

5a April 61

Ministry of Transport and Communications

10 Aug 59
Last year's record very disappointing

Report of RTRC welcome by Minister's predecessor and endorsed by all sections of the House with rare unanimity. - No reflection on Government policies - whether III Plan or Budget.

Take off -
ground
Hope AM will first act to unblock & then plan to reconstruct & pay
Vis a vis Railways & Airy Connection

I

Roads

156 crores out of 3360 crores = 4.6 % 1st Plan
248 crores out of 6750 crores = 3.7 % 2nd Plan
250 crores out of 10200 crores = 2.5 % 3rd Plan

Anti-climax

What kind of take off without foundation?

Illustrate by national highways (central since 1947)

President of Indian Roads Congress (also Consulting Engineer - Road Development - in Union Ministry of Transport) lists following deficiencies:

1. Eighty major bridges will remain unbuilt;
2. Four hundred miles of missing links will remain to be constructed;
3. One thousand miles will have single-lane waterbound macadam surface;
4. 11,300 miles will have only a single-lane asphalted or cement concrete carriageway, about 2,300 miles only having a two-lane carriageway;
5. Hundreds of road-rail level crossings will remain to be replaced by over or under

bridges, and

6. By-passes around most of the towns will remain to be built.

On average no bridge on major river crossing on every 187 miles (80 missing bridges in 15,000 miles); no connecting link on every 37 miles (400 miles missing in 15,000 miles); only 15% of the track provided with two-lane carriageway (on 2,300 out of 15,000 miles).

Shocking record after Union Government's control of 14 years, requires great deal of explaining.

Rs. 200 crores required - but only $47\frac{1}{2}$ crores available. Remaining Rs.153 crores must be found. Suggest approach the International Development Association for a loan. No foreign exchange involved. Only foreign exchange on Rs.3 crores required for the high tensile steel for bridges.

Compare Third Plan allocation of Rs. 400 crores for Railways for electrification, new lines, and improving line capacity. Great deal of foreign exchange involved.

II

Vehicles

Second Plan production targets

Public passenger vehicles 22,500
Goods vehicles 69,000

but of these 11,000 passenger and 27,000
goods only replacements, so net addition =
11,500 passenger and 40,000 goods against
requirement of 21,000 passenger and 74,000
goods vehicles.

Thus gap of 9,500 passenger and 34,000 goods vehicles

34,000 trucks equals only 10% of Railways goods
traffic of 50,150 million tons in 1959-60.

Steam locomotion outmoded (Quote RTRC) *482-3*
e.g. U.K. Railway (share of total inland goods
traffic :

1938 - 65%
1948 - 44%

Of additional traffic generated during 20 years,
2/3 went by road and only 1/3 by Railway.

In India position just the reverse. President
of the IRC estimates currently only 10% of the
traffic going by road. This is due to
discriminatory policies pursued by Planning
Commission in favour of Railways, despite
approval of the House of RTRC conclusions.

Though Roads defective, even present roads not
fully utilised. e.g. U.K. 28 motor cars and
9 commercial vehicles in 1956. - In India
1.82 motor cars and 1.64 commercial vehicles
per mile of surfaced road in 1960-61.

Considering that road transport provides more employment and revenue to the exchequer than the railways as proved by a survey made by the National Council of Applied Economic Research, Government has failed in its duties.

Even administrative proposals made by the RTRC such as for strengthening of the Union Ministry of Transport, have not been carried out.

No improvement in railway service after 1947.

Joint Chairman of the Indian Mining Association at the Annual General Meeting on 24th March, 1951.

