RAJ BAHADUR : I will come to ports separately. Now I shall deal with coastal shipping. If I may say so, it was roughly about 200,000 GRT at the beginning of the Plan period, the planning era—I think it was 1951-52. I became a Minister in 1957, and I am saying this because some personal references were made by my honourable friend whom I respect and adore, Mr. Ruthnaswamy, saying that if coastal shipping cannot be increased by the present Minister, then some other Minister must come from some other place. Anyhow, I do not take much notice of it because my adoration and respect for him is much greater than personal views. Anyway, I came to be associated with this Government in 1957. By the time I left it, coastal tonnage had mounted to over 4 million tons, GRT, and the traffic also was likewise 400,000 tons. One was 4 million tons and the other 400,000 tons. I came back in 1971-72 and I found coastal tonnage has come down to less than 200,000 tons GRT. I would say that the Railway Ministry has cooperated very generously in this matter and they have immediately assured that we shall be able to carry coal to the extent of 5 lakh tons immediately, and the assurance would last for about ten years. Over and above that, industrial coal also was allowed up to 2.5 which makes it 7.5 lakh tons. We are told that by the end of the Fifth Plan Period coastal shipping might be asked to carry as much as 6.5 million tons. Now the problem will be the other way about. We do not have that much salt traffic or other traffic for the east coast. Salt traffic is about three to four lakh tonnes per annum. Then what are we going to do? Can we have enough cement, fertiliser, or other things carry? Otherwise it will again be non-productive or non-profit making sector

and the coastal shipping people may not like that. Apart from that, we have not neglected coastal tonnage. Trial orders for coastal vessels have been placed by the Shipping Corporation of India on the Hindustan Shipyard Ltd, Wagle, public sector shipping corporation etc. Ten have been ordered from Romania and the total number of vessels for which trial orders have been placed is 22 and the GRT is 200,000. So, 200,000 plus 200,000 make 400,000 GRT. This will be available in the course of the Fifth Plan. The delivery of vessels from Romania will start right from 1973 and the delivery will be completed by 1975. So far as Hindustan Shipyard is concerned, the delivery period is between 1975 and 1979.

SHRI BABUBHAI M. CHINAI : What about coastal passenger service?

SHRI RAJ BAHADUR : Coastal passenger service is a something which is really going begging, if I may say so. Chogles were persuaded to go into it. But they want a fare increase. And this is not relished by the people concerned. The passengers won't naturally like that. The community does not like that. In fact if they are given an economic rate of fares, I am told—I am speaking subject to correction—it will work out to Rs. 150/- per passenger from Bombay to Cochin. I am speaking from memory. If there is anything wrong in this, I shall come again and correct my statement. They want a 43 per cent increase in fares.

SHRI BABUBHAI M. CHINAI : Even your Rao Committee had suggested 20 per cent increase. But you have not accepted it.

SHRI RAJ BAHADUR : You know that. I can say only upto the extent I can say here. That is under consideration. I would only say that much. Meanwhile we are trying to find out the other alternatives to it. Even 20 per cent increase will not be liked by the passengers. That will be opposed by them.

SHRI BABUBHAI M. CHINAI : Some way should be found out.

SHRI RAJ BAHADUR : Even with regard to DTC the position is the same. I am mentioning this incidentally. The fares.

[SHRI RAJ BAHADUR]

were last revised in 1964 and they have not been revised after that. While the cost on everything has risen, the fares remain the same. I have calculated that even the operation cost has gone up by Rs 3½ crores. That is the situation. Therefore, all of us should co-operate, members of all parties, and decide not to exploit the situation politically. The costs of operation are mounting and every commodity is showing signs of rising in price. Why should you deprive the coastal shipping or for that matter the transport service of their profit? At least it should not be difficult for all of us to agree on one thing that the costs of operation and handling have gone up.

Now, may I just invite the attention of my friend, Prof. Ruthnaswamy? He is much older and therefore he is my elder. I should not have called him my friend. He referred to the report and said that the coastal shipping should have been allowed freedom to raise their freight rates. Page 9 of the report says that even as late as December 1972 they were allowed a 15 per cent increase with the exception of coal on which the increase was confirmed to 5 per cent. Therefore we are not oblivious to the requirements of the coastal Shipping and we have been trying to do as best as we can. At least I can say, if coastal shipping has declined, it is not in my time. This is all that I would like to say.

