

SHRI GOVINDA REDDY: May I know what is the value of the exports?

SHRI D. P. KARMARKAR: I have given the figures in terms of kernels.

SHRI T. R. DEOGIRIKAR: May I know where from the cashew-nuts come here for roasting?

SHRI D. P. KARMARKAR: Half of it comes from within the country and the balance comes from East Africa. We import from there.

NATIONALISATION OF PUBLIC CARRIERS

*381. SHRI H. C. MATHUR: Will the Minister for PLANNING be pleased to state:

(a) whether Planning Commission have recently taken any decision regarding the nationalisation of the public carriers; and

(b) if so, what steps have been taken to give effect to this decision?

THE DEPUTY MINISTER FOR PLANNING (SHRI S. N. MISHRA): (a) Yes, Sir.

(b) The recommendations of the Planning Commission have been conveyed to the State Governments.

SHRI H. C. MATHUR: What are those recommendations and what is the reaction of the State Governments?

SHRI S. N. MISHRA: The recommendations of the Planning Commission are three: (a) that no scheme for the nationalisation of road freight services would be entertained till 1961 for inclusion in the Plan; (b) that the policy for granting licences should be liberalised and licences should be granted for a period of not less than three years; and (c) that special incentives should be given to viable units. They should be granted licences for a period of not less than five years. So far as the reaction of the State Governments is concerned, it seems that most of them are inclined to agree with the recommendations of the Planning Commission

SHRI H. C. MATHUR: May I know the reasons for delaying nationalisation of public carriers till 1961, and may I know if any of the State Governments are opposed to such nationalisation?

SHRI S. N. MISHRA: Again, this question divides itself into two parts. So far as the first part of the question is concerned, there is no question of delaying, but what weighed with the Planning Commission was that most or at least some of the State Governments contemplated nationalisation, although they had no funds for it. And this created an element of uncertainty so far as the private investors were concerned. Therefore, they outlined this policy. Now, the Government of Bombay, for example, said they had certain difficulties on perfectly understandable grounds. They had obtained about 835 trucks under the Colombo Plan, and the problem for them was to utilise them.

SHRI H. C. MATHUR: May I know if any efforts have been made to effect co-ordination between rail and road traffic? If we are going to leave this to the private sector for some time, then some co-ordination has to be effected between road and rail transport. I want to know what has been done in that direction.

SHRI S. N. MISHRA: The Planning Commission concerned itself only with the nationalisation aspect of the problem. I think that was the question which deserved consideration.

SHRI H. C. MATHUR: My question is whether any effort is being made to co-ordinate road and rail transport.

SHRI S. N. MISHRA: This question related to the review of the policy which was undertaken by the Planning Commission recently. I submit that at this time the Planning Commission concentrated only on this aspect.

SARDAR SWARAN SINGH: May I add that co-ordination is always done in the Transport Ministry?

SHRI H. C. MATHUR: May I know whether anything has been done in the field of inter-State co-ordination in drawing up this scheme?

SHRI S. N. MISHRA: I do not quite appreciate the import of the question about inter-State co-ordination in this connection.

SHRI H. C. MATHUR: There is a particular bus service which starts from Rajasthan. It has got to connect a bus service in Delhi or in the Punjab. So, if the services are not nationalised and if they are to be left to private enterprise in the States, then some co-ordination between rail and road transport and also some inter-State co-ordination will be necessary. So, I would like the hon. Minister to enlighten us on these points.

SHRI S. N. MISHRA: This question is best left to the State Governments for their mutual adjustment.

SHRI GOVINDA REDDY: May I know if the Planning Commission have estimated the needs of the country in the matter of vehicles and whether they have taken any steps to see that a sufficient number of vehicles are manufactured within the country?

SHRI S. N. MISHRA: Yes, Sir. It is only for the purpose of extending the road facilities in the country that these recommendations have been made.

SHRI B. C. GHOSE: Does the recommendation of the Planning Commission mean that the State Governments who have been pursuing progressive nationalisation of the road transport services will now cry a halt in that matter?

SHRI S. N. MISHRA: Yes, Sir, and most of the State Governments have agreed with the recommendation of the Planning Commission.

SHRI B. C. GHOSE: The West Bengal Government for example is nationalising the road transport ser-

vices and they have given expression to that desire of theirs in their Assembly and also outside. Does it mean that they will not any further nationalise the road transport services now?

SHRI S. N. MISHRA: Now, this question also viz., road-transport, covers both road-freight service and passenger service. I don't know what he has in mind but so far as we are concerned, the West Bengal Government has informed us that they don't contemplate nationalisation of the kind.

सरदार रघुवीर सिंह पंजहजारी : क्या आप यह बतालायेंगे कि पंजाब और पंप् की सरकारें जा अपने यहां की रोड ट्रांसपोर्ट को नेशनलाइज कर रही हैं उस सिलसिले में वहां के मोटर रिप्रजेंटेटिव्स ने पेशकश की है कि ट्रांसपोर्ट सर्विस को नेशनलाइज न किया जाय ? इस सिलसिले में प्लानिंग कमीशन ने क्या स्टेप लिया और उसकी क्या पॉलिसी है ?

श्री एस० एन० मिश्र : जी हां, यह सवाल दोनों सर्विसों के बारे में महत्व रखता है । लेकिन हम लोगों को जहां तक सूचना है उसके मुताबिक इन हकूमतों ने अभी तक पैसेंजर सर्विसेज के बारे में ही कुछ विचार किया है, रोड फ्रेट सर्विसेज के बारे में नहीं ।

NATIONAL PROGRAMME TALKS FROM A. I. R.

*382. **SHRI M. VALIULLA:** Will the Minister for INFORMATION AND BROADCASTING be pleased to state:

(a) the number of talks delivered so far and to be delivered in 1954 in the services of the National Programme of talks; and

(b) what is the amount spent so far on this account.

THE MINISTER FOR INFORMATION AND BROADCASTING (DR. B. V. KESKAR): (a) The number of talks delivered up to 15th December 1954 and