The most substantial increase can be obtained by the greater use of road transport, although it is impossible to agree with any real economy the number of additional trucks which can be made available for this purpose in the immediate future. This Association has been pressing for a number of years for an immediate programme of expansion in the existing roads in the coalfield areas, and the present crisis dictates that every effort must be given to this work. Far more important still is the need for immediate attention to the main artery - the Grand Trunk Road - between the coalfields and Calcutta, since the railways will not be able to maintain even the present level of transport to industrial units in the Calcutta area. If they have to transport an additional one million tons per annum to Calcutta from the nearest airport, an immediate improvement in this vital link can be obtained. This is, however, only a short-term solution, and we must have without further delay the construction of the proposed highway which must then be continued to further distances, if put on a priority basis.

III

Coal Problem

Century Old - on 18 June 1857 Coal enterprise received a telegram from its harassed representative at the Mines which ran as follows:

"You say, send coal; I say, send wagons." /more

No improvement in railway service after 104 years.

Quote Chairman of the Indian Mining Association at the Annual General Meeting on 24th March, 1961:

*Middle
could have
been done
if
of*

"The most substantial increases can be obtained by the greater use of road transport, although it is impossible to assess with any real accuracy the number of additional trucks which can be made available for this purpose in the immediate future. This Association has been pressing for a number of years for an immediate programme of repairs to the connecting roads in the coalfield areas, and the present crisis dictates that every priority must be given to this work. Far more important still is the need for immediate attention to the main artery - the Grand Trunk Road - between the coalfields and Calcutta, since the Railways will not be able to maintain even the present level of transport to industrial units in the Calcutta area if they have to transport an additional one million tons per annum to Calcutta Docks for coastal shipment. An immediate improvement in this vital link can be obtained..... This is, however, only a short-term solution, and we must have without further delay the construction of the Durgapur Expressway which must then be continued to Asansol. This construction, if put on a priority basis,

could be completed within 18 months, providing considerable employment and without any reliance on foreign exchange, and such an Expressway could permit of the additional movement of about 2 million tons per annum between the coalfields area and Calcutta."

Not true that roads cannot transport even coal economically.

Road Transport Team of NPC shows that as against current railway costs including terminal charges of 8 np. per ton-mile on broad gauge, 12np per ton-mile on metre gauge and 26 np. per ton-mile on narrow gauge, a 12-ton truck will carry coal at a cost of 6½ np per ton-mile and a 15-ton truck can do so at 5 np per ton-mile.

If even now instead of ~~laying~~ railway lines which cost around Rs. 10 lakhs per mile, wide roads will cost only a third of this figure and there will be no transport trouble. To persist in pouring valuable foreign exchange in this context in railways is sheer perversity.

Articulated
vehicles
- 2.1 ton
1/3 of 6 ton vehicle

Rs. 5
to 10
lakhs

IV

Neogy Committee

Compliment Neogy.

Informal Report
Refrain from discussing questionnaire at this stage, though bias in favour of railways clear. Several questions like leading questions.

Discuss only composition.

2/10/59
Except for Chairman, department secretaries all pre-occupied with routine.

Constantly being shifted and changed - no stability in composition.

Policy
Official decisions should be formed by a body of ~~experts~~ *not* - ~~these~~ *should* be from the ranks of public men and Parliamentarians.

Suggest change even now if any results to be obtained.

Otherwise Committee's conclusion will have no relation to public opinion.

Report - Parl. will support him if

The opening of post offices in villages generally resulted in an increase in the business available for the L.I.C. A few selected post offices in the rural areas should also open savings bank accounts in order to help the cultivators save money.

The 38 cases of employees who had been proceeded against for participation in the strike should be considered sympathetically.

Shri M. R. Masani: The results achieved by the Ministry in the field of development of roads and road transport were not satisfactory. No action had been taken in pursuance of the recommendations of the Road Transport Reorganisation Committee which had at one time been welcomed by the Government. On the contrary, the cause of roads and road transport had received a setback in the last year.

The provision in the Five Year Plans in respect of road development had been progressively on the decrease; it had fallen from 4.6% in the First Plan to 2.5% in the Third.