So far as the ports are concerned, I would say that we would be in a position to utilise the money like this. I would say something in retrospect. In the First Plan, for modernising our ports and other new ports, we spent as much as Rs. 26.32 crores; in the Second Plan we spent about Rs. 45.05 crores; and in the Third Plan about Rs. 92.95 crores.

SHRI M. RUTHNASWAMY : Minor ports or major ports?

SHRI RAJ BAHADUR : Now I am talking about major ports. I am responsible for major ports. Then, in the three Annual Plans, we spent about Rs. 88.82 crores. Now that you have reminded me about this, I would like to say one thing. Coastal shipping cannot thrive or cannot

come into its own unless and until the minor ports are in a position to entertain ships, to entertain coastal shipping. Actually, the two can be married instead of operation a coastal vessel from or through lighteners and a port is no port at all if the ship is standing away by about two miles, five miles or ten miles. Therefore, ports have got to be developed and coastal vessels have got to be developed so that they do not have draughts of 10', 15' and 18' and so on. We must have smaller ones. Now, as you know, minor ports are fully within the executive and constitutional responsibility of the State Governments. We are there to help them and we help them with loans and such other financial assistance and others kinds of assistance as we can provide, even dredging, and so on. But we cannot go beyond that. At any rate, it requires national efforts at national level.

I was saying that in the Fourth Plan we have an allocation of Rs. 290 crores and we think we shall reach up to Rs. 277 crores as pointed out by Shri Krishan Kant. So far as the handling capacity is concerned, I am happy to say that it is more than the requirements of our trade. Even in the beginning of the Fourth Plan, it was 65.8 million. At the end of the Fourth Plan it is going to be 77 million and at the end of the Fifth Plan it is expected to go up to 126 million with all the modernisation plans that we are taking care of.

Now, in 1971-72, the total traffic handled at these ports amounted to 59 million tonnes against the capacity of, say, about 70 million tonnes and last year, in 1972-73, it was 62 million tonnes. You can see that whatever steps we can take we have been taking.

Now, I come to the port of Calcutta. About this port, I share—I do not share, but I do understand—the anxiety and the concern of the Members like Dr. Chakrabarti, Mr. Ganguli and others. About the Calcutta Port, all that can be done under the sky has been done. I humbly claim that. We have got the World Bank loan for certain works. We have got the Farakka works. All that water that is to be assured, the fresh water, about 47,000 cusecs or so, will be assured and a statement has been

made. The Haldia subsidiary Port itself is to sustain and supplement the capacity of the Calcutta port. Then, we have also strengthened the dredging fleet of the Calcutta port. The estuarian dredger was for that purpose. You express anxiety over a situation that has been created by the sudden shoving of the bar, the Oakland bar, near Haldia which has reduced the capacity of the port to 26'. But that is also a varying phenomenon. The bar has to be dredged. At the same time, if there is a heavy rainfall or normal rainfall, in the very nature of things, that shoving disappears. The year before last there was a very heavy rainfall and last year there was a scanty rainfall. The result is this bar and we are taking care of that and an order has been placed for another estuarian dredger and it is being built in the Garden Reach Workshop. It may be that we require one or two more additional ones. If any more additional dredgers are required for achieving the draught that was promised for Haldia which is 40' we will see to it and this was also to be achieved by the year 1980. We are trying to advance the date to 1977. But that is something which is yet in the womb of future. We only hope that all these efforts that we are making will certainly bear fruit.

Now, may I say that the new dock system of Haldia is expected to be completed and brought into commission by the beginning of 1974—we hope, even by the end of 1973. Ore berth at Madras is expected to be completed by 1975. Oil berth has already been commissioned in September 1972 at Madras, and our largest tankers "Jawaharlal Nehru" and "Lal Bahadur Shastri" are now able to berth there.

About Cochin super tanker berth, my friend Mr. Chandrasekharan, although he complimented me for my promptness in replying to his letter, expressed doubts about the utility of super tanker berth. Super tanker berth is not to meet the requirements of all refineries, whatever the capacity, whatever the output. The output of the refinery at Cochin is 3.5, or maybe a little more. For that we need not bring 400,000 tonnes or 500,000 tonnes. We were asked by the Ministry of Petroleum & 8—M166RSS/73

Chemicals that we should have a super tanker berth for 80,000 or 60,000 and we have finally done it. There was a lot of emotional feeling about the proposed location of the tanker berth by the creation of an artificial island right in the heart of the main water front of beautiful Ernakulam channel. Well, it has been shifted to Belghatty, but it has been given two sided boon, if I may call it so, for the port of Cochin. It is after the expansion that is going to take place in Belghatty channel. It also opens on the other island connected with road bridges. Two-thirds of the expenditure will be borne by the State Government; the remainder one-third will be borne by us for carrying the pipelines. I think you will not have second thoughts about it.

The Vishakhapatnam outer harbour is expected to be completed by mid 1974. The initial capacity would be to entertain vessels up to 1 lac DWT and ultimately 2 lac DWT.

At Paradeep, the modernisation of iron ore handling plant up to 4 million tonnes per annum, is under way.

Mangalore will be opened for service by December 1973 and commissioned by the middle of 1974...

SHRI JOACHIM ALVA : Quite safely ?

SHRI RAJ BAHADUR : Quite safely. Now, I think this should do for ports.

May I now come to the roads? I think on the roads side, we have not done badly. May I, first of all, announced—if another prompt reply to you, Mr. Chandrasekharan—you asked that the west coast should be declared a national highway. Here and now, I declare it to be National Highway No. 17 ... (*Interruptions*). It was declared long back ... (*Interruptions*)... It is not a new declaration ...

(*Interruptions*)

SHRI K. CHANDRASEKHARAN : You have never implemented that declaration...

SHRI RAJ BAHADUR : It is now a national highway. It has been implemented...

SHRI K. CHANDRASEKHARAN : So far as the Kerala State and southern region are concerned...

SHRI RAJ BAHADUR : I assure you it is there. Only a change of alignment was asked from Feroke to Cochin. So long as rail and roads are parallel, we cannot change the alignment. But where the rail and road deviate, we will certainly take it up. That is very much under consideration. I think we have more or less made up our mind and we will make the announcement in due course.

Then Sir, Mr. Krishan Kant asked the question why only Rs. 80 crores this year when the Roads Wing and all the State Governments put together were able to utilize to the extent of Rs. 85 crores? I can assure you that if we are able to perform better, I think the Finance Ministry will give us more funds. That is the hope I express ...

SHRI KRISHAN KANT : Good hopes!

SHRI RAJ BAHADUR : I think with your persuasion and my hopes we may achieve the boom that we require. I entirely agree with you. So far as the modernization of roads is concerned, we have in our 5th Five Year Plan provisions, as you know, and scheme by which we want to provide for the future traffic, future density of traffic, because we know that the number of vehicles is mounting. We have in the country less than 2 million vehicles. Imagine, after 5 years or 10 years the number would go up to 6 or 7, 8 or 10 millions. Can these roads hold that traffic? Supposing I had all the money given to me by the Finance Minister for Delhi D.T.C., can I put 3,000 buses immediately? All the traffic will be closed. There will be much more confusion. So, the road system has also got to be adjusted to the needs of the modern public transport system. You put me a question, Mr. Krishan Kant, whether I would give preference to a fiat car or to a public transport. Obviously, the answer is the latter. As a Minister for Transport, I will give all the preference to public transport. I think you own a car.

SHRI KRISHAN KANT : I am carless.

SHRI RAJ BAHADUR : I wish you all the good luck.

SHRI KRISHAN KANT : I do not wish to have one.

SHRI RAJ BAHADUR : That is a very retrograde step. I wish you all the good luck to own a car. I wish every countryman of mine to own a car. If we can expand the automobile industry, we can solve the problem of unemployment. The solution of unemployment problem is really the flourishing of the automobile industry. Few of us realise it.

SHRI KRISHAN KANT : Have you discussed it with the Industrial Development Minister?