A lot remained to be done in the case of national highways also; as many as eighty major bridges remained to be built in addition to four hundred miles of missing links and hundreds of road-rail level crossings. A sum of about Rs. 200 crores was needed for that purpose but a provision of only Rs. 47½ crores had been made. Government should consider approaching the International Development Association for a loan for that purpose.

The trend in other countries was towards the roads but in our country it was the other way round. The railways were reigning supreme and only 10% of the traffic was carried by roads. Road development should be encouraged as it gave employment to more people and earned more profits at a lesser cost. The cost per ton mile of freight by road, provided heavy trucks were used, was less than that in the case of railways. Secondly, cost of road construction was less than that incurred in the laying of railway lines. Road transport could play a vital role in the movement of coal also. The Planning Commission should be approached for more allocations for road transport development.

The composition of the Neogy Committee should be altered; officials should be replaced by public men.

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M. N. KAUL,
Secretary.

CORRIGENDUM

to

Synopsis of debates dated the 3rd April, 1961 Page 361. line 1, for 'basty' read 'hasty'. Page 364, last para, line 3, for 'horders' read 'borders'.

M. N. KAUL,
Secretary.

***** A Supplement covering the rest of the proceedings is being issued separately.

Price: 10 nP.

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remain unsolved. It was proposed to create a directorate for dealing with the residuary problems.

All the Demands for Grants relating to the Ministry of Rehabilitation were voted in full.

MINISTRY OF TRANSPORT AND COMMUNICATIONS

Shri T. B. Vittal Rao: It was gratifying to note that the target for the opening of rural post-offices had been achieved. Delivery system to villages where there were no post offices should be improved. Villages accessible by roads should be grouped together and the postmen should be provided with cycles.

The recommendation of the Pay Commission in regard to the payment of a daily allowance to postmen should be implemented.

Post-cum-telegraph offices should be opened at places where it was not feasible to open telegraph offices.

Much headway had to be made in regard to the expansion of telephone services in the country.

The P & T Department had failed to construct buildings for housing post offices; amounts allocated for that purpose should not be allowed to lapse. Steps should also be taken to see that all the employees were provided with quarters.

No reasons had been given for the increase in the contribution to the general revenues from 4 to 4.25 per cent. A committee should be appointed to go into the question of the sharing of the revenues between the general revenues and development.

The printing of letters by business houses on the post cards whereby they used them in place of book post should be banned.

The recognition of the National Federation of P & T Employees which had been withdrawn after the strike should be restored. It should be remembered that the strike had been for the demand for linking the dearness allowance with the cost of living index and for the implementation of the decision taken at the XV Indian Labour Conference.

Mangalore, Tuticorin and Kakinada ports should be developed as major ports. The direct Madras-Rangoon service should be restored.

A national highway should be constructed between Nagpur and Hyderabad.

If any State Government wanted to nationalise any passenger or freight service, the Centre should not stand in their way.

No gliding centre had been opened in the Second Plan, whereas the target was for ten such centres.

A morning service should be started between Madras and Delhi. The civil aviation employees' demand for overtime allowance should be conceded.

Shri Barman: By the end of last year only about 39% of our rural population was being served with daily dak; the service should be extended to the rest of the population also.

The condition of the runners was very distressing and it was but proper that a demand for a daily allowance for them was conceded.

A telephone exchange should be installed in Matabhanga in the Cooch-Bihar sub-division.

Chinese threat -

Occupation of 52 sq miles
Refused to accept
the Indian line
Ladakh
Kashmir
Nepal, Sikkim
Bhutan

1950 Occupation of Tibet decisive
GoD attitude - 1954 Panchasheel
1955 - Aggravated by -
Dulas Lama banned from
activity of Nepali Peoples
The No policy - Change of Govt
Defence Investment

Popular Education - S.P. Jodha
Need for more realistic
Ratna Chandra (and) - Authoritarian foreign policy
Occupation of strategic heights -
In invasion - 5th
In Kashmir - 1948
of "Himachal Pradesh" had to stop