SHRI RAJ BAHADUR : The Heavy Industries Minister has given me a very good ray of hope. He wants me to connect every village with a road. I am sure when he made that statement, he must have also taken the huge responsibility which he has undertaken. He has assured me privately that I should go ahead with my roads and he would go ahead with his public transport. But that will take time. It is a big thing.

I am in entire sympathy about the C.R.F. It depends upon the Finance Ministry. I can only say that the Transport Development Council consists of all the Ministers of State Governments. Their Ministers have also recommended that the C.R.F. allocation of 2-1/2 annas per gallon is quite out-of-date now. It was as far back as 1929 that it was fixed. The petrol prices have gone much higher and really some revision should take place. As you have rightly said, it should be considered as a proposal. That amount should be earmarked for opening up the rural areas of our country. While the Approach Paper to the Plan lays down the criterion of 1500 population for a village to be connected by a road, we, in the Ministry of Transport, are of the view that areas have to be opened and in many parts of our country, there may not be many villages of 1500 population. We should have a comprehensive and a well-integrated plan for that purpose. This is the exercise on which the State Governments are engaged at present.

You have said that roads in backward areas and tribal areas should be taken particular care of. I am in entire sympathy with you and this has been left to the State Governments. They are trying to find out what are the alternative means of replenishing their revenues.

SHRI KRISHAN KANT : I had asked whether it is not possible to work out with the State Governments whatever they want.

SHRI RAJ BAHADUR : All these views are being considered by them. Then you talked about other problems. My friend, Mr. Man Singh Varma said that we should allow private operators to operate buses. Only he can do it. I cannot do it because the national policy is to provide the utmost possible comfort to the people.

श्री मान सिंह वर्मा : मैंने यही कहा कि नेशनल पालिसी अगर यह है कि जो यूजर्स हैं वे सफर करें, उनको ट्रांसपोर्ट न मिले, तो मुझे कुछ कहना नहीं है। आप खुद इंतजाम नहीं कर सकते, दूसरों को भी नहीं करने देते। मेरा यही कहना है।

श्री राज बहादुर : देखिये आज की हालत में कितना इंतजाम कर लीजिये जिस रफ्तार से हमारी आबादी बढ़ रही है जरूरतें बढ़ रही हैं, उसमें जितना इंतजाम करेंगे वह पिछड़ जाएगा।

Nobody can say categorically that we can certainly provide adequate number of buses for all times to come in the future. Certainly, there will always be a backlog. Even in the matter of D.T.C., we never claimed that we shall solve all the problems in one day. I humbly said that I would try to do the maximum. I have repeated in this House and my colleague Shri Om Mehta, has said repeatedly in this House what has been done by the D.T.C. after it came into being on 3rd November, 1971.

And I do not want to repeat all those things. It will simply take time of the House but we are quite conscious of our responsibility in this respect and I would say that we are, in the course of the Fifth Plan, trying to do whatever we can to augment the services.

श्री मान सिंह वर्मा : दिल्ली का ही उदाहरण ले लीजिये। मुझे यह बात समझ में नहीं आ रही है कि आज दिल्ली में बसों की आवश्यकता है, आप 425 बसे मंगा रहे हैं और आपकी रिपोर्ट से मालूम होता है कि 80 बसें आ गई हैं और 80 बसें और आने वाली हैं, लेकिन आप को इस बारे में क्या कठिनाई होती है कि दूसरों के द्वारा यह कार्य नहीं कराते ?

You can solve the problem even today. I am sure of it but you do not want to do it.

श्री राज बहादुर : जी नहीं, यह सवाल नहीं है और मैं सारे ट्रांसपोर्ट को खिचड़ी बनाना नहीं चाहता हूँ।

श्री मान सिंह वर्मा : जब नेशन का हाज्मा खराब है तो खिचड़ी खानी पड़ती है।

श्रीमती सविता बहिन (दिल्ली) : रोज खिचड़ी नहीं खाई जा सकती है।

श्री राज बहादुर : हर काम करने का एक तरीका होता है।

The Working Group of the Planning Commission recommended an addition of 1127 buses during the Fourth Plan period—679 for replacement and 448 for expansion. However, due to shortage of funds or non-utilization of funds or mis-utilization of funds only 304 buses were purchased during the first three years of the Plan, i.e. upto 1971-72 and another 297 buses in the year 1972-73. We placed order for 297 buses and they have all been acquired. We hope, by March 31, we would have acquired 601 buses. With 425 buses, orders of which have been placed, we hope we shall get them this year. we shall achieve the target. Of course, we shall not achieve the target of 1127 buses as laid down by the Working Group but we will very nearly achieve it. Now, this also means elimination of old buses. As many as 400 buses were more than 8 years old on 3rd November, 1971, and as many as 521 became 8 years old on 31st March, 1973. These have also to be replaced. We have already scrapped 195

[श्री राज बहादुर]

old buses. We are making use of the remaining 326 old buses by putting them as trailers.

I do not want to recount all that we have done, the number of routes that we have added and the number of special trips that are being operated for students. About 591 special trips are going on. Then 136 return trips have been provided from the Willingdon and Safdarjang Hospitals in the evenings for the convenience of visitors. All those things have been provided but as I have said, we do not have a magic wand. We cannot improve or modify the geometrics or the width of roads all at once. We cannot supply all the buses all at once. Even if we have the funds, the question is how much of production is there in the Leylands or the Tatas. Now you say that we should allow them to ply just as trucks are plying. You know very well what the amount of premium is on the Tata, Mercedes trucks. I am told it is as much as Rs. 10,000. This is an information given to me. If you want the same thing in the buses to happen, that will be reflected in the fares, that will also be reflected in the quality of service. We want better service with better amenities, better facilities for stands and that is why we want that progressively the passenger transport must be nationalised and taken over.

I have more or less dealt with the points of Mr. Man Singh Varma and then after him, the points that Mr. Trivedi had taken up. He had raised one point about catching up with the technical revolution. I am all with you and we are doing all that we can. Mr. Ruthnaswamy's points I have already covered. I would like to tell Mr. Chakrabarti that so far as the Hooghly Bridge is concerned, it is a State project and the Planning Commission has only come forward to assist it financially to the extent of Rs. 8 crores in the Fourth Plan period. Since the Central aid is involved the Planning Commission has asked us to see the agreements that are being entered into with the foreign consultants and also other technical details. Only for that purpose we said pending examination kindly don't conclude

the agreement. The agreement will be concluded as soon as we are able to finish the examination. A team has already gone to Calcutta. We are not interested in any delay whatsoever in the execution of this project.

About the Chambal Bridge Mr. Mathur asked how it fell and whether there was not some *gol mal*. He also used the word *gupla*. He has greater experience of *guplas* than I have got. I can only say . .

श्री जगदीश प्रसाद माथुर : आपके इलाके का हूँ ।

श्री राज बहादुर : मैं आपके इलाके का हूँ, आप मेरे इलाके के हैं, ठठेरे बदली में नहीं आते । इतना ही मैं कहूंगा । About *gupla* you have got better information that I have got. About Border roads staff I can assure you that they are being looked after well.

श्री जगदीश प्रसाद माथुर : वह इन्क्वायरी चल रही है, 5 बरस हो गये उस इन्क्वायरी को ।

SHRI RAJ BAHADUR : That enquiry is not under me. You are addressing the question to wrong quarters. I am not at all concerned with it.

श्री जगदीश प्रसाद माथुर : सी० पी० डबलू० डी० का सेक्रेटरी उसके अन्दर है ।

SHRI RAJ BAHADUR : I do not know about any enquiry; I do not know whether any enquiry is there at all or not.

I wanted to tell you something about the Chambal Bridge. Chambal Bridge was of course one of the finest bridges we had in the country. It was a submersible bridge. Thrice it had suffered submersion due to floods and it had stood the test. But in anything Nature is always supreme. The foundations were well laid on the rock. It had been fully certified by the planners and engineers. Now Chambal is a fast flowing river and near its confluence with Jamuna it becomes faster. And it is possible that the sand under the rock gets washed away and the rock sinks with the result that the pillars get damaged. Now nobody can control

that. We wanted to economise on the construction of the Bridge; otherwise a bridge on Chambal may cost about Rs. 3 crores or even more at that particular spot. When it fell we lost no time. We provided a ferry service thanks to the courtesy of the Defence Ministry. We have now already put up a pontoon bridge which is serving the purpose.

श्री जगदीश प्रसाद माथुर : जिस कम्पनी ने इस पुल का निर्माण किया था उसने शर्त लगाई थी, उनका पालन नहीं किया गया ।

श्री राज बहादुर : यह सूचना आप कहाँ से लाये मुझे पता नहीं । अगर आप स्पैसिफिक लिखेंगे कि कौन सी शर्त नहीं मानी या उसका पालन नहीं किया तो मैं आपका आभारी हूँगा, जरूर उसकी जांच कराऊंगा क्योंकि मैं प्रकाश चाहता हूँ . . .

श्री जगदीश प्रसाद माथुर : जो खम्भे नदी में हैं . . .

श्री राज बहादुर : मैंने कहा मैं प्रकाश चाहता हूँ अगर आप दे सकते हैं क्योंकि उससे मेरे इंजीनियर्स को मालूम होगा कि कौन सी गलती हुई है । I am not shutting out my mind against it. You let me know what exactly you want.

About Cochin shipyard some doubts were expressed by Mr. Chandrasekharan. He asked whether the keel would be completed in 1974 and what the target date was for its completion. The target date for the completion of the shipyard is 30th September 1975. The keel for the first ship will be laid—keel laying is the first operation of building a ship; it is not the last operation—even before that, in the year 1974. Whether it will be in the beginning, middle or towards the end of 1974 I cannot say at the moment.

Mr. Rana spoke about the River Services Committee. He is not here now. All the action that we could take has been taken. Also out of the 36 recommendations made by the Bhagawati Committee as many as

21 are under execution or implementation and we will try to expedite them as best as we can. Lastly, Mr. Rana also referred to the Calcutta Bridge which I have already dealt with.

THE VICE-CHAIRMAN (SHRI V. B. RAJU) : Mr. Raha, not Rana.

SHRI RAJ BAHADUR : I am sorry. I come from the land of Ranas. I was confused.

Therefore I would not bother the House with those details again. About the Fifth Plan also I would not go into details but suffice it to say that we are taking all possible steps to see whether it is shipbuilding or ports or roads that we take good care of the needs of the economy; transport being the essential infrastructure in development we shall not be found wanting.

I think the people in the Ministry of Shipping and Transport have done well—not the Minister—but the officials and they deserve your sympathies and sympathetic appreciation. I only hope they will do better. Thank you very much.

SHRI BABUBHAI M. CHINAI : Sir, a small point. We are happy with what the Minister has done and what the Ministry has done. We are proud of the Shipping Corporation and its Chairman, but I want to know from the hon. Minister that he will not allow the State Government to veto the decisions of the Central Government. In coastal passenger shipping the States have been vetoing and that should not be allowed.

SHRI RAJ BAHADUR : There is no veto. It is only co-operation. In the modern context co-operation, co-ordination, collaboration, all these things are there rather than conflict. So, we will not come into conflict with them. We will certainly take their concurrence with us.

I am sorry I missed one point which Mr. Joachim Alva made. He wanted to know how much has been paid to each company from the Shipping Development Fund. I would only invite his attention to the Annual Report and Audited Accounts for

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the year 1971-72 of the Shipping Development Fund Committee which was placed on the Table of the Rajya Sabha, on the 2nd May, 1973, which gives all the details that he wants.

SHRI M. RUTHNASWAMY : May I be allowed to offer a personal explanation? When I referred to the personality of the next Minister of Shipping I did not intend to cast any reflection.

SHRI RAJ BAHADUR : I never took it that way. You are a good friend of mine.

SHRI M. RUTHNASWAMY : He has not been in charge of the Ministry all the time. It was only a challenge that he would do all he could to improve coastal shipping. I am glad to find that the challenge has been accepted.

THE VICE-CHAIRMAN (SHRI V. B. RAJU) : The House stands adjourned till 11 A.M. tomorrow.

The House then adjourned at fifty-eight minutes past four of the clock till eleven of the clock on Tuesday, the 15th May, 1973.